
EXHAUST SILENCERS

Subject: exhaust silencers

Model: Brevia 750

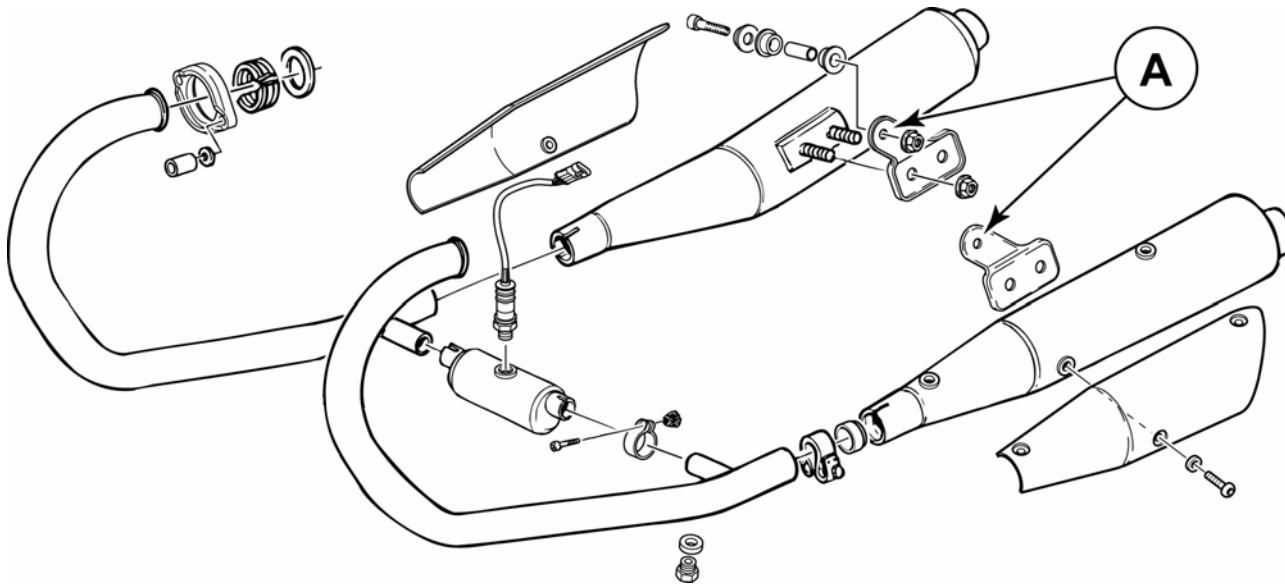
Problem:

The exhaust silencers come off due to the inadequate length of the exhaust pipes.

Solution:

For the new bikes, the exhaust pipe length has been changed.

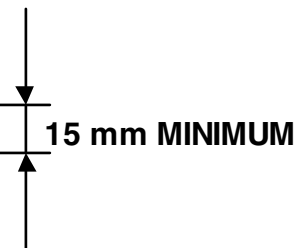
For the bikes already manufactured, the problem can be solved by cutting slots on the silencer brackets (A).



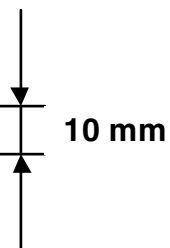
Model : Breva 750

Subject: Side bags

After mounting the side bag attachments, it is necessary to check that the distance between the top of the silencer and the bottom of the bag is 15 mm at least.



If this distance is shorter, it is possible to lift the bag attachments by shortening of 10 mm the bushes placed between the attachments and the bike frame.



Should this minimum distance of 15 mm not be complied with, the bags could be damaged due to the heat produced by the exhaust fumes.

AIR BOX

Subject: oil in the air box

Model: Brevia 750

Problem:

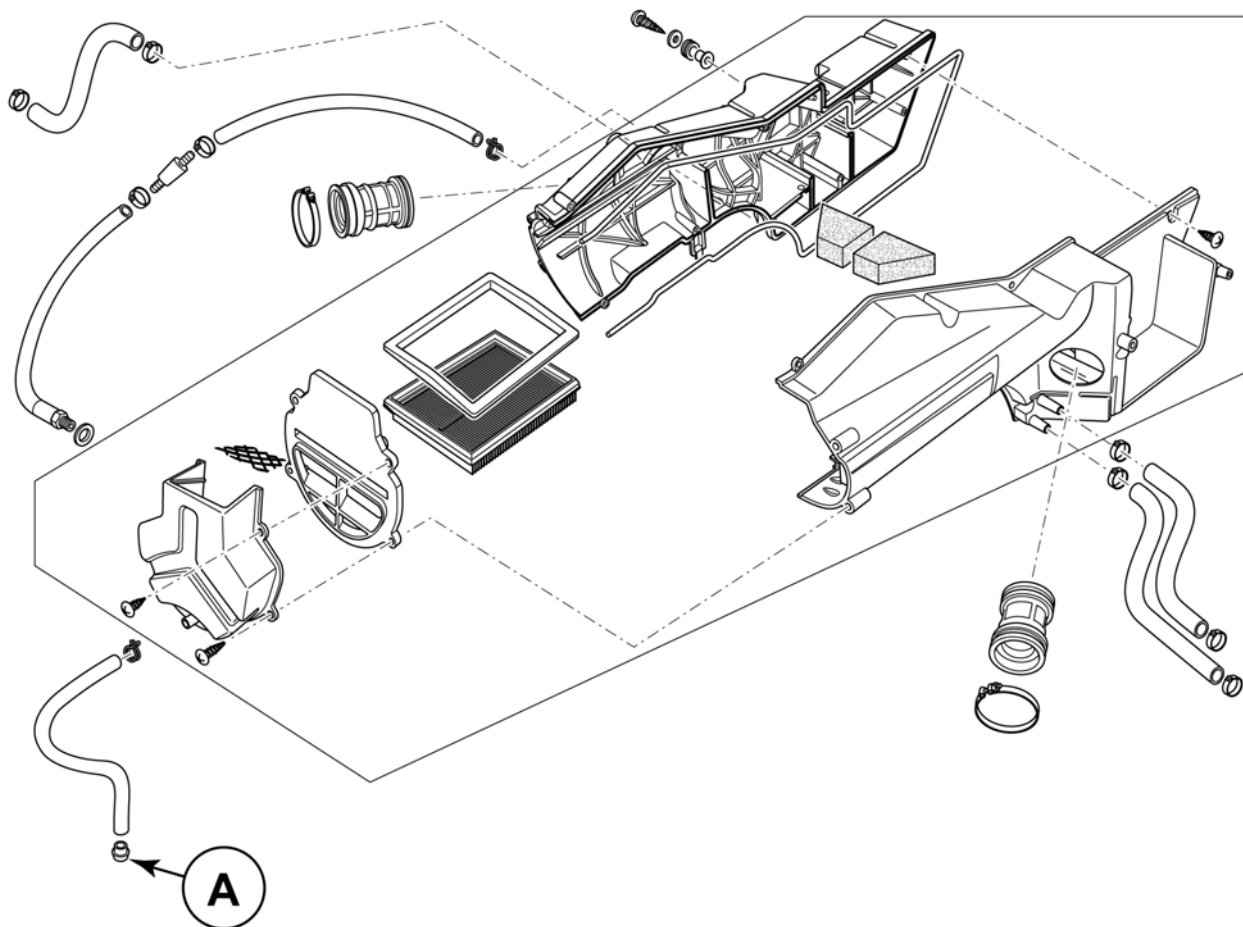
oil entering in the air box stays in the box bottom and goes out of the joints or the plug (A) fitted at the drain pipe end.

The problem was claimed on demo bikes or on bikes belonging to the first series produced only.

Solution:

before fitting the air box to the vehicle, we check the air box sealing carrying out a leak test with air under pressure.

The plug (A) has been changed with a watertight plug.



TECHNICAL COMMUNICATION No. 02-2003

17 April 2003

Subject: engine oil level

Model: Breva V750 i.e.

Frames involved: all

Dear Dealer,

if experiencing an engine oil present in the filter housing and in the engine oil breather pipe anomaly, check the quantity of oil in the engine.

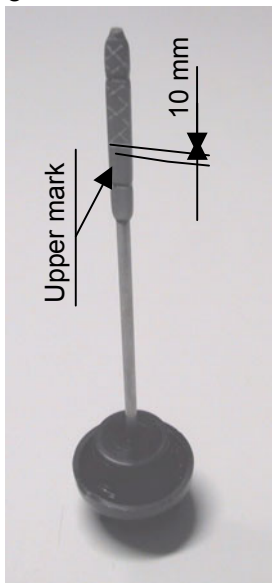
This communication applies to all vehicles produced.

Fault experienced on vehicle: excessive quantity of oil extracted from the oil recover circuit.

Main cause: excessive quantity of engine oil.

Technical solution: check and restore correct engine oil quantity (1.8 kg).

An excessive quantity of engine oil can cause an increase in the oil extracted by the crankcase gas recover circuit. In exceptional cases an oil present in the transparent recovery tube, which extends from the filter housing to the rear joint of the right half cradle, type of anomaly can be experienced.



Check the correct engine oil level to avoid this inconvenience.

The checking operation can be easily carried out by using the oil filler cap dipstick. The correct quantity of oil wets the dipstick up to around 10-11 mm under the maximum level reference mark. The highlighted part in the photo shows the section of dipstick which must be wet. The check must be carried out with the engine warmed up, after around 20 minutes that it is running.

It may be useful to make a reference mark at the indicated quota, to facilitate the check during regular engine oil replacements.

We will ship a sticker to place in the use and maintenance booklet containing the correct engine oil level measurement procedure.

Yours Sincerely,



INSTRUMENT PANEL LIGHTS

Subject: INSTRUMENT PANEL LIGHTS (the first 100 bikes)

Model: Breva 750

Problem:

the instrument panel plastic parts touch a transistor that turns on or off some lights in an erratic way.

Solution:

change the instrument panel.



THROTTLE POSITION DATA MISSING

Subject: Throttle position data missing

Model: Breva 750

Problem:

the engine does not work correctly and tends to stop. The parameter "**Correct throttle pos**" read with Axone indicates **2.3 °** (normally, it should read between **2.7°** and **3.5°**).

Solution:

reset the throttle with Axone.

Adjust the cylinder synchronization and idle speed.

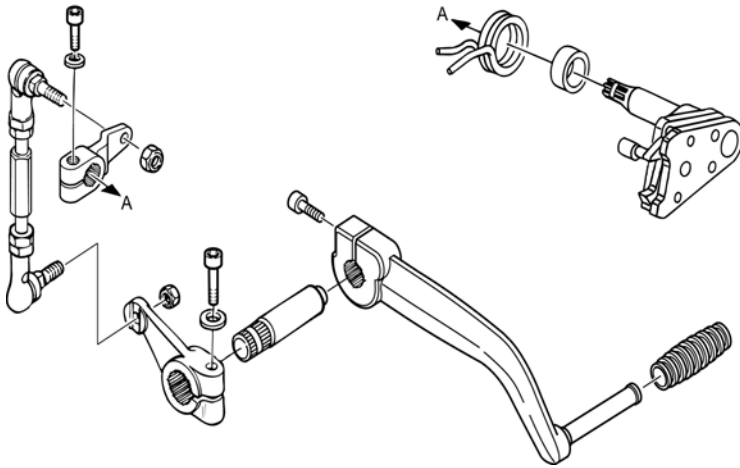
GEARCHANGE PRESELECTOR

Subject: jamming of gearchange preselector

Model: Brevia 750

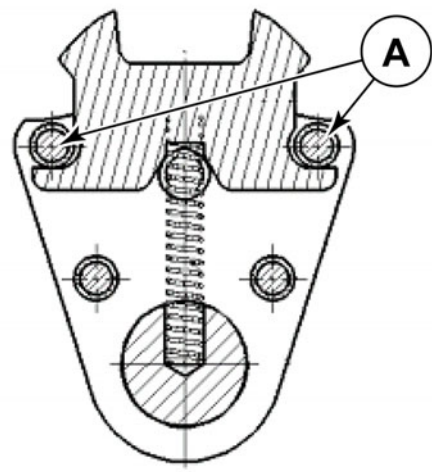
Problem:

the slide inside the preselector might jam when in contact with the two pins (A).



Solution:

the diameter of the pins was increased (from 7.0 mm to 7.2 mm), and the concentricity tolerance was decreased.



GEARCHANGE

Subject: Gearchange clutch dogs

Model: Nevada 750

Problem:

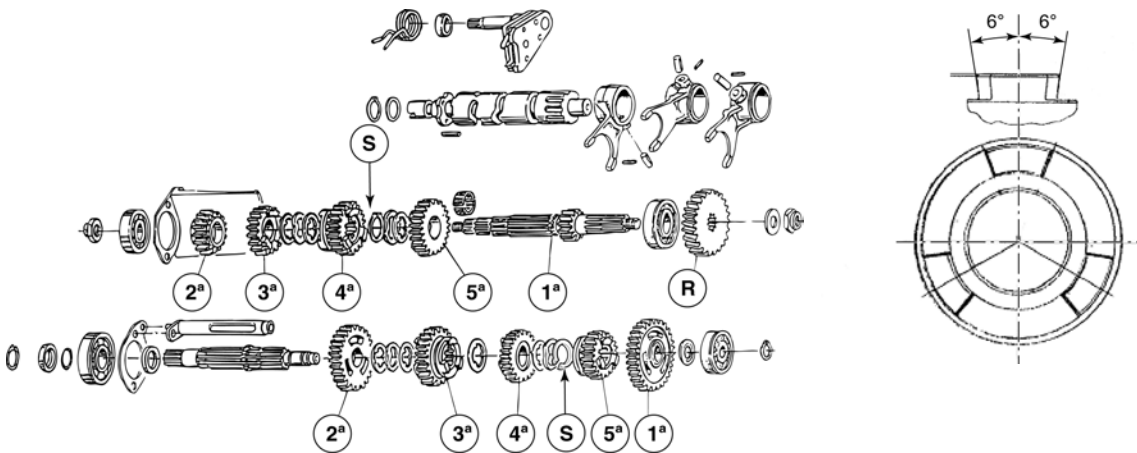
the **3rd** and **4th** gears slip out.
We highlighted two causes:

1. The circlips (**S**) doesn't keep the washer in place.
2. After inspecting the **3rd** and **4th** gears clutch dogs, it was noticed that the angle was not correct (should be **6°**) maybe due to wrong machining or because it was exchanged with one for the Brevia 750 gearchange.

Solution:

1. it was fitted the circlip for the Brevia gearchange (**inner diameter undersized by 0.5 mm part no. 90271124**).
2. Changing the gears that do not comply with the drawings.

NOTE : the gear for the Nevada 750 gearchange is marked with number 6





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TECHNICAL ANNOUNCEMENT NO. 10 - 2003

20th November 2003

Model: Nevada 750

Subject: Fuel cock

In case of presumed malfunctions of the fuel cock, We invite you to carry out the checks listed below before replacing the component.

Moto Guzzi Technical Support

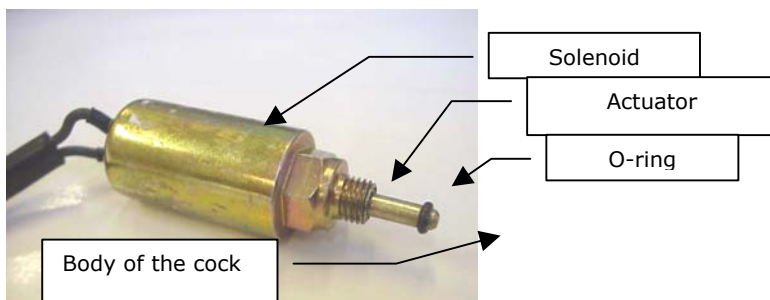
DIAGNOSTICS SHEET FOR THE NEVADA 750 ELECTRICALLY ACTUATED FUEL COCK



1. Generalities

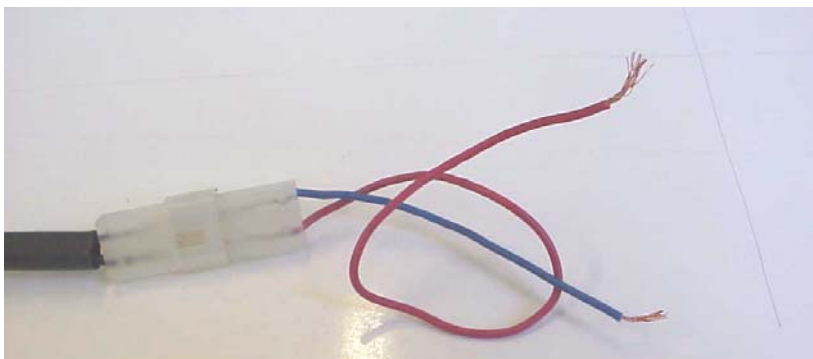
The electrically actuated fuel cock is made up of the following parts:

- body of the cock
- electric actuator (this is in turn made up of a solenoid and of mechanical actuator provided with an O-ring at the end)



2. How to test the cock

In order to carry out the test easier, connect a wired counterpart to the cock connector.



Connect a multimeter between the two wires and place the multimeter in Ω mode (resistance measurement).

The resistance should be $33 \pm 2 \Omega$

By blowing into the delivery side of the cock, check that the cock does not allow the air to flow through.

Supply the cock using an external 12V DC power source (DC feeder or battery feeder).

Polarity is not important.

You should hear a "click" by the actuator.

By blowing into the delivery side of the cock, check that it is open.

3. Solving the most common problem

Under certain circumstances (when it is not used for a long time), the cock is locked in the "closed" position, thus preventing the engine operation.

The solenoid strength alone is not able to operate the cock.

To unlock the cock, simply loosen the solenoid by one/two turns in relation to the body of the cock. It is recommended to remove the solenoid and replace the O-ring, which is available as spare part with 90706020 code.

AIR BOX

Subject: oil in the air box

Model: Nevada 750

Problem:

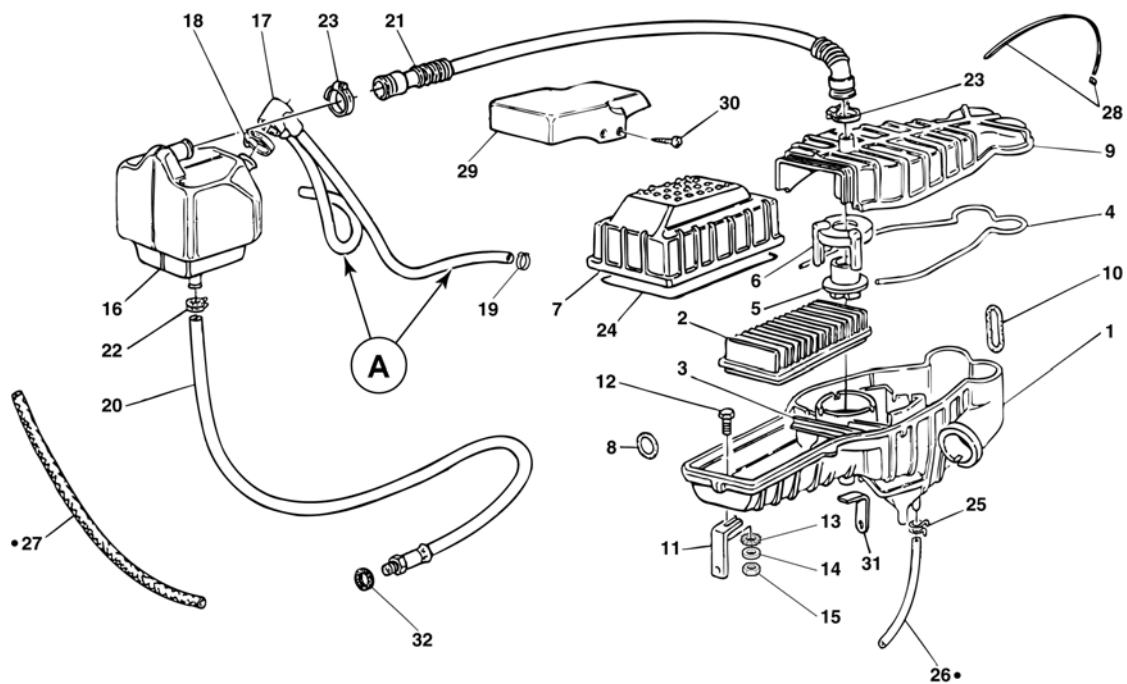
too much oil in the air box

Causes and solutions:

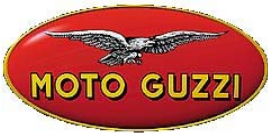
The presence of oil in the decanter box and -following oil vapours circuit- in the air box has two main causes:

- too high oil level
- high pressure of the gases inside the crankcase

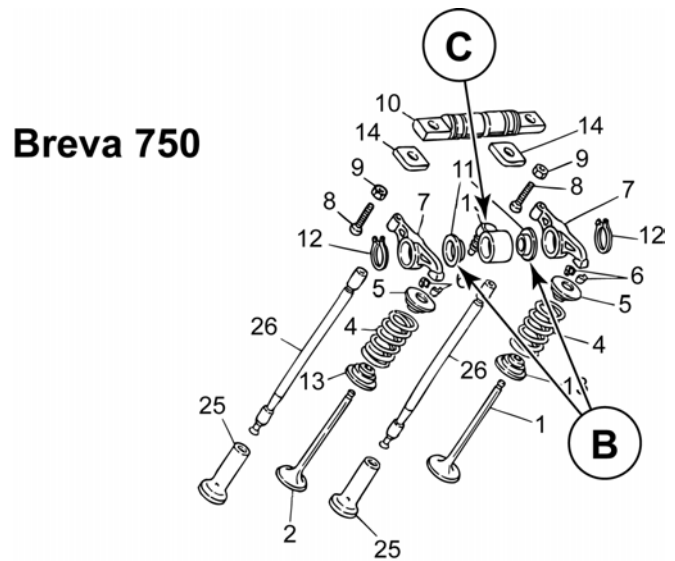
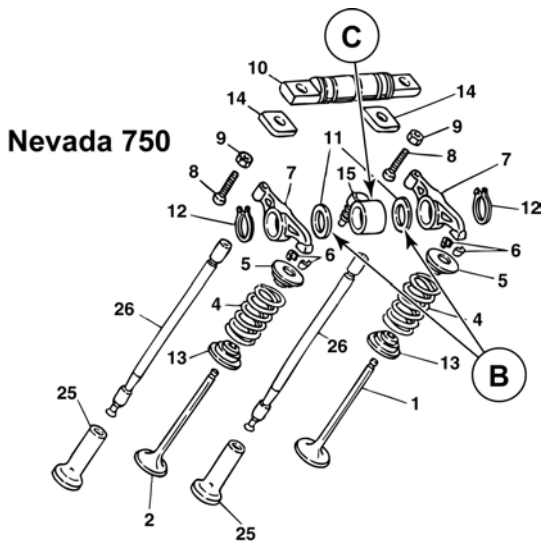
With reference to the engine oil level, it is important to carefully read the techn. bulletin no. 002-2003 dated 17 Apr. 2003 referred to Brevia 750 vehicles.



- Check that the two hoses (A) taking the oil vapours from the head covers to the decanter are not squashed due to their flexibility; if so, change them with more rigid hoses.



- Change the hose (C) and the shims (B) with the ones for the Brevia 750 model (for vehicles manufactured before 2003).



- Should the problem persist, change the piston rings.
- Should it be necessary to change the pistons, it is recommended to change them with the ones for Brevia model.

TECHNICAL COMMUNICATION No. 02-2003

17 April 2003

Subject: engine oil level

Model: Breva V750 i.e.

Frames involved: all

Dear Dealer,

if experiencing an engine oil present in the filter housing and in the engine oil breather pipe anomaly, check the quantity of oil in the engine.

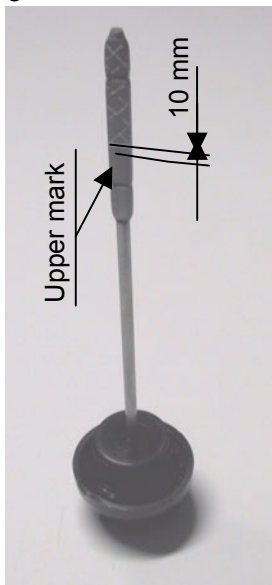
This communication applies to all vehicles produced.

Fault experienced on vehicle: excessive quantity of oil extracted from the oil recover circuit.

Main cause: excessive quantity of engine oil.

Technical solution: check and restore correct engine oil quantity (1.8 kg).

An excessive quantity of engine oil can cause an increase in the oil extracted by the crankcase gas recover circuit. In exceptional cases an oil present in the transparent recovery tube, which extends from the filter housing to the rear joint of the right half cradle, type of anomaly can be experienced.



Check the correct engine oil level to avoid this inconvenience.

The checking operation can be easily carried out by using the oil filler cap dipstick. The correct quantity of oil wets the dipstick up to around 10-11 mm under the maximum level reference mark. The highlighted part in the photo shows the section of dipstick which must be wet. The check must be carried out with the engine warmed up, after around 20 minutes that it is running.

It may be useful to make a reference mark at the indicated quota, to facilitate the check during regular engine oil replacements.

We will ship a sticker to place in the use and maintenance booklet containing the correct engine oil level measurement procedure.

Yours Sincerely,

CARBURETION

Subject: carburetion

Model: Nevada 750 / 750 Club

Problem:

the problem might come out in different ways during a ride.

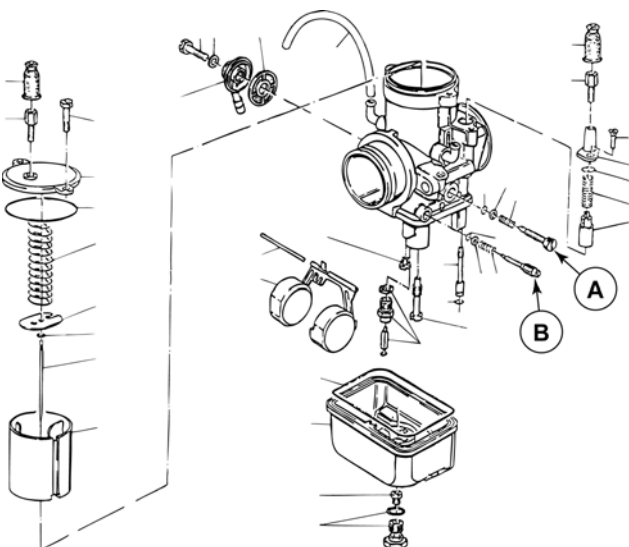
- Backfiring when releasing the throttle
- Erratic idling after acceleration
- Air leakage in the air box

Solution:

Since it is impossible to check the CO level with the gas analyser due to the lack of individual take-up points in the exhaust pipes and because there is the balancing pipe, it is necessary to proceed as follows.

Preliminary operations

- Check that the float needle valve (carburettor) is screwed in. If it is not so, change the gasket as per techn.bulletin no. 001-2003 dated 16 Jan. 2003 before tightening it.
- Connect the intake pipe take-up points to a vacuum meter.
- Start the bike and let it warm up to operating temperature.
- Set idling speed to 1150 ± 50 rpm.
- Balance the cylinders, make sure that idling speed stays the same. The idling speed adjusters (**A**) are the same that are used for balancing the vacuum on the intake pipes. It is necessary to slightly rev up, using the throttle grip, and balance the vacuum in the intake pipes using the threaded adjusters. Check that the play of the throttle drive cable is 1 mm at idling speed.





Carburetion

Use the mixture adjusters (**B**) to adjust the carburetion.

The correct compromise is reached when the engine goes smoothly back to the set idling speed after having revved up.

Should it not be possible to reach a smooth idling speed even after a careful setting, it is necessary to check valve and cylinder head sealing.

Checking the valve sealing

Check the valve sealing using the SUN-TEST (BOSCH), put the combustion chamber under a pressure of 5 bars.

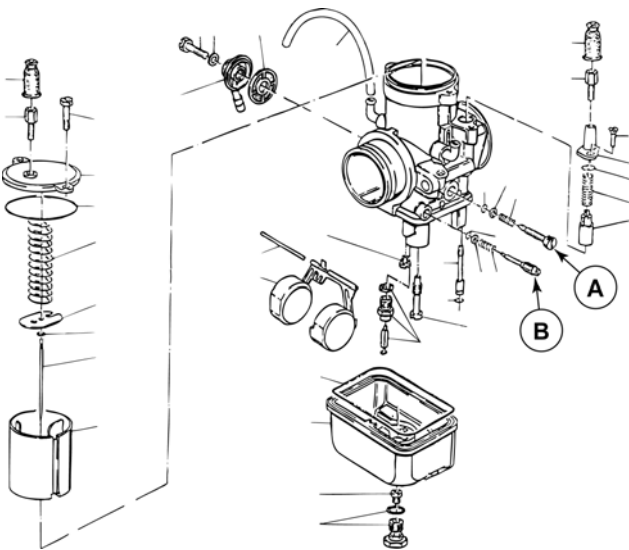
If you do not have the suitable equipment available, build fake spark plugs with the fittings for compressed air; these spark plugs are to be fitted on the cylinder heads instead of the real spark plugs.

Bring the piston of the cylinder head to be checked to the TDC (valves closed).

Then supply compressed air at 5 bars to the head and check air leakage from the exhaust or intake valve.

The SUN-TEST system is fitted with two pressure gauges, one for checking inlet pressure and another one reading the pressure on the cylinder head; there will always be a certain difference, but it should never exceed 20%.

If the test result is negative, it is necessary to grind the valve seat.





REV COUNTER

Subject: rev counter

Model: Nevada 750

Problem:

erratic rev counter

This problem is under analysis, up to now we have found the following possible causes:

- rev counter not working with high air temperature
- water in the main wiring harness, at the curve next to the rear brake master cylinder.



OIL PRESSURE RELIEF VALVE

Subject: broken oil pressure relief valve

Model: Breva 750

Problem:

oil pressure relief valve breaks in the area where the oil outlet holes are.

Solution:

change the oil pressure relief valve with the component used for the Breva 750 engine.



BATTERY

Subject: new battery

Model: California CAT

Problem:

short life-span of the presently fitted battery due to fluid leakage (**30 Ah EXIDE standard type** (29.52)).

Solution in production:

the **20 Ah sealed Exide ETX20** battery and then the **Yuasa YTX20** battery (is to be filled with fluid before delivery) will be fitted by January 2004.



TECHNICAL INFORMATION No. 03-2003

June 12th 2003

Object: Clutch

Model: All versions of the California

To whom it may concern,

This is to inform you that a clutch set with a single sintered disc was assembled on all the California motorcycles models produced from September on.

Also, on all motorcycles with sintered single disc clutch, which are recognizable from a lower load on the handlebar lever, be certain to check more frequently the clearance on the lever, in as much as in the initial using period, it is possible that the clearance void itself with the result that the clutch sticks and, therefore, become irreparably ruined.

Be reminded as well that work can be performed on the handlebar adjuster, on the adjuster at the end of the cable as well as on the clutch lever assembled on the gear cover.

Note, finally, that a percentage of clutches may show some abnormal wearing phenomena due to the material's defect. In such a case, you may request a warranty covered work to substitute the complete set with a dual disc set.

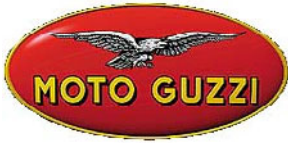
For your convenience, we add the ordering codes list as well as the operation code to insert in the system:

	code	q.ty
motor flywheel	03067030	1
crown gear	17067900	1
screws	98084420	8
screws	12067701	6
flat washer	14615901	18
clutch disc	03084400	2
intermediate disc	12082300	1
cup	12082800	1
spring retaining plate	12082901	1
clutch spring	13084100	8
gear	30081810	1

The code to use for the warranty request in A2D is AF 209 MD01 (6,2 hours)

After inserting the MD code, the system will ask you for the note, at which point you will need to provide the "Technical Information Reference03-2003 " note.

Sincerely yours



TECHNICAL ANNOUNCEMENT No. 11-2003

22nd December 2003

Object: Clutch

Model: All versions of the California

Dear Dealers,

in the light of the technical announcement 03-2003, We inform you that a double-disc clutch kit has been created, which groups all the components listed in the previous announcement.

The kit is available as spare part with the code : 973253600008

Best regards



TECHNICAL ANNOUNCEMENTS NO. 04-2004

July 15th 2003

Object: control unit identification

Model: California MY03 kat

To whom it may concern,

should the engine delivery show some irregularities, please check the label of the engine's control unit.

This announcement concerns all the California MY03 kat models.

Defect found on vehicle: engine's irregular delivery

Possible cause: wrong gauging of the electronic control unit

Technical solution: control unit's replacement

A control unit compliant with the following criteria will include the correct gauging:

	Correct control unit	Correct control unit	Control unit to replace
Serial No.	IAW5RC.C8	IAW5RC.C8	IAW5RC.C8
MM logo	61601.048.01	61601.048.00	61601.048.00
yellow mark	absent	present	absent

The serial number and the Magneti Marelli logo are printed on the control unit's label in the highlighted spots:

serial: IAW5RC.C8
 Magneti Marelli logo: 61601.048.01

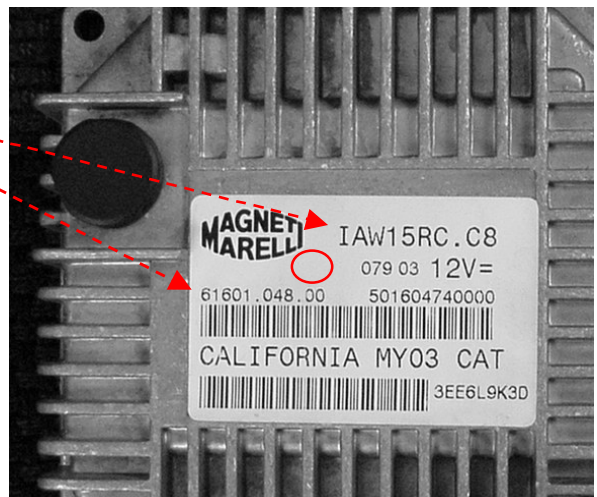
the yellow mark can be on the label or on the control unit's body.

Should the control unit assembled on the vehicle be incorrect, replacing it is indispensable.

Operating request:

Insert the following codes when filling out the warranted request:

- Position code: AM04 (control unit)
- Defect code: MD (defect non provided for)
- Operation code: 01 (disassembly and reassembly)



Sincerely yours



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TECHNICAL ANNOUNCEMENT No. 12 - 2003

3rd December 2003

Model: Frame hydraulic tappets - California engine < see table

Subject: Noisiness of the timing system

Dear Dealers,

in case of noisiness of the timing system for the California p.i. models with a frame number preceding the numbers listed below, the camshaft may be worn.

Titanium	ZGUKDC1203M133654
Titanium Usa	ZGUKDD0074M133659
EV - EV Touring	ZGUKDC1203M112261
EV Touring USA	ZGUKDD0024M112346
Stone	ZGUKDC4203M111687
Stone USA	ZGUKDD0164M111418

Therefore, if the above mentioned components are seriously damaged (some material is clearly missing) and if metal residuals are found inside the oil sump, the camshaft and the 4 closings must be replaced, and the engine must be overhauled completely, if needed.

In the following pages the procedure for assembling the new camshaft is described, with particular reference to the measuring of the timing system clearance.

We also point out that measuring the clearance and readjusting it by means of a calibrated pad is absolutely necessary when assembling the engine, in order to ensure the system reliability, since, in case of an excessive clearance which cannot be recovered through the hydraulic tappets, the camshaft lobes will be subjected to impacts during engine operation, resulting in a quick wear.

Vehicles with a higher frame number

On vehicles with a frame number higher than those listed above, the clearance check has already been carried out when assembling the engine; therefore this operation is not longer required, except when assembling the engine after a revision.

On engines mounted on these vehicles, the clearance has been readjusted by means of rocker arms having different cap heights; therefore make sure to place all timing system components (rocker arms-rods-closings-engine mount) in their original seats.

It is also recommended to check the clearance according to the procedure described below.

Reimbursement of intervention costs

The camshaft replacement and the timing system clearance check will be handled as a standard warranty request.

The request should be entered into A2D by filling in the required fields as described:

- Position code: AC05
- Defect code: HB
- Operation code: 01

Spare part codes

- Camshaft 03 05 33 32
- Closings (4) 03 04 58 30
- Front cover gasket 12 00 12 00
- Valve cover gasket (2) 14 02 37 60
- Calibrated pad 03 04 83 30

PROCEDURE FOR MEASURING THE TIMING SYSTEM CLEARANCE OF THE 1100 p.i. ENGINE

The procedure described below concerns the timing system clearance measurement after the engine has been assembled.

In case of camshaft replacement, the step order will be different from the one reported below; as a consequence, the engine assembling sequence to be followed will be: 3-4-5-1-5-6-7

1

BRING THE LEFT PISTON TO TDC, DURING THE IGNITION STROKE.

2

REMOVE THE ROCKER ARMS, THE TIMING SYSTEM RODS AND THE HYDRAULIC TAPPETS.

3

DRAIN THE 2 HYDRAULIC TAPPETS BY APPLYING AN AXIAL LOAD OF ABOUT 100 KG, OR UNTIL THE OIL SPILLS OUT AND THE TAPPET CLOSURES (USE A PRESS OR A BENCH VICE WITH JAW CAPS MADE OF SOFT MATERIAL).

THE TAPPET IS DRAINED WHEN IT CAN BE MOVED BY USING THE FINGERS ONLY.

4

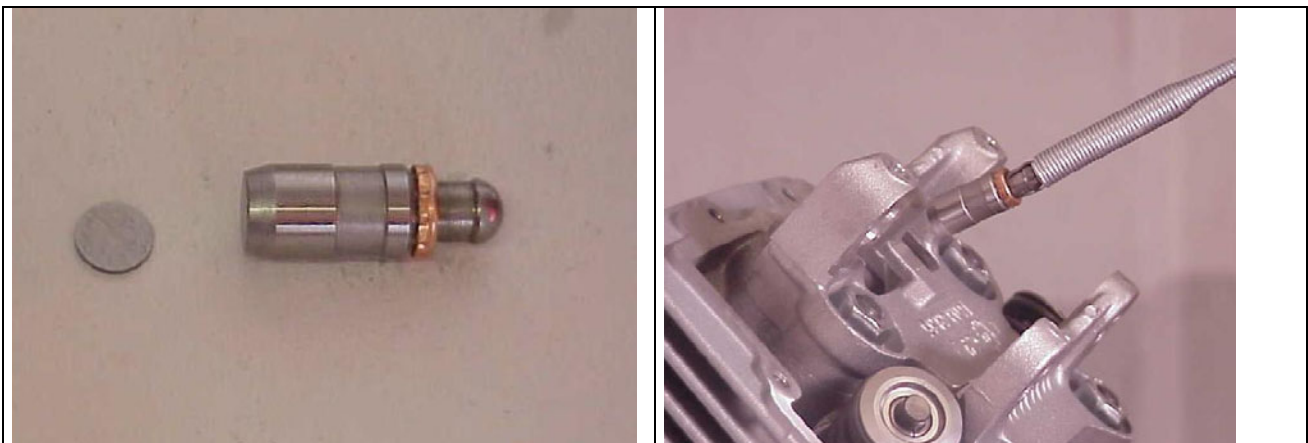
FIT THE CALIBRATED PAD INTO THE CLOSINGS

NOTE :

IF A SIMPLE CHECK IS REQUIRED, THE CALIBRATED PAD CAN BE FITTED INTO THE CLOSING DIRECTLY FROM THE HEAD, WITHOUT DISASSEMBLING THE CAMSHAFT AND THE CLOSINGS.

IN THIS CASE, ATTACH THE CALIBRATED PAD TO THE TAPPET (BOTTOM PART), GREASING IT WITH ENGINE OIL IN ORDER TO STICK IT TO THE TAPPET AND TO EASILY INSERT THE TAPPET WITH THE CALIBRATED PAD INTO THE CLOSING.

BY USING A LIGHT SOURCE, CHECK THAT THE CALIBRATED PAD IS FITTED INTO THE CLOSING.



5

FIT THE CLOSINGS, THE PADS AND THE **DRAINED** HYDRAULIC TAPPET INTO THE BLOCK; REASSEMBLE THE CAMSHAFT AND THE TIMING SYSTEM (GEARS-CHAIN-RODS-ENGINE MOUNT-ROCKER ARMS).

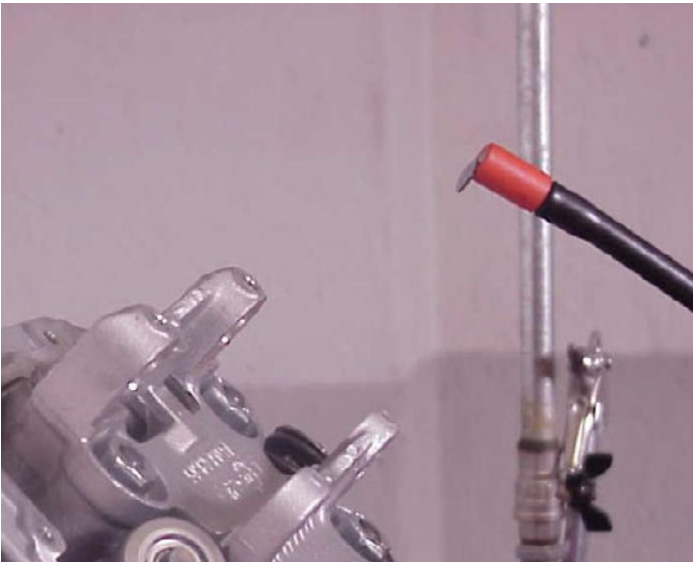
6

MEASURE THE CLEARANCE BETWEEN THE ROCKER ARM AND THE VALVE, BY HAVING CARE TO PUSH THE ROCKER ARM TOWARDS THE TIMING SYSTEM ROD (PERFORM THE SAME OPERATION ON BOTH VALVES)



IF > 1.1 mm THE CLEARANCE IS CORRECT, LEAVE THE CALIBRATED PAD IN POSITION

IF < 1.1 mm REMOVE THE CALIBRATED PAD (USE A MAGNET; SEE PHOTOGRAPH)



7

PERFORM THE SAME OPERATION ON THE RIGHT CYLINDER AFTER BRINGING THE PISTON TO TDC DURING THE IGNITION STROKE.



TECHNICAL ANNOUNCEMENT No. 07-2003

July 22nd 2003

Object: AXONE 5.0.0 version

The 5.0.0 version for the AXONE diagnostics instrument software is now available. The new software allows reprogramming the control unit of the V11 models lambda probe.

In addition, the memory card that includes programs for non Aprilia Group motorcycles may be purchased through the TEXA resellers. To find the reseller nearest you, see www.texa.it.

The instrument update can be performed via Internet by connecting the Axone directly into the analogue telephone socket (see the technical announcement "Internet configuration and updating for Axone") or through the computer (the "CD 5.0.0 software for Axone" will be sent for PC installation and download on the Axone instrument through the Axone – PC connecting cable code 8104520).

Find below the instructions on installing and updating the **firmware**.

1. NEW FEATURES of the Axone 5.0.0 SOFTWARE VERSION

Reprogramming the V11 lambda probe

The new mapping, that improves the vehicle behavior on the road, is now available.

As a result, all those vehicle with the Marelli Code 61601.049.01 on the control unit label are to be remapped as soon as possible by selecting, through the Axone, the AUTODIAGNOSI (SELF-DIAGNOSTICS) function, then the MOTO GUZZI brand, V11 CAT model and the RIPROGRAMMAZIONE (REPROGRAMMING) system

Only the last digit changes in the new code and it is 61601.049.02. Once the control unit is remapped, we invite you to write the number 2 instead of 1 on the label.

Caution: the connection phase to the control unit is very delicate. Read carefully the following procedure and follow it step by step



Try connecting to the vehicle by using the INIEZIONE (INJECTION) system to make sure that the control unit is being powered and is in working order.

Exit and select the RIPROGRAMMAZIONE (REPROGRAMMING) system up to the instruction:

“Girare la chiave su MARCIA e premere ENTER” (“Turn the key on GEAR, press ENTER”) if Axone has connected to the control unit, there can be one of two outcomes, as follows:

a) the instruction “Programmazione non possibile premere RITORNO per terminare” (“Programming is not possible, press ENTER to end”) will appear; this means that the connection was made to a non V11 CAT control unit;

b) the instruction “Gira la chiave su STOP premere enter” (“Turn the key on STOP, press enter”) will appear and the FA_19P.EXE map will appear underneath it: this means that this control unit needs to be remapped.

After shifting the key on STOP, be prepared to perform the following steps:

press enter and, immediately after, turn the key on MARCIA (GEAR), within 4 seconds).

In fact, after having pressed enter, the instruction will appear stating

“Gira la chiave su MARCIA attendere...” (“Turn the key on GEAR, wait...”).

If the task was correctly performed, you will hear that the fuel pump start up will halt almost right away; a white screen will appear on the Axone along with the FA_19P.XSM map statement.

Press enter, at this point, and the Axone will start downloading the mapping.

From this point on, follow the instructions given.

In case one of the steps above was not correctly performed, and the instruction

“Comunicazione interrotta riattivare?” (“Communication was interrupted, reactivate it?”) appears,

it is highly possible that it will be difficult to proceed with the procedure. Turn the key on STOP, turn the Axone off, unplug the Axone top connector and start the procedure over again.

2. INSTRUCTIONS FOR INSTALLING the 5.0.0 version

Updating can be performed, as previously indicated, either via Internet or through the computer.

2.1 VIA INTERNET

See the technical announcement “Internet configuration and updating for the Axone” which explains how to set up the Axone to Internet connection and how to perform the update.

Unlike what is specified in the Final Notes, the Axone will now update to the 5.0.0 version.



Contrary to the update through computer, entering the Axone activation code is not necessary with this update

Performing the **firmware update** of the OBD form (this is the software included in the form) is necessary for new programs to work: from the initial instruction page select Service (small case with a cross) first, Aggiornamento firmware (Firmware update), (small dark square) next, Modulo ODB (OBD Form), and then press the enter button.

2.2 THROUGH THE COMPUTER

The installation program may NOT work with Windows ME (Millennium): using other Windows editions is recommended

2.2.1 Installing the updating program on the computer

Once the CD is inserted into the computer, the installation program starts automatically. Should it not do so, select the setup.exe file.

Select the language: the screens of the installation program will be in the language selected. Follow the program instructions.

After installing the Axone updating program, an icon will appear on the desktop: Upgrading Axone Aprilia.

2.2.2 Installing the 5.0.0 program on the Axone

Close all other PC programs.

Click on the Upgrading Axone Aprilia icon or select the AggiorAxo program from the folder C:\Programmi\Aprilia\AggiorAxo; on the first screen, select the language which update the Axone to.

CAUTION: the language selected must be the same already present in the Axone, changing the language of the Axone is not possible.

Follow the instructions specified by the program. Updating lasts about 9 minutes during which the Axone must be left turned on. Make while it is getting supplied by using the battery charger provided.



As an option, during the update, connect it to a charged motorcycle battery or to a stabilized power supply at 12 V with an output greater than 1 Ampere (the instrument absorbs 850 mA)

The instructions provided in the program are thorough; there are, at any rate, instructions on the Axone update in the "Updating through the PC" Chapter, available for consultation on the web site:

➤ www.serviceaprilia.com <

2.2.3 Entering the activation confirmation code

(only with non Internet updating)

After installing the 5.0.0 software, the confirmation code should be entered. It can be requested in one of the following ways:

- a) by calling +39 0422 707458 from 8:00 a.m. to 12:00 p.m. and from 2:00 p.m. to 6:00 p.m.) and asking for the "Axone Aprilia activation" where Mr. Giovanni Pivetta will answer. Supply him with the Axone serial number (placed on the back side of the instrument) and any other reference data
- b) by sending the form attached to the end of this announcement, send a fax to +39 0422 841412: the Axone unlocking code will be sent via fax within 24 hours (Saturdays, Sundays and Italian holidays excluded)
- c) by sending an e-mail to gpivetta@texa.it specifying the following information:

the Axone serial number (placed on the back side of the instrument)
software version (top left of the screen)
language version
first and last name of the instrument's owner
name of company
place
telephone number
fax number or e-mail address

an answer via e-mail will be sent within 24 hours (Saturdays, Sundays and Italian holidays excluded) having the Axone unlocking code

CAUTION

From July 25th through August 25th 2003, the request for the confirmation code can only be carried out by sending an e-mail to the service@serviceaprilia.com address indicating the required information provided in point c)

2.2.4 Updating the OBD form firmware

Performing the **firmware update** of the OBD form (this is the software included in the form) is necessary for new programs to work: from the initial screen select Service (small



case with a cross) first, Aggiornamento firmware (Firmware update) (small dark square) next, Modulo ODB (ODB Form), and then press the enter button.

[APRILIA AXONE 2000 ACTIVATION REFERENCE DATA](#)

NECESSARY DATA TO ACTIVATE AXONE 2000 APRILIA



SERIAL NUMBER (placed on the back side of instrument. It's on the black label) NUMERO DI SERIE (posizionato dietro lo strumento sulla etichetta nera)	s/n T.....
SOFTWARE VERSION (turn instrument on. Up on the left of the screenshot. It's a number) VERSIONE SOFTWARE (strumento acceso. In alto a sinistra dello schermo. È un numero)	
LANGUAGE VERSION LINGUA DI ATTIVAZIONE	
FIRST AND LAST NAME of the OWNER NOME E COGNOME PROPRIETARIO	
NAME of COMPANY NOME DELLA DITTA	
ADDRESS INDIRIZZO	
PHONE NUMBER NUMERO TELEFONICO	
FAX NUMBER or E-MAIL NUMERO DI FAX o E-MAIL	

To send by fax at **+39 0422 707458** or
as attached file at **gpivetta@texa.it**



BATTERY

Subject: new battery

Model: V11

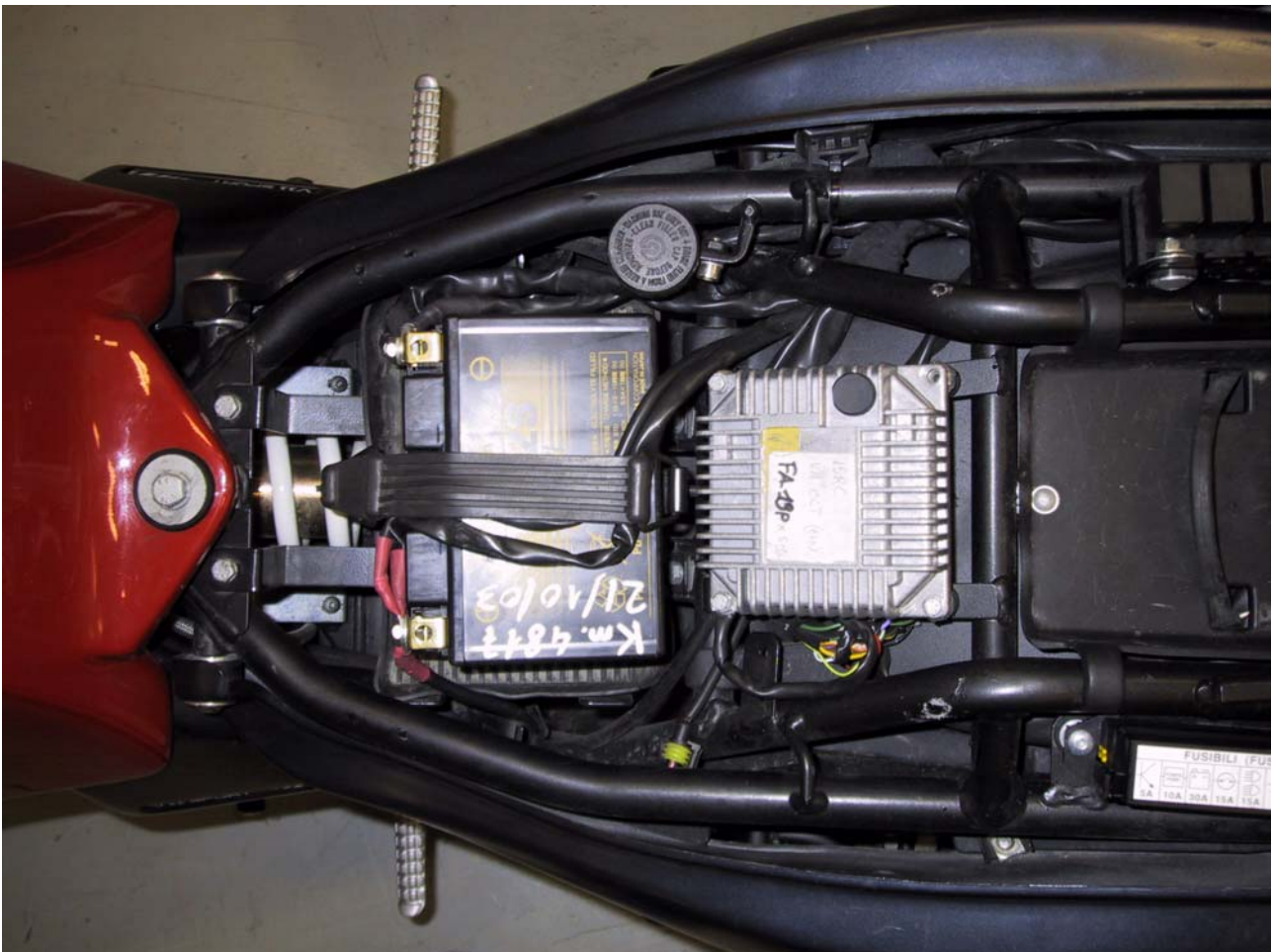
Problem:

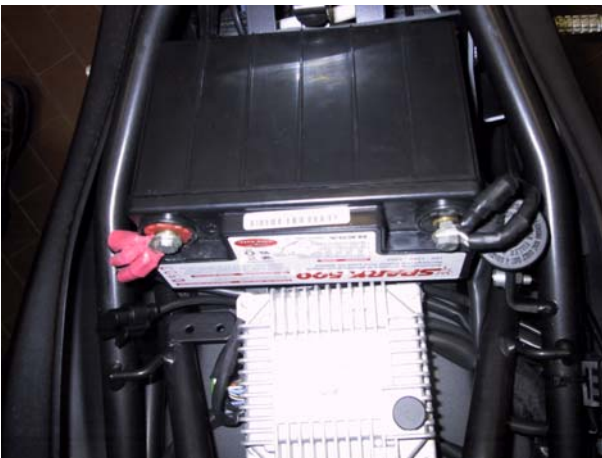
short life-span of the presently fitted **ESA SPARK 500E** battery.

Solution in production:

the **YUASA YTZ12S** battery will be fitted (comes from Yuasa already filled with fluid).

In production is fitted a new wiring while on bikes with present wiring it is possible to fit the battery and re-route the cables.







SERVICE ANNOUNCEMENT No. 17-2003

Oct. 22nd, 03

To the Dealer

To the Warranty Dept. Manager

Recall Campaigns:

- A. KR V11 SPORT connecting rod, flexible coupling and moveable hose**
- B. KR and KS V11 SPORT flexible coupling and moveable hose**

To whom it may concern,

We have found that that the following problems may arise on the model of this Recall Campaign.

Connecting rod: if the engine is running at high revolution, close the rev limiter, for a prolonged amount of time, this may cause the connecting rod's screws to give way. The result could be that they break and that the engine breaks down as well.

Gear internal spring drive: break down

Double moveable hose: break down



Solutions adopted in production

A new connecting rod with superior mechanic characteristics and new screws has been adopted since January 2000 (starting with frame no. ZGUKR0000YM112131).

A new spring drive and a new moveable hose have been in use since May 2001 (starting with frame no. ZGUKS00001M211172).

Vehicles involved in the recall campaign

This Recall Campaign involves the entire production of the following vehicles:

- a) KR V11 SPORT connecting rod, spring drive and moveable hose:
from frame number ZGUKR0000XM111112 to ZGUKR0000YM112130

- b) KR and KS V11 SPORT spring drive and moveable hose:
from frame number ZGUKR0000YM112131 to ZGUKR00001M114639
from ZGUKS00001M111111 to ZGUKS00001M111147
from ZGUKS00001M211111 to ZGUKS00001M211162

Solutions for the vehicles in this Recall Campaign

On the vehicles of this Recall Campaign a) it is necessary to assemble the kit code no. **973260900015** having the following details:

KIT A - 97 32 60 90 00 15 (111,74 €)

Description	Code	Quantity
Connecting rod	01061531	2
Cylinder gasket	14020865	2
Head cover gasket	14023760	2
Head gasket	30022060	2
O'ring	90706094	10
Oil cup gasket	01003650	1
Flange gasket	01003600	1
Half bearings	01062030/37062005	4
Flexible coupling hose	04211201	1
Spacer	04212401	1
Moveable hose	04214901	2



www.servicemotoguzzi.com

On the vehicles of this Recall Campaign b) it is necessary to assemble the kit code **973260900016** having the following details:

KIT B - 97 32 60 90 00 16 (24,36 €)

Description	Code	Quantity
Flexible coupling hose	04211201	1
Spacer	04212401	1
Moveable hose	04214901	2

Kit supplies

The kits must be ordered according to the normal procedure for spare parts by using the pertaining codes for Kit A and Kit B. To reduce inconveniences to the final users, we suggest ordering a sufficient number of kits in order to best satisfy the clients' requests, which will come to the dealer after having received the informational letter about this campaign.

Instructions to replace the parts listed

For the procedure, see the V11 Sport manual code 01 92 01 30 (language version E-F-S)) or code 01 92 01 31 (language version F-UK-NL)
Chapter M – engine Chapter N – gear

Refund for operational costs

Refund for the kits will take place solely after the work has been performed. So, in order to obtain the refund for the kits utilized as well as for the labor, you will need to insert the request in A2D by using the “work in campaign” function. The fields that will be requested for the correct registration are:

- the date the work was performed
- the frame number
- Km
- Campaign Code I01EA5 (campaign A) or I01EB5 (campaign B)

After having saved the request, the system will automatically associate the work with the following codes:

- Position Code: AD01 (campaign A) or AG09 (campaign B)
- Defect Code: MB
- Operation Code: 01
- Spare part: Kit A (code 973260900015) or Kit B (code 973260900016)
- Time 12 h (A) 8.8 (B)

The works that you inserted in A2D will be included in the monthly pro-forma invoice.



Summary table

CAMPAIGN	A			B		
	KR V11 SPORT connecting rod, spring drive and moveable hose			KR and KS V11 SPORT spring drive and moveable hose		
CAMPAIGN CODE IN A2D	I01EA5			I01EB5		
FRAME NO.	from ZGUKR0000XM111112 to ZGUKR0000YM112130			from ZGUKR0000YM112131 to ZGUKR00001M114639 from ZGUKS00001M111111 to ZGUKS00001M111147 from ZGUKS00001M211111 to ZGUKS00001M211162		
KIT	A			B		
	Description	Code	Quantity	Description	Code	Quantity
	Conrods	01061531	2	Flexible coupling hose	04211201	1
	Cylinder gaskets	14020865	2	Spacer	04212401	1
	Head cover gasket	14023760	2	Moveable hose	04214901	2
	Head gaskets	30022060	2			
	O'ring	90706094	10			
	Oil cup gasket	01003650	1			
	Flange gasket	01003600	1			
	Half bearings	01062030/37062005	4			
	Flexible coupling hose	04211201	1			
	Spacer	04212401	1			
	Moveable hose	04214901	2			

GEAR CHANGE PAWL SPRING

Subject: broken gear change pawl spring

Model: V11

Problem:

broken gear change pawl spring

Solution:

In case of breakage of the pawl spring (**A**) in vehicles with frame numbers before **KT111435 - KS112350**, the pawl (**B**) should be changed (when asking for the spare part, you automatically receive the pawl updated version).

The change consists in the reduction of the diameter on which the spring rests from 16 mm to **15 mm**.

