



2 LUBRICANTS AND REFILLING

| Parts to be refilled | Liters | Prescribed products |
|---|-------------------------------------|---|
| Fuel tank (about 4 litres reserve) | 19 aprox | Premium gasoline(97 No. - r.p.m.) Premium unleaded gasoline (95 No - r.p.m.) |
| Engine sump | 3 | "Agip 4T SUPER RACING SAE 20W50" oil |
| Gearbox housing | 0,750 | "Agip Rotra MP SAE 80 W/90" oil |
| Final Drive (bevel gear lubrication) | 0,250 of which 0,230 0,020 | "Agip Rotra MP SAE 80 W/90" oil "Agip Rocol ASO/R" oil ("Molikote type A") |
| Telescopic fork(per strut) | 0,485 * 0,565 • | Shock-absorber oil (SAE10)(California Special 1 ST series,EV) Shock-absorber oil (SAE10)(California Jackal, Stone, For California Special 1 ND series, Special sport) |
| Front and rear braking system | - | "Agip Brake Fluid - DOT 4" |

*For California Special 1ST series (adjustable fork) until chassis no. KD 131644

•For California Special 2ND Series(non-adjustable fork) from chassis no. KD 131645

FWIW, I did a lot of reading on Redline Shockproof before I started using it in the Guzzi. At that time, I don't think anyone on this Forum was using it. I'd been using their MTL gear lube in 2 car transmissions for decades and had become thoroughly convinced of its superior performance and durability. I called Redline HQ in Benicia, CA, and spoke with a Tech. I asked a few questions, including the correct application for the Guzzi. RL Shockproof Heavy is the recommendation for both trans and bevel drive. It's a GL-5 rated synthetic, and contains extreme pressure (EP) sulphur-phosphorous solid particle dispersion compounds. It neither contains, nor needs moly.