



Model: Moto Guzzi 1200 8V engines

Subject: Operations on valve bucket tappets

Dear Dealer,

as part of our research aimed at improving the characteristics of use of our products, we have already introduced a new solution from 2012 for the timing system components which led to replacing the bucket tappets with rollers in the 1200 8V engines which are also able to ensure an extended life for the part.

The following models are affected (1200 8V):

- Norge
- Griso
- Stelvio
- 1200 Sport

The new components (rollers) will be replaced **only if operations are carried out on the timing system due to wear of the bucket tappets** which, as well known, generally occurs with excessive noise of the timing system. Therefore we ask you to ensure that the vehicle has actually shown signs of problems with the timing system prior to carrying out replacement operations.

In addition to the vehicles covered under warranty, for which the operation will follow routine procedure, Piaggio has decided to offer the opportunity to all customers (therefore even those who cannot take advantage of the warranty) whose vehicle has developed abnormal wear of the timing system not caused by the customer's use, to replace the bucket tappets with rollers at the cost of the labour alone. In these cases Piaggio will provide the parts required to implement the solution in question free of charge. Therefore, for the vehicles not under warranty, Piaggio will provide a free supply (under warranty) of the required parts (KIT), whereas the labour will be charged to the customer.



The repair operation may be different depending on the vehicle serial number, therefore it is important to follow the instructions in the **operational technical note** below.

Considering the company decision to make this exception and bear costs which it otherwise would not be bound to bear, please note that the operation will be carried out exclusively following careful verification of the vehicle fault. No preventive operations will be accepted regarding vehicles that do not have the problem of wear on the affected parts (bucket tappets). We will monitor the correct implementation of this technical bulletin.

Operational technical note

Transformation kits are being prepared for use depending on the type of cylinder head installed on the vehicle in question. In this initial phase only Kit A will be available for repair of vehicles (Griso-Stelvio-Norge) fitted with floating type cylinder head covers. These can be recognised by the presence of the circlip in the spark plug hole area (see Kit A Operating Procedure).

Model	Production year				
	2008	2009	2010	2011	2012
Norge				KIT A	
Stelvio	KIT C	KIT B		KIT A	
Griso		KIT C		KIT A	
1200 Sport			KIT C		

The operating method must be carried out as indicated below:

Vehicles under warranty

1. Certification (by the Workshop) of the fault relative to wear of the bucket tappets (noise, visual check and photographic documentation of the wear).
2. Verification (by the Workshop) of the type of cylinder head installed, needed to identify the correct kit to be used (see **Kit A** Operating Procedure).
3. Entry of a **warranty claim for KIT A, part No. 1A002060, and for the specific labour code MCG039**, with the declaration "spare part not available" (*in countries where*



applicable only), with attached mandatory photographs providing evidence of bucket tappet wear (showing type of tappet cover) and, if not already in the system, copies of service coupons for all services performed to date (maximum size of .zip file 3MB).

4. Warranty claim suspended for evaluation by Authority.
5. Acceptance/Rejection of the warranty.
6. If claim is accepted, shipment of requested kit (*in countries where applicable only*).
7. Carrying out of the operation.

Vehicles not under warranty

1. Certification (by the Workshop) of the fault relative to wear of the bucket tappets (noise, visual check and photographic documentation of the wear).
2. Verification (by the Workshop) of the type of cylinder head installed to identify the correct kit to be used (see **Kit A** Operating Procedure).
3. Insertion of a Help Desk ticket (Sub-Type “**Operations on valve bucket tappets**”), to request release of the frame required for the next warranty request.
4. Entry of a **warranty claim for KIT A, part No. 1A002060, and for the specific labour code MCG040** (for a sum of **€0**), with the declaration “spare part not available” (*in countries where applicable only*), with attached mandatory photographs providing evidence of bucket tappet wear (showing type of tappet cover) and, if not already in the system, copies of service coupons for all services performed to date (maximum size of .zip file 3MB). Additionally, the sub-type “**Operations on bucket tappets**” indicated **in point 3** must also be specified in the HD ticket.
5. Warranty claim suspended for evaluation by Authority.
6. Acceptance/Rejection of the warranty
7. If claim is accepted, shipment of requested kit (*in countries where applicable only*).
8. Carrying out of the operation.

Please remember that **reimbursement for labour and material used is provided only for vehicles covered under warranty; for vehicles not under warranty Moto Guzzi will provide for coverage only of the parts cost, whereas the required labour will be charged to the Customer.**



NOTE: Proceed with the repair work **ONLY** after positively identifying and documenting the fault and after receiving authorisation from Piaggio. No preventive operations will be accepted regarding vehicles that do not have the problem of wear on the affected parts (bucket tappets).

The fault with the parts being replaced should not be considered to be connected to the safety of the vehicle.

OPERATING PROCEDURE

Subject: matching the kit to the engine in question

KIT A: P/N 1A002060

To verify whether the vehicle can be modified with **kit A** remove the timing cover and check whether it is the floating type, which can be recognised by the presence of the circlip in the spark plug hole area:



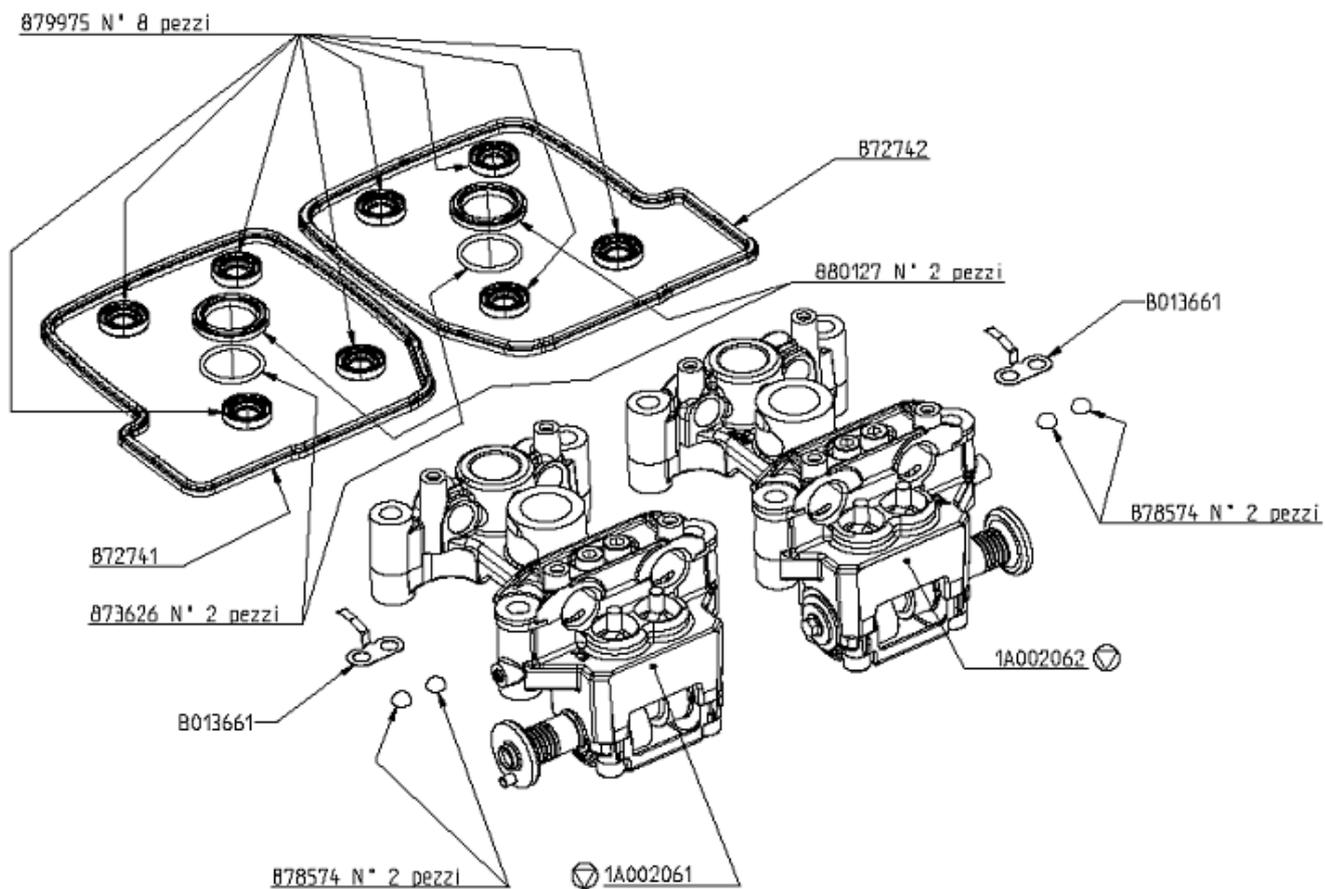
OK



NO



The **KIT A P/N 1A002060** is comprised of the following parts:

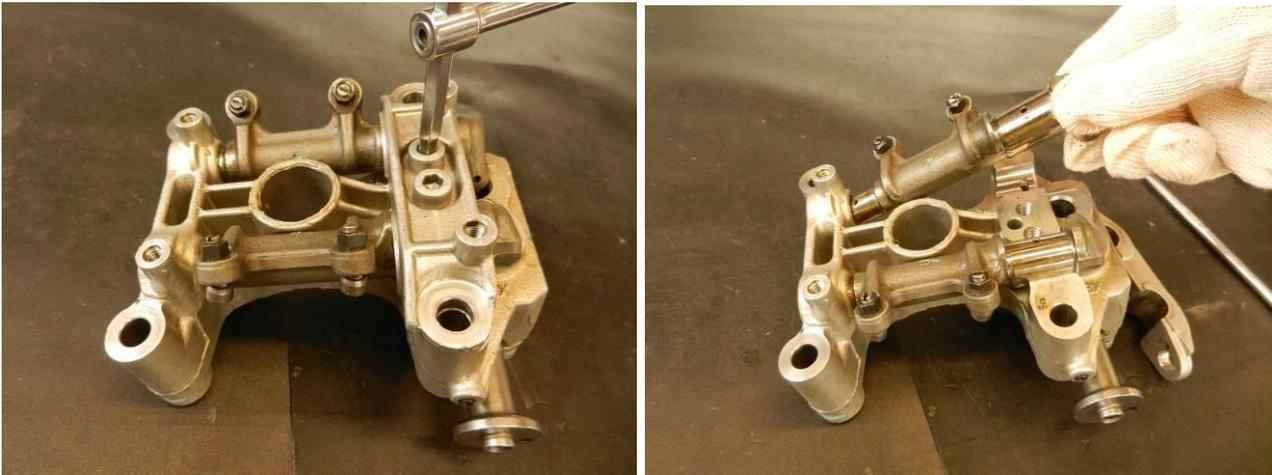




WORKSHOP OPERATING INSTRUCTIONS

As per Workshop Manual procedure, access the timing system by removing the cylinder head cover, paying attention to the internal gaskets; remove the timing gear from the camshaft and then remove the timing system cam tower.

Remove the rockers mount and delicately slide them from their seat.



Place the pads P/N 878524 in the relative seats with the aid of a layer of grease so that they hold the position.



P/N 878524



Fit the old rockers in the **new** cam tower, fasten the rocker retainer cap, installing the **new** ground plate **part No. B013661** between the retainer cap and the fastener screws (tightening torque 18 Nm);

Note: in order to ensure that the rockers stay in their seat, bind the rockers temporarily with an elastic band



P/N B013661

Insert the cam tower on the cylinder head and proceed restoring the head as per the Workshop Manual.

IMPORTANT NOTE: Once the procedure is complete, reset the self-adaptive parameters with the P.A.D.S. diagnostics tool to ensure that the new engine configuration is recognised correctly.

The Technical Help Desk of our Technical Support Service may be contacted whenever necessary should you require any additional information or support.

Best Regards,

Piaggio & C. SpA
Spare Parts, Accessories and Aftersales Technical Service BU