

# DYNO DIGS

This Special Feature Sponsored By The Motorcyclist's Post

s Post

**Test Bike:** '06 Moto Guzzi Griso

**Modifications:** None-brand new

**Owner:** Piaggio USA

**Odometer:** 597 miles

**Ambient Temp:** 72

**Fuel Used:** Shell 93 octane

**Results:** As the dyno graph indicates, the Griso has what we consider a very flat torque curve, producing an average 60+ ft-lbs throughout much of the rev range. If you look at the middle graph you can see a slight dip in torque between 4600-4800rpm, but this represents only one to two ft-lbs of change which isn't even noticeable in real riding conditions. The smoothness of the torque curve is a good indication that this machine has a very well mapped fuel injection/engine management program. While the Griso produced just about 83 peak horsepower, the 60+ ft-lbs of torque produced over a range of



4000 rpm should make this machine extremely fun to ride. Unlike a lot of sport bikes, and even some twins, this machine shouldn't require as much shifting. I always try to tell clients that its torque you're really looking for; as the old saying goes, "horsepower sells motorcycles, but torque wins races".

**Test Note:** As the Griso is equipped with a catalytic converter in the muffler, we were not able to accurately assess the air/fuel ratio even though it is included herein for reference. The graph included here is reflective of the gases sampled after the catalytic converter. On bikes that are equipped with these types of advanced emission control systems, we can install an adapter into the exhaust pipe in place of the oxygen sensor which can then allow us to monitor the exhaust gas before the catalytic converter. In this case, we didn't have an adapter of the correct configuration for the Griso. Other publications might punch a hole through the internal screen typically configured inside the catalytic converters of motorcycles, but we won't do this.

