



### 175 Turismo "CST"

Years produced: 1958 - 1960  
Units produced: approx. 6,000  
Selling price: 225,000 Lire

The "CST" has a brief lifespan as it did not receive much attention by enthusiasts. The reason was that although it maintained the 175cc displacement, it did not have the sophisticated single overhead cam distribution but a more simple pushrod layout. The greatly reduced performance, and the fact that it was very similar in looks to the previous model, many decided against buying it. Many versions but few variants.



MV 175 Turismo "CST" - 1957  
Aste e bilanceri

#### ENGINE

Cylinders / Cycle: single / 4 stroke  
Displacement: 172.3 cc  
Bore x stroke: 59.5 x 62 mm  
Compression ratio: 7:1  
Power / rpm: 7.9 HP / 5500  
Torque / rpm: NA  
Cooling: air  
Distribution: pushrod  
Carburettor: 18 mm carburettor  
Ignition: flywheel-magneto  
Lubrication: wet sump  
Starting: kickstart  
Primary drive: gear  
Clutch: wet multiple plate clutch  
Gearbox: 4 speeds  
Final drive: chain



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#### CHASSIS

Frame: double cradle tubular and pressed steel  
Front suspension: telescopic hydraulic fork  
Rear suspension: swingarm with hydraulic shocks  
Front brake: 158 mm drum  
Rear brake: 136 mm drum  
Front tire: 2.75x19"  
Rear tire: 2.75x19"  
Wheels: spokes  
Tank: 14 litres  
Length: 1920 mm  
Width: 620 mm  
Wheelbase: 1335 mm  
Weight: 122 Kg

#### PERFORMANCE

Top speed: 100 Km/h  
Consumption: 40 Km/l