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Information on Moto Morini framenumbers on many (V-twin and single) models 125, 250, 3½ & 500 cc.
 (See also a link at the bottom of this page).

The location of the [letter on the engine](#) as mentioned below. This letter can be A, S, K, X, etc.
 Early genuine 3½ Sport models also had an "S" stamped at the bottom of the front cylinder on the right-hand side.

Remark: Morinis did not have an engine-number in Italy or many other countries, but just one letter identifying the type of engine.
 In case the engine of your bike does have a number, this number was often given by the importer, due to the legislation in the country of registration.

In the Italian magazine "La Moto" of April 1987, the following production numbers of Moto Morini were published:

1973: 2125	1975: 2107	1977: 3621	1979: 3037	1981: 3148	1983: 3661	1985: 2950
1974: 2832	1976: 2947	1978: 2779	1980: 3131	1982: 3144	1984: 3209	1986: 2138

In 1976 Moto Morini had a staff of ± 115 employees. The factory produced between 10 and 15 motorcycles a day.

This info is copied from the German Morini Newsletter "La Strega" and written by Werner Wilhelm.

The first 350 V-twin (3½ Touring or Strada) was launched back in 1972 with frame number A2 - 03000. This model started a "components" system at the Morini factory in Bologna. With basically the same (or similar) components it became possible to build a range of motorcycles from 125 - 500 cc. This system was reducing the costs and made it possible for Morini to exist as an independent factory. With the update of technical parts and change of optic appearance the factory was able to present models to fit the fashion. Between 1972 and 1989 26 different models were built. This all ended when Morini was bought by Cagiva. Then the models were only built by request and development on the bikes was stopped.

1973 3½ Touring
 1974 3½ Sport
 1975 125 H (one cylinder)
 1977 250 T (one cylinder)
 Start of cast wheels on all models and introduction ofbearings on all crankshafts
 1978 500 M
 1980 250 V
 1981 Enduro's: 500 Camel and 350 Kangaroo
 1982 Updated 350 engines, new crankshaft
 1983 Nykasil cylinders
 1985 507 engines, 501 Models
 1986 Choppers: Excalibur and New York
 1988 Dart and Coguaro, new ignition

Further remarks: nearly every year new colour-schemes were introduced and from one specific model to the next a "smooth hand was used" with the motto: "what parts have we got in stock today?".

As the 1975 Sport is a popular model (in Germany), you have to be careful when such a machine is offered. The frame number should offer you some sort of help, as the numbers started with 3000 in '72/'73. In the 70-ties and 80-ties some 20 bikes per day were (hand)built. Roughly this gives the following schedule:

Model	350	500	different
Per day	11-12	5-6	2-4
Per year (based on 230 working days)	2600	1200	500

The following frame numbers are known (in Germany):

350 cc	3093	1973
	3665	1973 (an Italian import Strada in Holland)
	4962	1974
	6602	1975
	7213	1975
	11585	1977
	20672	1981
500 cc	22661	1982
	3001	1978
	4566	1980
	5362	1981
Camel 500	3442	1983
Camel 501	3400	1985
Kangaroo 350	3511	1985

Further important details on bikes to identify model/year of production

Model	Year	Frame	Engine *)	Other details/remarks
125 H	75-85	H	H	
125 KJ	84-87	?	?	Enduro, nykasil cylinders
250 T	77-80	T	T	
250 V	80-84	J	J	V - engine
350 T	73-81	A2	A	T for "Touring", was called "Strada" in Italy
350 S	74-81	A1	S	
350 A3	77-79	A3	A/S	Model for Italian home-market in "T" or "S" version
350 K	79-81	K	A/K	Model for Italian home-market in "T" or "S" version
350 K1	82-83	K	K	New crankshaft, 3 disks
350 K2	83-87	K	K	Nykasil cylinders
350 Dart	88-89	?	?	
350 Kangaroo 1	82-85	X	X	New crankshaft
350 Kangaroo 2	85-89	X	X	Nykasil cylinders, 2-2 exhaust
350 Coguaro	88-89	?	?	Nykasil cylinders, new e-start
350 Ex calibur	86-89	CS	CS	Nykasil cylinders
350 New York	88-89	CS	CS	Nykasil cylinders, new e-start
400 S	83-84	K	400K	
400 Dart	88-89	K5	K5	
500 M	78-79	W	W	5- speed
500 T/S	79-81	W	W	5- speed
500 Sei	82-85	W	W	6- speed
500 Camel	81-84	R	W	6- speed, "T" - camshaft
501 Camel	85-89	501	R	Nykasil cylinders, "L5" - camshaft
501 Coguaro	88-89	501/2	R	Nykasil cylinders, new e-start
501 Ex calibur	86-89	C	C	Nykasil cylinders
501 New York	88-89	C	C	Nykasil cylinders, new e-start

*) The letter on the engine can be found on the left-hand-side engine cover at the left-hand-side bottom

Sport engines of the 3½ S have an extra "S" stamped at the bottom at the right-hand-side of the front cylinder

The British Morini Riders Club (MRC) also has information on framenumbers on their website.
Follow this link for [framenumbers MRC](#).