

# STELVIO 1200 4V



**ANY ROAD • ANY TIME • ANYWHERE**

# STELVIO

1200 **4V**



INTRODUCTION	2
STYLE	3
COMFORT	4
CHASSIS	5
ENGINE AND TRANSMISSION	6
SUMMARY	7
SPECIFICATIONS	10
ACCESSORIES	11
LIFESTYLE	12

# STELVIO 1200 4V



## STELVIO 1200 4V – for the joy of riding

The Stelvio Pass is a winding path that, like a snake, coils up shrouded by the shadow of the Ortles ranges, strangling it with 84 hairpin bends that link, at an altitude of 2758 metres, the Valtellina and Venosta valleys. For riders, but not only for them, this asphalt stretch, built in 1855, is a legendary route that combines the difficulty of a rugged track with phenomenal natural beauty, resulting in a riding experience of extraordinary intensity.

For Moto Guzzi, it is a historical test stretch, where the benefits of chassis features chosen, braking and decelerating power, engine response and suspension absorbing capacity can be tested. A frequent test bench where Mandello's latest creation, taking its first steps, caused instant astonishment due to its wonderful performance and the level of riding pleasure enjoyed by the test riders. So much so, that it seems quite natural to summarise the design talent and technical intuitions instilled in the new maxi-enduro by Moto Guzzi, with the images and sensations of a place, where the riding pleasure is enriched by the feeling of adventure, sport challenge, extreme tourism: the Stelvio Pass.

Moreover, the new Moto Guzzi Stelvio 1200 4V has been designed and developed to brave any destination, devouring kilometres of roads and off-road surfaces. This multipurpose capability is evident at first glance. Inspired by off-road bikes, Stelvio 1200 4V breaks the traditional, austere look of models in this market segment by introducing new intense shapes and dynamic styling that evokes the feeling of adventure, long routes, the most extreme use. Slender and streamlined low down, refined by tubeless aluminium spoke wheels and the all new engine, the Moto Guzzi Stelvio 1200 4V is compact and robust in its tank and seat areas, revealing the care taken to obtain the best ergonomics for the rider.

They are sculptured shapes that stress the numerous design details that enable the Stelvio to properly respond to intense use, such as the presence of powerful double front headlights, the manually adjustable windshield and the variable height rider's seat, the robustness and strength of the frame rails, the aluminium exhaust silencer, the careful detail design of the pillion facilities and luggage attachment system.

This design concept has been optimised to stress the throbbing heart of Stelvio 1200 4V, the unmistakable 90° transverse V-twin engine in its most functional "quattrovalvole" (four valves) guise. Strong, powerful and dominant in its class, the Stelvio 1200 4V is now available in three different colour concepts: red Corsa for the classic sportsman; Black Guzzi for those who prefer tradition, and Lunar white, the most glamorous colour of the moment.

# STELVIO 1200 4V

## STYLE – dynamic and shapely

Stelvio 1200 4V marks the return of Moto Guzzi to the Maxi-Enduro segment, a motorcycle concept developed on the echoes of the great popularity of African marathons. An robust motorcycle, dominated by its tank which is strongly integrated into the fairings that extend until the engine is almost hidden.

Moto Guzzi has styled the Stelvio with clean and sharp lines, giving it a sense of lightness and power, while retaining an elegant overall look. This is a motorcycle that immediately captivates with its front end look – the two side-by-side headlamps with convex lens create a three-dimensional effect that makes the machine look compact, while the front fairing design is a result of careful aerodynamic study. Another characteristic of the view from the front is the presence of two auxiliary air deflectors highlighted with silver paintwork and metal louvres, designed to direct fresh air to cylinders. The fairing and double headlight assembly combines to form a shape that deviates the aerodynamic load when riding at high speeds. Blow moulding technology was used to produce the tank and helps to minimise dimensions and weight. The rider seat height can be adjusted to two positions, 820 mm or 840 mm from the ground, whereas the passenger, besides being seated on a thick and spacious seat, can count on a solid and comfortable grabrails.



# STELVIO

## 1200 4V



### **COMFORT: The long distance leader**

Stelvio 1200 4V is a tourer with excellent performance on asphalt as well as being very capable on the dirt. Straight out of the box the Stelvio is ready to face any challenge, from city traffic to the most inaccessible off-road paths. Once underway, reduced vibration and efficient aerodynamic protection ensure riding comfort for rider and passenger making the Stelvio ideal to tackle long trips. Among the most appreciated features for everyday use, there is a glove-box to the left-side of the tank that can be unlocked from the handlebar and even, if you are wearing gloves. The instrument panel features complete and easily visible gauges – with a white-background rpm indicator that incorporates service warning lights, and a dash display that provides plenty of information about the vehicle operation and diagnosis, a fuel level indicator, average and current consumption, average speed, trip time, maximum speed peak reached and, as heated handgrips can be fitted as an option, the heating level of handgrips can also be seen. The Stelvio 1200 4V is a class leader, its elegant aesthetic appearance is enhanced by features which, while fulfilling a stylistic function, set new standards in terms of effectiveness and safety.

# STELVIO 1200 4V

## CHASSIS: Designed to go anywhere

You should not be misled by its luxury off-road appearance: the Stelvio 1200 4V is not only superior offroad when compared to other tourers, it is also superb on the asphalt. The secret is the new upper twin spar frame, made of high-strength steel, with 2.5mm thick tubing. The engine is held in place using six mounting points, two more than in usual frames, which provides a very high level of rigidity to the assembly.

Chassis geometry has been designed to give exceptional handling, a headstock with a 27° of rake and 125mm trail guarantees impeccable steering precision, while the wheelbase of 1535mm ensures stability even over the roughest terrain. The Stelvio features 50mm upside down Marzocchi front forks which offer 170mm of travel with spring preload, rebound and compression damping all fully adjustable. The rear suspension features a Boge shock, adjustable for preload and rebound damping, fitted with a progressive rising rate mechanism offering 155mm of wheel travel.

The refinement and well executed design of the suspension guarantees neutral steering and superb feel to the rider at all times. Whether powering out of a bend, using all 105 horsepower of the new "Quattrovalvole" engine, or when braking, under the quick deceleration generated by the three-disc Brembo braking system, the Stelvio offers levels of handling and feel that has to be experienced to be believed. The tubeless spoked wheels assembled with Ber rims and Alpina spokes at Moto Guzzi are ideal for the Pirelli Scorpion dual purpose tyres.



# STELVIO

## 1200 4V

### ENGINE AND TRANSMISSION

Stelvio has been developed with the new "Quattrovalvole" engine, the most advanced evolutionary milestone of Moto Guzzi's traditional 90° transverse V-twin. The design has revolutionised Mandello's twin-cylinder tradition, with more than 75% of the engine consisting of all new components. In all, 563 new parts have been designed to allow this version of the engine to have a single cam-in-head camshaft system, which controls 4 valves per cylinder.

The engine features a new lighter crankshaft, 3-ring forged pistons and very light valves with 5mm stems supported by cone-section springs that eliminate resonance and power losses at high speeds. Lubrication and cooling are ensured by two pumps fitted in tandem in order to obtain smaller dimensions and are activated by three gears that make lubricant flow along a channel, separated from the cylinder head, to reach the exhaust pipe, where the highest temperature is found, and feed cooling jets placed under the piston. In order to house these new components, a completely new crankcase has been designed, to offer smaller dimensions and an integral front bench support with bushing, while the rear one has a new flange and a more effective oil feeding system. The most compelling element of the new "Quattrovalvole" is the modern design of cylinders, more compact with cooling finning oriented to riding direction. Consequently, head covers have been redesigned by adding, apart from the "Quattrovalvole" identifying abbreviation, a floating system that further silences the valve gear, controlled by "Morse" chains and supplied with hydraulic tensioners and tensioning pads. Fuel supply has also been subject to important innovations, with throttle bodies well over Ø 50-mm and new IWP 189 injectors.

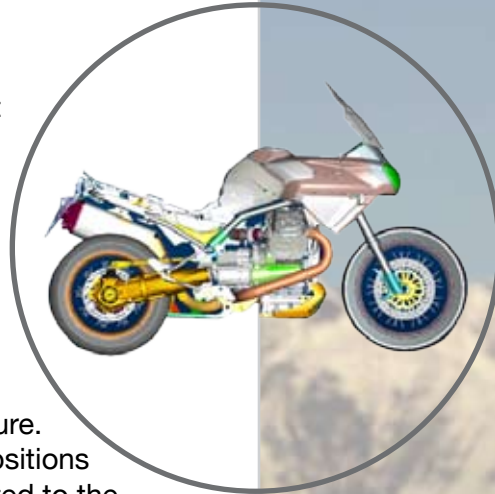
In the Stelvio configuration, the Quattrovalvole receives an original exhaust system which, thanks to the increase of the aluminium silencer's internal volume optimises the engine performance at low and mid-range speeds, generating a maximum power of 105 horsepower at 7500 rpm and a 11kg-m torque at 6400 rpm. These numbers offer a clear idea of the new Stelvio 1200 4V's potential.



## SUMMARY OF MAIN CHARACTERISTICS

### DESIGN

- Double high-/low-beam headlight assembly with convex surface lenses.
- Half-fairing with integrated air deflectors and turn indicators.
- Front mudguard with spoiler and integrated fork stems protection.
- Manually adjustable windshield.
- Blow-moulding process tank with integrated protective superstructure.
- Rider saddle adjustable to two positions with skidproof upholstery integrated to the tank.
- Passenger saddle with adapted seating and skidproof upholstery.
- Glove-box with unlocking control on the handlebar.
- Aerodynamic under-sump protection lug.
- Engine side bulkheads with metal grid
- Luggage supporting frame integrated, with passenger grab handles unit and luggage carrier.
- Tubular footrest supports.
- Full black “Quattrovalvole” powertrain.



# STELVIO 1200 4V

## SUMMARY OF MAIN CHARACTERISTICS

### ENGINE

- “Quattrovalvole”, 90° V-twin, 1200
- Single overhead camshaft timing system.
- Single plate clutch.
- New exhaust system with double superimposed helical outlet.
- New crankcase with incorporated front bearing support with bushing.
- New valves with Ø 5-mm stem.
- New 55% rigid crankshaft.
- New Asso 3-ring forged pistons.
- New conical valve springs.
- Head with independent oil cooling circuit.
- Oil cooling jets to piston.
- New cooling oil pump with pressure-relief valve.
- New lubrication oil pump coaxial with the cooling pump.
- Three gears for oil pump and timing shaft control.
- New type of connecting rod bushings.
- Silent Morse type chains for camshaft control.
- Hydraulic chain tensioners and tensioning pads.
- New Ø 50-mm throttle body.
- New IWP 189 Marelli type injectors
- Floating head covers to cushion noise.
- Transmission with compact reactive cardan shaft drive.
- 6-gear gearbox.
- Euro 3 emission and noise compliance
- New high performance exhaust system.



# STELVIO

## 1200 4V

### SUMMARY OF MAIN CHARACTERISTICS

#### CHASSIS

- Double cradle frame of high-resistant steel with 6 points for engine connection.
- Upside-down front fork with 50-mm stems, adjustable preloading and hydraulic damping with radially-mounted caliper.
- Shock absorber with preloading and rebound adjustment.
- Rear suspension with progressive articulation single arm.
- Front brakes, radially mounted with 4 opposed pistons and 320-mm discs.
- Rear 282-mm disc brake, floating caliper with two parallel pistons.
- Tubeless spoke wheels with aluminium Ber rim and Alpina spokes.
- Rear tyre: 180/55/17  
Pirelli Scorpion.
- Front tyre 110/80/19  
Pirelli Scorpion.



## TECHNICAL SPECIFICATIONS

<b>ENGINE</b>	
Type	90° V-twin engine, 4-stroke
Cooling	through air and oil and an independent cooling pump
Engine capacity	1,151 cc
Bore and stroke	95 x 81.2 mm
Compression ratio	11: 1
Maximum power	77 kW (105HP) at 7,500 rpm
Maximum torque	above 108 Nm at 6,400 rpm
Fuel supply / Ignition	Multipoint sequential electronic ignition, Magneti Marelli IAW5A phased, alfa-n system; two Ø 50mm throttle bodies, Weber IWP 189 injectors, lambda probe.
Starting	Electric
Spark plugs	NGK PMR8B (Long Life)
Exhaust system	stainless steel, 2-in-1 type, three-way catalytic converter with lambda probe
Type approval	Euro 3
<b>TRANSMISSION</b>	
Gearbox	6 gears
Gear ratio values	1st 17/38 = 1 : 2.235 2nd 20/34 = 1 : 1.700 3rd 23/31 = 1 : 1.348 4th 26/29 = 1 : 1.115 5th 31/30 = 1 : 0.968 6th 29/25 = 1 : 0.862
Primary transmission	with helical teeth, ratio 26/35 = 1: 1.346
Final drive	Compact reactive cardan shaft drive system called CA.R.C.; double joint and floating bevel gear pair, ratio 12/44 = 1 : 3.666
Clutch	single-disc with integrated anti-vibration buffer
<b>CHASSIS</b>	
Frame	tubular in high-strength steel with engine as a stressed member
Wheelbase	1,535 mm
Trail	125 mm

### TECHNICAL SPECIFICATIONS

Rake	27°
Steering angle	34°
Front suspension	Telescopic USD forks with Ø 50mm stanchions, fully adjustable (spring preload and hydraulic compression and rebound damping) with radially-mounted brake calipers
Front wheel travel	170 mm
Rear suspension	single sided swing-arm with rising-rate leverage, single shock absorber with hydraulic rebound damping adjustment and knob spring preloading set screw.
Rear wheel travel	155 mm
Front brake	double stainless steel floating disc, Ø 320 mm, radial calipers with 4 opposed pistons
Rear brake	fixed stainless steel disc, Ø 282 mm, floating caliper with 2 parallel pistons
Wheels	Tubeless with spokes
Front rim	2.50" x 19"
Rear rim	5.50" x 17"
Front tyre	110/80 R19"
Rear tyre	180/55 R17"

### ELECTRICAL SYSTEM

System voltage	12 V
Battery	12 V – 18 Ah
Alternator	12 V – 550 W

### DIMENSIONS

Length	2250 mm
Width	1025 mm
Height	1475 mm (windshield high position)
Saddle height	840 mm
Ground clearance	210 mm
Dry weight	214 kg
Kerb weight.	251 kg
Fuel tank capacity	18 litres
Reserve	4.5 litres

## ACCESSORIES

### **The importance of details....**

Whether solo or with a pillion, on long motorway stretches, in winter or in the mountains, on the streets or off-road, there are Stelvio accessories available to enhance safety, increase carrying capacity or add an elegant touch.

### **Engine guard kit**

The engine guard is made in treated and painted steel to ensure effective engine protection in case of low speed falls. Moreover, it is pre-drilled to fit an optional additional light bracket and an aluminium sump guard.

### **Aluminium sump guard kit**

The aluminium sump guard is made of a 3mm thick high strength alloy that ensures efficient protection against stones or grit raised by the front wheel. It also ensures an optimal cooling of the engine. It can be mounted even if the engine guard is fitted.

### **CA.R.C Protection kit**

The protection for the CA.R.C (Italian for compact reactive cardan shaft drive) is made in treated and painted steel to protect the transmission from accidental bumps.

### **Side panniers**

Stelvio panniers are colour matched to the bodywork and are 60-litre volume. The pair of cases has been made with a view to be as practical as they are well finished. The system to fasten them to the motorcycle has been designed to be perfectly integrated to the motorcycle line, thanks to the dedicated pannier supports integrated into the tail, and its passkey makes it practical and functional.

### **Tank pannier kit**

The tank bag kit comprises a special tank cover with clamps to the chassis and a tank bag appropriately moulded. The bag can be easily removed or lifted to refill the tank, thanks to a fast-release lock, and it has a mapholder and two side pockets. A practical bum-bag purchased separately can be fitted on the tank cover instead of the pannier.

### **Tank bum-bag**

Practical bum-bag to be hooked on the tank cover supplied with the tank bag. It allows the rider to keep small objects as an alternative to the bag.

### **Navigator installation kit**

The specific support to install a TomTom Rider 2 navigator is made in fully milled aluminium and is supplied with specific screws. The motorcycle electrical system is already pre-installed with a special power supply connector.

### **Electronic anti-theft device**

It is supplied with double engine lock and 3-axis inertial sensor, with double variable code radio control, fully resinated and self-powered. The pre-installation makes the fitting on the special support easy and quick.

### **Additional light kit**

Thanks to the wide and powerful light beams (110W), the wildest paths can be faced with the best visibility. They are made in magnesium alloys and they are ready to be fitted thanks to the electrical system pre-installation. They are fixed to the specific supports made in powder-coat painted steel. They are approved for road use.

### **Handgrip heating kit**

Cold weather is not going to prevent owners from wanting to ride the STELVIO 1200 4V. The handgrip heating kit allows the choice between 3 different levels of temperature by simply pressing a button. Information about the on/off condition and selected temperature are shown on the display.

## LIFESTYLE

**For those who not only ride, but also live the Stelvio, clothing is available to ensure maximum comfort and protection in all riding situations.**

### **Stelvio Set**

Set of Jacket and Trousers made in Cordura® in collaboration with Dainese. D-Dry waterproof lining and removable thermo-lining. Composite pads for shoulders, elbows, knees and shinbones, ice leather inserts, pre-installation for back protector. Adjustable neck, waistline and wrists, metal Moto Guzzi logo and stitchings on the

### WHAT THE PRESS HAS TO SAY...

#### Australian Motorcycle News Vol 58 No 14 Test by Justin Law

“For starters, the Stelvio 1200 4V is a gorgeous, as far as dual-sport bikes go, especially in white. This is a blinged-up, wonderfully crafted motorcycle to add to an increasingly impressive Guzzi range, and clearly aimed at providing a stylish alternative to BMW’s more austere R1200 GS.”

“The moniker comes from the famous Stelvio Pass, a sinuous route of 84 hairpins that connects two Italian valleys. You’d need something that handles pretty damn well to get over it at any reasonable clip, and, as I discovered, Moto Guzzi has managed to achieve that with this bike.”

“If you were to take a trip, the Stelvio comes with a load of luggage options. A set of panniers is available to fit into the mounts integrated into the sub frame, along with a tank bag.”

“But when you consider a stock GS is \$21,400 and the adventure \$25,470., you can see it’s nicely positioned in that market to be a true Italian-style alternative.”

“With BMW in its sights, Moto Guzzi has worked at giving this bike more off-road capability and credibility.”

“Those with more than my modest off-road ability will enjoy backing it in on the brake... oh yes, the Stelvio is quite competent off-road. Perhaps that goes without saying.”

“I was sad to give the Stelvio back... had it been around when I was handing over the readies for my secondhand GS, perhaps I would have hesitated.”

# STELVIO

1200 **4V**



**ANY ROAD • ANY TIME • ANYWHERE**

