



History still in the making

Motorcycle Range 2009-2010



Named after Moto Guzzi's famous GT of 1924, the new Norge is a true Grand Turismo motorcycle. Able to easily accommodate you and your partner in style, the built in luggage, ABS brakes and electrically adjustable screen make the Norge GT as practical as it is good looking.

NORGE GT 4V

Engine.....	Four-stroke V 90° twin with four valves per cylinder
Displacement.....	1,151 cc
Maximum power.....	Over 66 kW (95 CV) at 7,500 rpm
Maximum torque.....	Over 100 Nm at 5,800 rpm
Exhaust system.....	Stainless steel two-into-one 3 way catalysed with Lambda probe and height adjustable silencer
Gearbox.....	6 speed – constant mesh with integral flexible couplings
Secondary drive.....	CAR-C shaft
Front suspension.....	Marzocchi Ø 45 mm adjustable front forks
Rear suspension.....	Single swingarm with progressive action – single rebound adjustable shock absorber with easy to operate preload setting knob
Front brake.....	Twin floating 320 mm stainless steel discs, floating Brembo calipers with 4 opposed pistons.
Rear brake.....	Single 282 mm fixed stainless steel disc, floating Brembo caliper with 2 parallel pistons.
Tyres.....	120/70 ZR 17 M/C (59W) TL Roadtec Z6 (front) 180/55 ZR 17 M/C (73W) TL Roadtec Z6 (rear)
Length.....	2,195 mm
Width.....	870 mm
Height.....	1,125 mm
Dry weight.....	241 kg
Fuel tank capacity.....	23 litres (reserve 4 litres)
Colour range.....	<input checked="" type="checkbox"/> Bronze <input type="checkbox"/> Black



Adventure and excitement rolled into one. Go anywhere, anytime on Guzzi's new all-roads tourer.

STELVIO 1200 4V

Engine.....	90° V-twin engine, four-stroke with four valves per cylinder
Displacement.....	1,151 cc
Maximum power.....	77 kW (105CV) at 7,500 rpm
Maximum torque.....	Above 108 Nm at 6,400 rpm
Exhaust system.....	Stainless steel, 2-in-1 type, three-way catalytic converter with lambda probe (Euro 3)
Gearbox.....	6 speed
Final drive.....	CAR-C shaftdrive
Front suspension.....	Fork with Ø 50mm inverted stems, fully adjustable (spring preload and hydraulic compression and rebound damping) with radially-mounted brake calipers
Rear suspension.....	Single arm with rising-rate leverage, single shock absorber with hydraulic rebound damping and spring preload adjustment
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
Tyres.....	110/80 R19" (front) - 180/55 R17" (rear)
Length.....	2,250 mm
Width.....	1,025 mm
Height.....	1,475 mm (windshield high position)
Dry weight.....	214 kg
Fuel tank capacity.....	18 litres (reserve 4.5 litres)
Colour range.....	<input checked="" type="checkbox"/> Red <input type="checkbox"/> Black <input type="checkbox"/> White



Named after a mythical Italian "Hard man", the 8V features Moto Guzzi's most powerful production engine – the all new four valves per cylinder 90 degree V-Twin. Great looks, excellent brakes and that marvellous motor make the 8V the muscle cruiser of choice.

GRISO 8V

Engine.....	Four-stroke V 90° twin with four valves per cylinder
Displacement.....	1,151cc
Maximum power.....	Over 80.8 kW (110 CV) at 7,500 rpm
Maximum torque.....	Over 108 Nm at 6,400 rpm
Exhaust system.....	Stainless steel two-into-one 3-way catalysed with Lambda probe.
Gearbox.....	6 speed
Final drive.....	CAR-C shaft
Front suspension.....	Upside down Ø 43 mm fully adjustable forks (spring preload and hydraulic rebound and compression damping)
Rear suspension.....	Progressive single-sided swingarm, fully adjustable monoshock with separate gas reservoir (adjustable spring preload, rebound and compressiondamping).
Front brake.....	Twin floating 320 mm stainless steel wave discs, radial calipers with 4 opposed pistons.
Rear brake.....	Single 282 mm fixed stainless steel disc, floating caliper with 2 parallel pistons.
Tyres.....	120/70 ZR17" (front) - 180/55 ZR17" (rear)
Length.....	2,260 mm
Width.....	830 mm
Height.....	1,070 mm
Dry weight.....	222 kg
Fuel tank capacity.....	16.7 litres (reserve 3.3 litres)
Colour range.....	<input checked="" type="checkbox"/> White <input type="checkbox"/> Black



Naked sports touring doesn't get any better than this. The 1200 Sport has it all... handling, torque, great brakes and racy styling. Just add you – the love affair won't end.


1200 SPORT 4V

Engine.....	90° V-Twin, four-stroke with four valves per cylinder
Displacement.....	1,151 cc
Maximum power.....	Over 95kW at 7,800 rpm
Maximum torque.....	Over 100 Nm at 6,000 rpm
Exhaust system.....	Stainless steel, 2 into 1 type with catalytic converter, height-adjustable muffler
Gearbox.....	6 speed
Final drive.....	CAR-C shaft
Front suspension.....	Telescopic hydraulic fork with Ø 45 mm and, preload and damping adjustable
Rear suspension.....	Single arm suspension with progressive linkage, rear shock absorber adjustable in rebound and preload
Front brake.....	Twin stainless steel floating disc, wave type, Ø 320 mm, 4 opposed pistons
Rear brake.....	Single steel fixed disc, Ø 282 mm, floating caliper with 2 parallel pistons
Tyres.....	120/70 ZR17" (front) - 180/55 ZR17" (rear)
Length.....	2,195 mm
Width.....	840 mm (handlebars)
Height.....	1,160 mm (windshield)
Dry weight.....	229 kg
Fuel tank capacity.....	23 litres (reserve 4 litres)
Colour range.....	<input checked="" type="checkbox"/> Silver <input type="checkbox"/> Black



Up-to-date technology such as electronic fuel injection and high tensile materials give the Cali all the performance and durability expected of an up-to-the-minute motorcycle with the style and tradition of the original.

CALIFORNIA CLASSIC*

Engine.....	90° V-Twin, four-stroke
Displacement.....	1,064 cc
Maximum power.....	54 kW at 6,400 rpm
Maximum torque.....	94 Nm at 5,000 rpm
Exhaust system.....	Steel, twin header pipes connected to twin steel mufflers; three-way catalyzer with Lambda sensor (Euro 3)
Gearbox.....	5 speed, constant mesh gears with built-in cush drive
Final drive.....	Shaft drive, ratio 8/33 = 1:4.125
Front suspension.....	Marzocchi hydraulic telescopic fork, Ø 45 mm, adjustable separately
Rear suspension.....	Swing arm with 2 hydraulic shock absorbers, preload adjustable
Front brake.....	Double Brembo Serie Oro stainless steel floating disc, Ø 320 mm, 4 piston calipers
Rear brake.....	Single Brembo stainless steel floating disc, Ø 282 mm, 2 piston caliper
Tyres.....	110/90 VB 18" (front) - 150/70 VB 17" (rear)
Length.....	2,380 mm
Width.....	815 mm
Height.....	1,150 mm
Dry weight.....	251 kg
Fuel tank capacity.....	19 litres (reserve 4 litres)
Colour range.....	 Bordeaux/Black

*The California Classic is available to special order only



Mean, moody and ready to transport you to that special place only Moto Guzzi's muscle cruiser can go... motorcycle Nirvana!

BELLAGIO

Engine.....	Four-stroke V 90° twin
Displacement.....	935.6 cc
Maximum power.....	55 KW at 7,200 rpm
Maximum torque.....	78 Nm at 6,000 rpm
Exhaust system.....	Twin stainless steel header pipes connected to twin chromed steel silencers; 3-way catalyser with Lambda probe (Euro 3)
Gearbox.....	6 speed – constant mesh with integral flexible couplings
Final drive.....	CAR-C shaft
Front suspension.....	Marzocchi Ø 45 mm adjustable front forks
Rear suspension.....	Single arm with rising-rate leverage, single shock absorber with preload and rebound damping adjustment
Front brake.....	Double stainless steel floating disc, Ø 320 mm, radial calipers with 4 opposed pistons
Rear brake.....	Single swingarm with progressive action – single rebound adjustable shock absorber with easy to operate preload setting knob
Tyres.....	120/70 ZR 18 M/C (59W) TL Roadtec Z6 (front) 180/55 ZR 17 M/C (73W) TL Roadtec Z6 (rear)
Length.....	2,270 mm
Width.....	890 mm
Height.....	1,310 mm
Dry weight.....	224 kg
Fuel tank capacity.....	19 litres (reserve 4 litres)
Colour range.....	<input type="checkbox"/> Matte Black <input checked="" type="checkbox"/> Two Tone Grey/White



With 1970s Italian style, a distinctive V-twin sound and modern improvements such as fuel injection and Brembo brakes, the Moto Guzzi V7 Café Classic was born to impress. Arrive refreshed and turn heads with V7 Café Classic.

V7 CAFÉ CLASSIC

Engine.....	Four-stroke V 90° twin
Displacement.....	744cc
Maximum power.....	35.5 kW at 6,800 rpm
Maximum torque.....	54.7 Nm at 3,600 rpm
Exhaust system.....	Three-way catalyser with lambda probe (Euro 3)
Gearbox.....	5 speed
Final drive.....	Shaft
Front suspension.....	Marzocchi Ø 40 mm telescopic front forks
Rear suspension.....	Light alloy swingarm with twin preload adjustable shock absorbers
Front brake.....	Floating 320 mm stainless steel disc, 4 opposed, differential diameter-caliper
Rear brake.....	260 mm stainless steel disc
Tyres.....	Metzeler Lasertec 100/90- 18 56H TL (front) Metzeler Lasertec 130/80 -17 65H TL (rear)
Length.....	2,185 mm
Width.....	800 mm
Height.....	1,115 mm
Dry weight.....	182 kg
Fuel tank capacity.....	17 litres (reserve 2.5 litres)
Colour range.....	■ Lime



Evocative. A simple, single word sums up the new V7 Classic. A 21st century reincarnation of a classic 70's icon, this latest Moto Guzzi is already a legend.

V7 CLASSIC

Engine.....	Four-stroke V 90° twin
Displacement.....	744cc
Maximum power.....	35.5 kW (48.8 CV) at 6,800 rpm
Maximum torque.....	54.7 Nm at 3,600 rpm
Exhaust system.....	Three-way catalyser with lambda probe (Euro 3)
Gearbox.....	5 speed
Final drive.....	Shaft
Front suspension.....	Marzocchi Ø 40 mm telescopic front forks
Rear suspension.....	Light alloy swingarm with twin preload adjustable shock absorbers
Front brake.....	Floating 320 mm stainless steel disc, 4 opposed piston, differential diameter caliper
Rear brake.....	260 mm stainless steel disc
Tyres.....	Metzeler Lasertec 100/90- 18 56H TL (front) Metzeler Lasertec 130/80 -17 65H TL (rear)
Length.....	2,185 mm
Width.....	800 mm
Height.....	1,115 mm
Dry weight.....	182 kg
Fuel tank capacity.....	17 litres (reserve 2.5 litres)
Colour range.....	<input checked="" type="checkbox"/> White <input type="checkbox"/> Black



*A full range of Moto Guzzi accessories are available.
Contact your local dealer or go to www.motoguzzi.com.au
for the full range and prices.*

ACCESSORIES



Stelvio engine guards



Stelvio alloy bash plate



Moto Guzzi gortex rising jacket



Moto Guzzi gortex riding pants



Moto Guzzi watch



Stelvio transmission guard



V7 Classic polo



Rear racks for various models



V7 Classic popstud collared shirt



Stelvio hand guards



V7 Classic cap



Traditional tank badges

Moto Guzzi produces accessories and merchandise for all its motorcycle models, the accessories illustrated are a small sample of the range.



Disclaimer: Technical specifications and colours of the motorcycles illustrated in this brochure may change without notice. Some models may be fitted with optional accessories.

www.motoguzzi.com.au