



## MOTO GUZZI STELVIO 1200 - NTX MY2011.

**A REVAMPED DESIGN AND ENDLESS IMPROVEMENTS LAUNCH MOTO GUZZI STELVIO INTO THE SCRUM ALONG WITH THE OTHER MAXI ENDURO. HIGHLY SUPERIOR AERODYNAMIC PROTECTION PROVIDED BY A BRAND NEW WINDSHIELD, A TRULY HIGH PERFORMING ENGINE AND A RECORD RANGE THANKS TO THE NEW 32 LITRE FUEL TANK. AVAILABLE ALSO WITH THE NTX NO-LIMITS VERSION**

Named after the famous Alpine pass that connects Valtellina Valley to Vinschgau Valley with 84 amazing s-bends between them, **Stelvio** has launched **Moto Guzzi** back among the **stars of the maxi enduro world**. A highly appreciated bike that has now reached a **coming of age** at a technical-functional level, thanks to the updates and final tweaking undergone by the MY2011.

It all starts with its **style**, now even more **attractive and trendy** rounding off the fuel tank by integrating it within the lightweight **fairing**, which now highlights a clearly **smooth streamlined** effect which flows into the double **front headlight assembly**. The latter feature is a distinctive element of the Stelvio design, and **the only detail inherited from the previous version**. The **top fairing**, **windshield** and the **half-fairing** with integrated turn indicators are all brand new elements that combine to give the front-end of the **Stelvio MY2011** a cutting-edge, more **aggressive and dynamic** look. It has an original design, but it is above all more **functional** and **versatile**, features that are of uppermost importance on models of this type. From an objective standpoint, the style of the new surfaces emphasises **two fundamental project milestones** compared to the previous version: **more efficient aerodynamic protection**, thanks to the new top fairing and practically **twice fold range capacity** thanks to the outstanding new **fuel tank** with a **32 litre record capacity**.

This new Stelvio bike has an air of complete renovation about it, fine examples being the **cockpit** with brand new graphs on the **on-board control panel**, a **new** increased scale **fuel indicator**.

The heart that beats inside this touring bike is the **renowned V-shaped 90° transverse twin-cylinder "Four valve" engine**, the highest performer among all the families of engines manufactured at Mandello del Lario, which has now reached exclusive levels as far as its technical/performance development is concerned.

This latest version can boast the careful attention paid to achieve a more **silent** and **smooth running** of the engine, whilst tweaking the **electronic control**, **timing system** and **cooling system**. The **brand new integrated ignition and injection ECU** now exploits the signals sent by the **two lambda probes** to guarantee adequate feeding throughout the entire combustion cycle, **improving response to the throttle control**, **mid range power delivery** further to consumptions and emissions.

The engine now boasts a **maximum torque of over 104 Nm** delivered at a mere 5,500 rpm and easily reaches a **peak in output** of over **102 Hp**; it practically reaches an automobile-level speed of 7,000 rpm.

Due to the unanimous success of Stelvio's chassis, no changes of any kind have been made to the **upper dual beam frame**, in high tensile steel that is **connected to the engine** in **six different points** giving an **exceptionally high levels of torsional rigidity**. The chassis geometry therefore remains unaltered, with a **rake of 27°**, a **125 mm trail**, improved by the all important **1535 mm wheelbase** which guarantees impeccable steering



precision, and is something that has contributed to boosting the reputation of this model over time. High quality suspension whose adjustable preload and hydraulic response during compression and rebound combine to ensure instant, smooth response to pressure on the handlebar. The front-end is controlled by a solid **50 mm upside-down Marzocchi fork** with **170 mm** travel, whereas the rear-end has progressive action suspension kinematic mechanism moved by a **Sachs** rear monoshock which runs on a **155 mm** stroke. The **Brembo** braking system remains in place, unbeatable in terms of efficacy and look, along with the **front radial-mounted callipers** that engage with a **new couple of discs**, with lighter flanges and a new brake band that better dissipates heat. Innovation also for the wheels which now boast a **cutting-edge designed set of light alloy rims** and the standardisation of the rear sizes **150/70/17**, previously exclusively mounted on the NTX, also on the standard version of the Stelvio 1200. On request, the wheels can also be assembled with **Ber rims and Alpina spokes**, which are standard fixtures on the **NTX version** whilst **both models** are fitted with the new **Continental ABS anti-lock system**. The NTX is the more "adventurous" version of the Stelvio, and now has all the technical features of the base version, plus some exceptional new fixtures, i.e. the sturdy "**armour**" that embraces it and comprises the **oil sump guard, engine guard, cylinder guard** and **full cover hand-guards** to protect the rider and his bike against the hidden dangers throughout his trip.

A bike dedicated to long haul travellers naturally needs luggage space, hence the spacious **aluminium panniers** and additional **halogen lights**. Even more luxury options are available on the accessory catalogue including a **GPS navigator, heated hand-grips**, and **CA.RC protection** (*Cardano Reattivo Compatto*, i.e. Compact Reactive Cardan Shaft Drive).

The new Stelvio MY 2011 will be on sale from next Spring boasting Guzzi **Black** and Diamond **White** colour schemes, while the **NTX** will flaunt a brand new colour concept on a **black satin finish base**.

## MAIN CHARACTERISTICS

### DESIGN

- New headlight fairing.
- New 32 litre fuel tank.
- New windshield.
- New saddle lining.
- New Moto Guzzi customised side panniers.
- Brand new shaped saddle.

### ENGINE

- 1200 90° V-shaped Twin-cylinder "Four Valve"
- Single overhead camshaft timing system with decreased valve control noise level.
- New profile camshafts.
- Oil radiator fitted on the lug.
- Single plate clutch.
- New exhaust system.
- Transmission with compact reactive cardan shaft drive.
- 6-gear gearbox.
- Euro 3.



#### CHASSIS

- High tensile steel upper dual beam frame.
- Front fork with 50 mm legs, adjustable spring preload and hydraulics fitted with a new set of progressive action springs.
- Shock absorber with adjustable preload and rebound fitted with a new more preloaded spring
- Rear suspension with progressive articulation single arm.
- 4 horizontally opposed piston front brake system with new 320 mm discs.
- Rear 282-mm disc brake, floating calliper with two parallel pistons.
- Rear tyre ZR 150/70/17.
- Front tyre ZR 110/80/19.

#### STANDARD OUTFIT:

- New cutting-edge Continental ABS.
- New instrument panel with increased scale fuel level indicator.
- Heated hand-grip fixture.
- Satellite navigator fixture.

## STELVIO 1200 - (NTX)

Engine	: 90° V-shaped twin cylinder, 4 valves per cylinder
Engine capacity	: 1,151 cc
Max output	: 75 KW (102 CV) at 7,000 rpm
Max torque	: 110 Nm at 5,500 rpm
Exhaust system	: stainless steel, 2-in-1 type, three-way catalytic converter with lambda probe
Gear	: 6-speed
Final drive	: CARC compact reactive shaft drive; double cardan joint and floating bevel gear set, ratio 12/44 = 1:3.666
Front suspension	: completely adjustable upside-down fork (spring preload and hydraulic compression and rebound damping) with mounting bracket for radial brake calliper
Rear suspension	: single-sided swing-arm with progressive linkage and monoshock with adjustable hydraulic rebound and dial for setting spring preload
Front brake	: dual 320 mm stainless steel floating discs and radial callipers with 4 horizontally opposed pistons - ABS
Rear brake	: 282 mm stainless steel fixed disc, floating calliper with 2 parallel pistons - ABS
Tyres	: 110/80 R19" tubeless (front) - 150/70 R17" tubeless (rear)
Max length	: 2,305 mm
Max width	: 1,080 mm
Height	: 1,475 mm
Saddle height (adjust.)	: 820/840 mm
Dry weight	: 251 Kg - (259 kg)
Fuel tank capacity	: 32 litres (including 3.5 litre reserve)
Standard accessories	: Aluminium top box, Tom tom Rider2 and navigator holder, heated hand-grips, headlamp guard.