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INTRODUCTION

A true show of class does more than just turn heads.

Moto Guzzi shows its sporting soul in its newest "naked". This evolved form of the 90° twin cylinder 1200 features new solutions in its design and chassis while giving a new meaning to rider comfort.

Just one look at it tells you that it will soon become a cult item for real enthusiasts.

The graphics are the same as on competition models, the stylish front discs and the Racing exhaust that suggest speed give an immediate impression of the 1200 Sport's character. The attention to detail is typically Italian and its Moto Guzzi DNA and high-tech injection system make it one of those machines that is best appreciated from the saddle. From here too, its patented handling system can only truly be felt – a perfect blend of incredible performance and the sheer pleasure of riding. Feelings like this can only be experienced aboard a Moto Guzzi and this new model now takes in touring with its high levels of comfort and handling. Like all Moto Guzzi, this machine faithfully follows its rider, it indulges his whims with a spirit that has been guiding it for the past 85 years and has never been stronger. For those of you that would like to have even more performance, Moto Guzzi has designed a dedicated "racing" kit and for others that would prefer an extra safety margin regardless of the type of road surface, ABS is now an option. There is something to offer everybody a taste of the real feelings that you can only find on a motorcycle - with an eagle on the tank.



STYLE

All-Italian design

There is such a thing as a precise Italian style, a way of designing motorcycles, a series of factors that, while maybe not all discovered individually, when put together form an unique entity that can truly express emotion. This is the style of the 1200 Sport where form and function work in complete harmony to produce a spirited, fascinating piece of machinery. The graphics on the screen resemble the plate for a rider's number on a race machine. The same types of adornments are to be found on the "pod" at the back of the saddle that transforms the machine into an aggressive single-seater. The stylish shape of the front disc brakes suggests and allows magnificent stopping power. Still at the front, the advanced position of the handlebars tends to mould the rider's arms and chest into the perfect riding position and offers excellent support. The inverted titanium-treated forks add a further touch of class. The central section of the 1200 Sport features the 90° V cylinder heads with newly designed rocker covers. The Racing exhaust on the right hand side sets exactly the right tone for a motorcycle of this type.

Even the slightly rear-set position of the rider's footrests brings the race version immediately to mind. If just seeing it standing there takes your breath away, just imagine what a ride will do.



COMFORT

Driven by instinct

Although the layout is sport's style, every little detail has been designed to allow both rider and pillion passenger to travel in the utmost comfort. The advanced handlebars provide perfect control and, along with the position of the saddle and the rear-set footrests, offer the ideal riding position.

The saddle is comfortably padded and provides excellent support thanks to the "pod" covering the rear section. Perfect weight distribution and an ideally positioned centre of gravity make the machine handle like a much smaller model. These factors allow for very fast changes in direction and the agility needed to handle both twisty roads and typical town traffic jams. The chassis, naturally, plays its part. The forks are anti-friction treated and can be adjusted for pre-load and rebound to provide the best solution for any particular route, load or riding style. The rear shock absorber is also fully adjustable to offer suspension that ensures both superb comfort and excellent road holding. Those of you that go touring will really appreciate the protection offered by the windscreen and by just how easy it is to read the new, elegant instrument panel with dials on a white background. The onboard interactive computer display communicates with the engine via controls on the handlebars and is a perfect blend of high technology with tradition. It lets you concentrate on the sheer pleasure of enjoying the ride.



CHASSIS

Made for having fun

The handling of the 1200 Sport has a secret ingredient: the precision put into perfecting the frame/suspension set-up. The high-tensile steel chassis is very rigid and together with the aluminium single-arm forms a one-piece section housing the "reactive" shaft drive. The engine responds instantly to the rider's requests and does exactly what it is asked. When being ridden hard, the suspension provides impeccable handling and is always predictable. The machine goes round bends on invisible rails thanks to the fully adjustable 45 mm forks. On exit, the rear suspension provides perfect stability thanks to the progressive action single arm and its fully adjustable shock absorber. Moto Guzzi's patented "reactive" shaft drive looks after changes in rear set-up that are typical of traditional shaft drives. The brakes soon take care of bursts of acceleration with twin 320 mm discs and four piston (opposed) calipers at the front and a 298 mm rear disc with two floating parallel pistons. For those of you that ride all year round in all weather, Moto Guzzi also offers an ABS version with traditional front discs.



ENGINE AND TRANSMISSION

Patented power and reliability

The engine layout is the traditional 90° V twin with the rocker boxes protruding from right and left. The power output however is something completely new.

The 1151 cc engine puts out a maximum of over 70 kW (95 CV) at 7,800 rpm with maximum torque of over 100 Nm at 5,800 rpm.

In other words, the legendary Moto Guzzi torque combined with evenly distributed power for satisfying fun riding whether on the motorway or through Alpine valleys.

Great attention has been paid to the air intake system that has been perfected with the addition of a special high performance filter. Intake and exhaust ducts have been further improved to increase the speed of gas flow and make the engine more responsive. ECU mapping has been programmed for sports use and offers a wider band of usable engine power.

Starting, regardless of weather condition, has been facilitated by fitting electronic injection with a stepper motor that also guarantees perfect idling. Power output is hefty but smooth while emissions and fuel consumption are low and well within Euro 3 standards.

Performance is further enhanced by other technical additions like twin spark ignitions and having the injectors positioned directly over the inlet manifolds near the valves.

The alternator is between the cylinders. This makes the engine more compact and also offers significant advantages in terms of control and overall reliability. Lightened conrods, pistons and pistons rings help reduce weight and sintered valve guides improve smoothness and increased resistance to wear and tear. Other solutions have been put in place to improve lubrication: the oil pump has a higher flow rate and is more efficient; the cylinder head has a small hole that allows oil to be injected directly on to the exhaust valve; the crankcase and the sump and heads have been modified to facilitate oil flow.

For those wanting the maximum from their 1200 Sports, Moto Guzzi has designed a track kit with redesigned hand-polished air ducts, the removal of the air filter box, the fitting of a special racing exhaust and a remapped ECU. This kit improves overall performance and improves the compression ratio.

Power is transmitted to the rear wheel via the CA.R.C. system (the Moto Guzzi patented "reactive" shaft drive). This transmission system that is an integral part of the light aluminium alloy rear swinging arm always offers a smooth precise response with none of the jerks that is so typical of shaft drive systems. The anti-shaft effect has also been got rid of and the particular CA.R.C. layout has allowed a one piece rear swinging arm to be fitted that adds to overall rigidity.

The six-speed gearbox now features new ratios that are ideal for even the twistiest of roads. The gears are quiet, finding neutral is easy and depending upon what the rider wants the gears have been designed "long" for sports riding that allows every last "horse" to be exploited.



ACCESSORIES

1200 Sport, exclusive passion

The relationship between a rider and his bike is unique and deeply personal. Like all powerful sentiments, it is a passion that is not easy to compare.

Every bike therefore has to be unique, made to measure to suit the tastes and the style of its rider. That is why Moto Guzzi has developed such a wide range of accessories to meet the needs of uniquely individual riders.

Whether you ride in company, down endless motorways, in the winter, or in the mountains, Moto Guzzi always has the right solution to give you superior weather protection, comfort and that extra touch of elegance.

29-litre pannier kit

Touring is the 1200 Sport's alter ego. This exclusive luggage system integrates perfectly with the 1200 Sport because the mountings have been designed not to spoil the bike's sensuous lines when the panniers are not fitted. The panniers are also made with great attention to detail, and feature a double scratch-proof surface treatment and side guards, plus, of course the essential Moto Guzzi logo. Inside the panniers, practical fabric liners help you keep your clothes, personal effects, and everything else you need for your journey in order.

28-litre top box kit

This top box is large enough to hold a full face helmet. Its matt black finish accurately matches that of the panniers. The kit also includes an imitation leather backrest for improved passenger comfort, plus a mounting rack in composite material. The top box is customised with the Moto Guzzi logo.

45-litre top box kit

Ideal for two-up touring, this elegant, matt black, 45-litre top box bears the Moto Guzzi logo and is big enough to hold two helmets. Comes complete with mounting rack.

Top box bag

This bag was designed for the 1200 Sport's side carriers. The waterproof Nylon and PVC bag is easily removed and becomes a handy shoulder bag.



Luggage rack kit

This solid versatile luggage rack kit is made from steel and composite materials. It allows the 28-litre and 45-litre top boxes to be fitted in three different positions or can be used for fitting the top box bag.

Tank bag

This practical PVC and Nylon tank bag has a maximum volume of 16 litres and is absolutely indispensable for touring. Made following suggestions from real touring bikers, the bag has a rain-proof zip, reflective inserts and a rain hood for protection against even the worst weather.

Its anatomic handle and strap transform the bag into a practical item of hand luggage. External pockets provide useful storage for glasses, maps, gloves and other objects you need to keep to hand. Comes complete with support for easy fitting and removal.

Lowered saddle

This seat is 3 cm lower than the standard seat for a firmer foothold and improved control. Despite its reduced height, the seat ensures plenty of comfort and support for the rider thanks to its original gel system.

Central stand

The central stand is an option that allows the bike to be safely parked even on a slope and also makes maintenance work easier.

Anti-theft kit

The inertial anti-theft system was designed with the market leader in this sector, Metasystem. The system consists of two boxes. The first is customised with the Moto Guzzi logo and houses the control unit and two remote controls. The second houses the wiring, bracket and fittings. This kit provides a secure, reliable anti-theft system that is quick, easy to fit and perfectly match the bike's looks.

Bike cover

This red motorcycle cover with the 1200 Sport logo on both sides keeps your bike looking elegant even in the garage. The cover is made from an advanced non-scratch material, and is tailored to fit each model.



RACING KIT:

In order to allow the tune-up of 1200 Sport Moto Guzzi realized a two-step tuning kit:

Step 1

1. Dedicated velocity stacks
2. Complete 2in2 exhaust system
3. Racing ECU

Step 2

1. Polished ports on racing high-compression heads kit.
2. Dedicated velocity stacks
3. Complete 2in2 exhaust system
4. Racing ECU



MAIN CHARACTERISTICS

DESIGN

- Special screen with "racing number" graphics
- Saddle with sports profile
- Rear saddle "pod" with "racing number" sport effect graphics
- "Racing" rider and pillion passenger footrests
- Special handlebar support
- Forward positioned aluminium handlebars
- Dedicated graphics
- Instruments with new graphics

ENGINE

- 90° V twin, 1,151 cc, 4 stroke, air cooled
- Electronic injection with stepper motor
- Twin chamber manifolds
- Lightened piston rods, pistons and rings
- Sintered valve guides
- High performance air filter
- Reworked intake and exhaust ducts
- ECU mapped for sports use
- Twin spark plugs
- Racing exhaust
- "Reactive" shaft drive
- Six-speed gearbox with "long" gears for sports use
- Euro 3

CHASSIS

- Very rigid high-tensile steel chassis
- Titanium treated 45 mm pre-load and rebound adjustable forks
- Pre-load and rebound adjustable shock absorber
- Single arm suspension with progressive linkage
- Front 320 mm wave type disc with 4 piston (opposed) calipers
- Rear 282 mm disc with floating caliper with 2 parallel pistons
- ABS version
- Sports tyres



1200 SPORT TECHNICAL SPECIFICATIONS

ENGINE

Type	: 90° V-Twin, 4 stroke
Cooling system	: air cooling
Displacement	: 1,151 cc
Bore and stroke	: 95 x 81.2 mm
Compression ratio	: 9.8 : 1
Timing system	: intake open 24° B.T.D.C. intake close 52° A.B.D.C. exhaust open 54° B.B.D.C. exhaust close 22° A.T.D.C. with valve clearance 1.5 mm
Maximum power	: over 70 kW (95 HP) at 7,800 rpm
Maximum torque	: over 100 Nm at 6,000 rpm
Fuel injection system / Ignition	: Magneti Marelli IAW5A, α-n type; 2 Ø 45 mm throttle bodies, Weber IWP 162 injectors, Lambda control, twin spark ignition
Spark plug	: internal NGK PMR8B (Long Life) external NGK BPR6ES
Starting	: electric
Exhaust system	: stainless steel, 2 into 1 type with catalytic converter, height-adjustable muffler
Homologation	: Euro 3

TRANSMISSION

Gears	: 6 speed
Internal ratios	: $1^{st} \frac{17}{38} = 1 : 2.235$: $2^{nd} \frac{20}{34} = 1 : 1.700$: $3^{rd} \frac{23}{31} = 1 : 1.347$: $4^{th} \frac{26}{29} = 1 : 1.115$: $5^{th} \frac{31}{30} = 1 : 0.967$: $6^{th} \frac{29}{25} = 1 : 0.862$
Lubrication	: splash
Primary drive	: helical teeth, ratio $\frac{24}{35} = 1 : 1.458$
Secondary drive	: Compact Reactive Shaft Drive CA.R.C.; double universal joint with floating bevel gear, ratio $\frac{12}{44} = 1 : 3.666$
Clutch	: double disk, dry

CHASSIS

Frame	: tubular cradle, high tensile steel
Wheelbase	: 1,485 mm
Trail	: 120 mm
Rake	: 25°
Steering angle	: 32°
Front suspension	: telescopic hydraulic fork with Ø 45 mm and TIN



	surface treatment, preload adjustable
Front wheel travel	: 120 mm
Rear suspension	: single arm suspension with progressive linkage, rear shock absorber adjustable in rebound and pre-load (hydraulic)
Rear wheel travel	: 140 mm
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
Wheels	: three spokes, light alloy wheels, gravity die-casting
Front wheel	: 3.50" x 17"
Rear wheel	: 5.50" x 17"
Front tyre	: 120/70 ZR17"
Rear tyre	: 180/55 ZR17"

ELECTRICAL EQUIPMENT

Voltage	: 12 V
Battery	: 12 V – 18 Ah
Alternator	: 12 V – 550 W

DIMENSIONS

Length	: 2,195 mm
Width (handlebars)	: 840 mm
Height (windshield)	: 1,160 mm
Seat height	: 800 mm
Minimum ground clearance	: 185 mm
Dry weight	: 229 kg
Fuel tank capacity	: 23 litres
Reserve	: 4 litres

Technical specifications of 1200 Sport may change without notice.
ABS version available.