



## **GRISO 8V "BLACK DEVIL" S.E.: NEW SPECIAL SERIES FOR MOTO GUZZI'S MOST NON-CONFORMIST MODEL.**

After three seasons, the Griso 8V Special Edition changes outfit, leaving behind the commemorative "Tenni" livery for a new look that feels much more, modern and aggressive, called "Black Devil".

A new colour concept that transmits a greater impact to the non-conformist style of Griso with a "*matt black*" look interrupted by a sharp silver graphic pattern that generates a beam of light extending from the tank to the lateral ducts.

The visual impression is of an overall feeling of greater compactness of the assembly in a picture of great elegance, typical of the special series produced by Mandello del Lario.

Among the details that make it an authentic "custom-built" are the saddle lining, matching grey thread double-stitching, the attractive spoked wheels with custom channels from Moto Guzzi red, in addition to the above mentioned Black Devil graphic.

Equipped with the modern transverse 90° V twin engine of the "Four valve" series, able to output a maximum power of 110 HP at only 7,500 rpm, the Griso 8V SE gives velvety but powerful road performance, making you appreciate the goodness of a chassis capable of keeping that unbridled horsepower under control. On the upper twin spar frame, made of high-strength steel and generously sized lines, where the ribs are not the result of a simple aesthetic suggestion, but are calculated to provide exceptionally high levels of torsional rigidity.

The chassis geometry was calculated to provide stability, with a headstock tilted by 26° for a trail of 108 mm, with a wheelbase of 1,544 mm: however, the Griso 8V SE is surprisingly manoeuvrable and genuine, even lightning fast when changing direction.

The behaviour of this fascinating naked takes advantage of the low centre of gravity and the rock front end with offset reduced plates, making the response to handlebar pressure immediate and precise. A veritable scalpel on two wheels that can gratify the most discerning rider looking for perfect trajectory.

## **STYLE**

### **AN UNPARALLELED STYLE.**

The Griso 8V SE Moto Guzzi reconfirms a unique and inimitable stylistic idea, where the concept and its realisation are expressed without giving in to compromises, technical, historical or cultural limitations. An instinctive bike, pure, solid as a rock, boasting a forceful personality, where the material seems sculpted with artistic revelation. Metalwork and curvy forms are reflected in the chrome trims and polished finishings to reveal new details on closer inspection. Just look at the fuel tank, that continues the expressive power of the massive frame only to stand out with a striking aerodynamic cap of exquisite beauty. Or the tail fairing, just mentioned but as incisive as a scratch, a scratch given by the three high intensity LED of the headlight assembly. A masculine, long and powerful motorcycle, clear and distinguishable from the masses, where the "Four valve" engine set for magic on a chassis that grabs from above, almost wanting to show off the revolutionised shapes. It is enough to merely glance at the thick fins of the black cylinders, oriented towards the wind, or at the valve covers, to understand the executive care, which reaches its peak in defining the exhaust system. An incredible overlapped twin coiled pipes, which raises the inspiring awe of the new Griso 8V SE to the nth degree. And when the focus shifts to the reality of the performance, even the sophisticated components cease to be regarded as mere technical details to acquire a stylistic significance. This is the case of the front end, which is what is expected of a race bike with its oversized, upside-down forks and braking system with radially-mounted callipers. The visual symphony is completed by the sporty cut of the saddle and side panel unit and the new handlebar, revised to improve the aerodynamics of the rider.

Details and intuition that make the Griso 8V SE a motorbike that impresses, before you even ride it.

### **Special Edition Outfitting "Black Devil"**

- Graphic "Black Devil".
- Black chassis
- New saddle with matching lining.
- Racing Footrests
- Full black "Four valve" powertrain.
- Black instrument panel covers.
- Spoked wheels.



## **COMFORT**

### **THE ERGONOMICS OF PLEASURE.**

Just sit astride the Griso 8V SE to figure out how unique it is to ride.

Renovated in the conformation of the saddle and side panels and equipped with biconical sports style handlebars, the new Moto Guzzi welcomes the rider with a spectacular view of chromed, brushed, anodised parts, displays and commands that invite you to lose yourself with one look. Astride the Griso 8V SE, you will be struck by the magnificence of the saddle, just 800mm above the ground and reviewed in the conformation of the sides to facilitate travel in the "body" ride, while the position of the racing type footrests, is high and slightly behind. A certain sporty riding position, where the rider is part of the motorbike, with legs ready to push on the footrests and with the bust slightly tilted towards the handlebars, now reduced in width and with the ends advanced to ensure a perfect lever arm.

This position is ideal for tracking, with disarming ease, trajectories of surgical precision, thanks to a front end as precise as a blade and the generous tyre sizes. A motorbike for riding hedonists, wrapped in the gritty and unmistakable sound of the new "Four valve", which encourages you to face with a decisive air that most meandering paths as if they were city traffic, sustained by outstanding speed in changing direction and by the rigor of an agile and responsive front end, yet always firmly planted. This does not mean that the fashion naked of Mandello is not suited to more aggressive riding, indeed, there are the times when the total absence of vibration of the new "Four valve", when you can get lost in the seductive style, appreciate the quality of the finish, the softness of controls and the completeness of the instrument panel. Spaces where the rider communicates with his steed, in the velvety command of a motorbike with profound spirit, capable of being tremendously fast, effective, gentle and comfortable, even when carrying a passenger. But it is true that the magic of the new Griso 8V SE cannot be explained except by exploring the range of the rpm indicator.

## **FRAME**

### **A SCALPEL FOR THE ROAD.**

The long low profile should not mislead: the Griso 8V SE has a riding efficiency that would not shame a supersports bike. The secret lies in the upper twin spar frame, made of high-strength steel, from generously sized lines, where the ribs are not the result of a simple aesthetic suggestion, but are calculated to provide exceptionally high levels of torsional rigidity. All connected through a die cast plate on which the single-sided aluminium technology swings that houses the transmission with compact reactive cardan shaft drive.

The chassis positions were calculated to provide stability, with a steering angle tilted at 26° for a trail of 108 mm, with a wheelbase of 1,544 mm and the Griso 8V SE is surprisingly manoeuvrable and sincere, even lightning fast in changes of direction.

Behaviour obtained by taking advantage of the low centre of gravity and a front end rock with from offset reduced plate, that provides an immediate and precise response to handlebar pressure, a real scalpel for tracking perfect trajectories. The front is glued to the road thanks to an upside down fork taken from competitions, with 43 mm stems, which are adjustable both for preload and in hydraulic response in compression and return. At the rear, the progressive action kinematic mechanisms of the suspension are moved by a Boge unit, which also features three classic settings. The sophistication of the suspension compartment ensures a neutral set-up, whether exiting the turn, when you need the 110 horsepower generated by the "Four valve" engine when braking, under the quick deceleration generated by the Brembo braking system. This stands out both for its effectiveness and for its aesthetics, thanks to the new system with radially-mounted callipers, that engage with a couple of discs that have been perforated for better heat dissipation.

Even in the chassis, where what really matters is really the whole, the Griso is beyond comparison.



## **ENGINE AND TRANSMISSION. RAISED TO THE NTH POWER**

Originating in September 2006, the "Four valve" engine is the most advanced evolution of the legendary transverse 90° V-twin engine. Since its debut, it has amazed with its content and performance, the highest ever produced by a Moto Guzzi series engine, obtained by transplanting a single overhead camshaft valve timing system, which controls the 4 valves per cylinder, tilted respectively by 15.5° at the exhaust and 16.5 ° at the intake.

This is refined mechanics, unique in the motorcycling industry for the architecture and engineering clarity, which has among its most valuable parts the timing system operated by "morse" chains and equipped with hydraulically controlled tensioner sliders, the pistons pressed in 3 segments, cooled by oil jets on the crankcase, the light valves with 5 mm stems, the conical section valve springs that eliminate resonance and power losses at high engine speeds. Lubrication and cooling are ensured by two coaxial pumps and are activated by a gear train that pumps the lubricant via separate conduits in the head to reach the exhaust valve seats, the point where it develops the highest temperature. Especially modern is the design of the cylinders with the cooling fins tapered towards the direction of travel, while the valve covers, on which "Four valve" is emblazoned, are equipped with a floating system to reduce mechanical noise. On the front of the "Four valve" engine, new Marelli IWP 189 fuel injectors have been introduced, which are installed on the intake ducts of the 50 mm diameter throttle bodies. The gearbox is a genuine six speed mechanical gem of engineering, that excels for: quietness, an easily selectable neutral position and precision, thanks also to the introduction of the quiet and smooth new single plate clutch.

The result of such innovation is its synthesis in numbers, in an impressive 110 HP of power supplied at 7,500 rpm, with peak torque of a maximum of 11 kgm at 6,400 rpm, values that bring the Mandello twin cylinder into the exclusive club of the most powerful air cooled engines ever made. A power which, even with the final drive ratio of 12/44 allows you to fly at over 230 km/h. The figure is perhaps irrelevant for road use, but it gives the perception of the new Griso 8V SE's potential.



## TECHNICAL SPECIFICATIONS

<b>Engine</b>	90° V-twin engine, 4-stroke
<b>Engine capacity</b>	1,151cc
<b>Max power at crankshaft</b>	81kW (110HP) at 7,500 rpm
<b>Maximum torque at crankshaft</b>	110 Nm at 6,000 rpm
<b>Cooling system</b>	air and oil
<b>Front suspension</b>	Upside down forks Ø 43 mm completely adjustable (spring and hydraulic preload in extension and compression) with calliper mounting bracket for radial connection pad for brake calliper
<b>Rear suspension</b>	CARC swingarm with progressive linkages, monoshock absorber with separate gas tank, fully adjustable (spring and hydraulic preload in extension and compression)
<b>Front brake</b>	dual 320 mm stainless steel floating discs, radial callipers with 4 horizontally opposed pistons
<b>Rear brake</b>	282 mm stainless steel fixed disc, floating calliper with 2 parallel pistons
<b>Front tyre</b>	Tubeless 120/70 ZR17"
<b>Rear tyre</b>	Tubeless 180/55 ZR17"
<b>Saddle height</b>	800 mm
<b>Fuel tank capacity</b>	17 litres (including 3.5 litre reserve)
<b>Emissions compliance</b>	Complies with Euro 3 Standards
<b>Colours:</b>	Black Devil