



## NEW MODEL 2010

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### Moto Guzzi Norge GT 8V First class travel.

The new 8V version of the 1200 cc twin-cylinder Moto Guzzi Norge has been updated to consolidate its vocation of being an indefatigable GT.

A **tireless traveller**, the acknowledged champion of **reliability** and the bike chosen by many law enforcement agencies including that of the city of Berlin, today the **Norge** has been updated and is entrenching its **long-range Gran Turismo** vocation with the new GT 8V version.

This acronym not only emphasises the latest development of the **4 valve per cylinder engine** it mounts, but also introduces substantial **new components** and finishes such as to make the **Moto Guzzi Norge GT 8V** a new model definitely better performing than the previous one in terms of **performance, riding comfort and riding pleasure**.

The throbbing heart of this delightful Gran Turismo bike is the **renowned 90° V-twin engine** universally known for being particularly gifted from the performance viewpoint.

In this latest version, equipped with a new and more efficient exhaust system, it expresses a **maximum torque greater than 113 Nm** delivered at only 5,800 rpm and easily reaches a peak of **more than 100 HP in power**, all at a maximum rpm nearly that of an automobile.

Its increase in performance is balanced by the development of a **new suspension setting** achieved by replacing both springs of the fork and shock absorber and by improving the hydraulic response. The result? It has given the **Norge GT 8V** back **sportier dynamics** by speeding up entry into turns and **solidity in changing direction**, even when used in **full load** conditions, which are frequent in a Gran Turismo model like the flagship of Mandello del Lario.

Again in terms of **riding comfort**, the **new full fairing** has been redesigned to increase the **protection from the elements** of the rider and passenger and effectively insulate them with regard to acoustics and temperature. The advantage of this new vehicle is also extended to the **engine cooling**, with its effective air circulation achieved with new intakes and extractors moulded in the surface of the fairing, and to its **easy to read instrument panel**, which is now positioned closer to the rider's eyes.

One of the most significant innovations in daily use is introduction of a **new centre stand**, with the lever arm redesigned to provide easy operation.

On the road, the **Moto Guzzi Norge GT 8V** ensures comfortable and relaxed riding, during which the rider can appreciate the **generous thrust of the engine**, the smooth operation of the **6-speed gearbox** and the effectiveness of the innovative C.A.R.C. (Compact Reactive Shaft Drive) **final drive**.

When seated on the saddle, the Norge GT 8V reveals the **care devoted to its ergonomics** in many significant details: the **saddle**, just 800mm above the ground, is padded with foam that adapts to the shape of the body and upholstered with anti-slip material; the **footrests** are covered with **vibration-damping** material; the sumptuous



cockpit contains an instrument panel complete with **trip computer** able to give the rider not only trip data (previous and current), but also maintenance and check control intervals. Last but not least, the bike also has a convenient 12 Volt **external outlet**, **large under-seat storage space**, **heated hand grips** and many other fine details, like adjustable suspension and built-in passenger grab handles.

## NORGE GT 8V TECH DATA

Type	: 90° V-Twin, 4 stroke
Displacement	: 1,151 cc
Maximum torque	: 77 KW (105 CV) at 7,500 rpm
Max Torque	: 110 Nm at 5,800 rpm
Exhaust system	: stainless steel, 2 into 1 type with catalytic converter, height-adjustable muffler
Gears	: 6 speed
Secondary drive gear,	: Compact Reactive Shaft Drive CA.R.C.; double universal joint with floating bevel ratio 12/44 = 1 : 3.666
Front suspension	: telescopic hydraulic fork with Ø 45 mm, preload adjustable
Rear suspension	: single arm suspension with progressive linkage, rear shock absorber adjustable in rebound and pre-load (hydraulic)
Front brake	: double stainless steel floating disc, Ø 320 mm, 4 piston calipers - abs
Rear brake	: single steel disc, Ø 282 mm, 2 piston caliper - abs
Front tyre	: 120/70 ZR17"
Rear tyre	: 180/55 ZR17"
Length	: 2,195 mm
Width (handlebars)	: 870 mm
Height (dashboard)	: 1,125 mm
Seat height	: 800 mm
Dry weight	: 251 kg
Fuel tank capacity	: 23 litres (Reserve 4 litres)
Accessories	: Top Case, heated handgrips, rear carrier