



## **Moto Guzzi Norge GT 8V: Travel first class, with style and horsepower.**

**Norge GT8V has been totally revamped and is now more powerful, safe and comfortable taking Moto Guzzi to the top of the long haul gran turismo sector.**

**GT 8V:** a number which declares the presence of the **latest evolution** of the **"four valve"** series engine, further to updates to the quality of its equipment and finishings which all combine to allow the **Moto Guzzi Norge GT 8V** to outclass all previous models with its high levels of **performance, comfort and driving pleasure.**

The heart that beats inside this 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, cooling and exhaust system.** The **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 **oil radiator** is fitted on the **lower fairing lug** and has a **thermostat-controlled electric fan** that keeps the temperature of the lubricant within the ideal range, whilst the **muffler** is now **larger**, reducing the noise level and increasing midrange torque. 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 with a **20% higher power curve** compared to the **two-valve version.**

The features of the **layout of the engine** include a **more compact crankcase** and a **cylinder unit** fitted with **fins that are tapered** towards the direction of travel; this led to changes to the chassis and totally new designed **fairings.** The only part of the previous version still present is the headlight; other features include the **electrically-controlled windscreen**, the **side panels integrating the fuel tank**, the **satin-finish metal serial plate** and the **dual layer lug.**

A **hat-trick target** has been achieved with this new setup: **efficient dissipation of heat, improved thermal insulation** and more effective **aerodynamic protection**, to ensure both the rider and passenger enjoy their trip in **complete comfort** whatever the speed. The bike is highly enjoyable to ride, regardless of weather or location, thanks to the ergonomic research applied to each minor detail and appreciated at a daily level: the position of the **highly functional instrument panel** makes it easier for the rider to its readings, the **saddle is now just 810 mm in height and fitted with a wider and well-padded seat**, the **handlebar has been lowered and retracted slightly** which gives the rider greater control of the bike at high speed.

There is even a practical 12 Volt **external power socket**, a **spacious compartment below the saddle**, **heated hand-grips** and many other novelties such as the **side stand and central stand**, **integrated passenger grab handles**, a set of **side panniers** completely redesigned to guarantee perfect coupling of the two shells.

The increase in road performance has enhanced the overall dynamics on this bike, something that was already a strong point on the previous version. The GT8V has however reached a more **neutral and racing** behaviour thanks to **revamped setting of**



**the suspension**, replacing the **spring set** on the **fork** and **shock absorber**, achieving perfect **hydraulic response** of the two suspension units. **The bike identifies the ideal driving line faster** when coming into a bend and is faster **when changing direction**, even when used at **full capacity** conditions which are frequent in a Gran Turismo model like the Mandello del Lario top of the range bike.

The safety aspects don't finish there: the bike also has a more powerful braking system with **electronic ABS braking system** combined with **front brake discs** fitted with a high performance **brake band**.

Faster engine, extra comfort, enhanced fittings and reinforced chassis: the **Moto Guzzi Norge GT 8V** is champing at the bit and ready to win back its **queen of Gran Turismo title**.

Such a fine bike would definitely have made even **Engineer Giuseppe "Naco" Guzzi extremely proud**. He is the one who invented the famous **Norge** and the destination of **North Cape** for bike enthusiasts: he was the first to travel to these lands in **1928** and did so riding a GT 500 fitted with an elastic frame he called Norge, in honour of the Italian airship flown by Umberto Nobile, the first to fly over the North Pole.

## MAIN CHARACTERISTICS

### DESIGN

- New one-piece fairing.
- New dual layer lug.
- New electrically controlled windscreen.
- New satin-finish aluminium muffler.
- 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 with thermostat-controlled electric fan.
- Single plate clutch.
- New exhaust system.
- Transmission with compact reactive cardan shaft drive.
- 6-gear gearbox.
- Euro 3.

### CHASSIS

- High resistance steel double cradle frame.
- Front fork with 45 mm legs, adjustable spring preloading and hydraulics fitted with a new set of progressive action springs.
- Shock absorber with adjustable preloading and rebound fitted with a 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 caliper with two parallel pistons.
- Rear tyre       ZR 180/55/17.
- Front tyre       ZR 120/70/17.



#### STANDARD OUTFIT:

- New cutting-edge ABS Continental.
- Onboard computer.
- Heated hand-grip fixture.
- Satellite navigator fixture.
- Newly shaped side stand and centre stand.
- New electrically controlled windscreen.
- Newly designed side panniers.

#### TECHNICAL SPECIFICATIONS

Engine	: 90° V-shaped twin cylinder, four-stroke, air cooled
Displacement	: 1,151 cc
Max output	: 75 kW (102 HP) at 7,000 rpm
Max torque	: 104 Nm at 5500 rpm
Exhaust system	: stainless steel with central equaliser and with 3-way catalytic converter with two Lambda probes (Euro 3)
Transmission	: 6-speed
Final drive bevel gear set,	: CARC compact reactive cardan shaft drive system; double cardan joint and floating drive ratio 12/44 = 1 : 3.666
Front suspension	: telescopic hydraulic fork with 45 mm stanchions and adjustable spring preload
Rear suspension	: single arm with progressive linkage and monoshock with adjustable rebound and ergonomic dial for setting preload
Front brake	: dual 320 mm stainless steel floating discs and callipers with 4 horizontally opposed pistons - ABS
Rear brake	: 282 mm stainless steel fixed disc, floating calliper with 2 parallel pistons - ABS
Tyres	: 120/70 ZR17" (front) - 180/55 ZR17" (rear)
Max length	: 2,195 mm
Max width	: 870 mm
Height	: 1,125 mm
Saddle height	: 810 mm- (-30mm with lowered gel saddle available as an option)
Weight (Road use)	: 255 Kg
Fuel tank capacity	: 23 litres (including 4 litre reserve)