



MODEL YEAR 2010

MOTO GUZZI STELVIO 1200 NTX **THE EAGLE WITH AN APPETITE FOR ADVENTURE.**

The new **Moto Guzzi Stelvio 1200 4V NTX** represents a **fusion between the Italian passion for motorcycle** as an unparalleled expression of style, engineering excellence and riding pleasure, and an appetite for adventure - the irresistible yearning to discover distant, challenging places. This is not the first time that the **name "NTX"** has been used in the **history of Moto Guzzi**. In 1986, in the heyday of long distance African races such as the **Paris-Dakar and the Rally of the Pharaohs**, the Mandello del Lario based marque used this moniker to distinguish its extreme adventure models, bikes that earned such respect that they were produced for over a decade. Today, these three letters have been brought back to **identify the most specialised and adventurous version of the Stelvio 1200 4V NTX**, the bike that marked the return of Moto Guzzi to the maxi enduro segment. Around this modern and technologically advanced base, a new concept of a **no limits motorcycle** took shape, creating a bike that is powerful, muscular, robust and unstoppable. Bolstering this image is the **robust "armour"** encasing the forms of the Moto Guzzi Stelvio 1200 4V NTX, consisting of a **sump guard, an engine guard and integrated hand shields** to protect the rider and his steed from any obstacle on their way. Adding visual presence yet also sturdy and practical, the **aluminium panniers and supplementary halogen headlamps** complete the generous standard equipment of the new NTX, which may be even further enhanced with a comprehensive **selection of optional accessories such as a GPS, heated hand grips** and, for the more adventurous rider, a kit of enduro tyres with a rear 150/70 R17 tyre mounted on the standard 4.25 inch rim.

Once in the saddle, the reality proves to be even better than you could have imagined, with the **powerful "Quattrovalvole" engine** delivering, in its latest incarnation, a **maximum torque of 113 Nm at just 5800 rpm**, marking a **significant improvement over the 108 Nm at 6400 rpm** of the previous version.

These results were achieved by adopting **new cam profiles** and a **revised air box**, which make the "Quattrovalvole" engine even **more responsive at low engine speeds** while still producing practically the same maximum power. Completing this technological tour de



force is a **new ABS braking system, introduced on the Stelvio 1200 4V** together with the more flexible engine. The NTX has been designed with the same innovative and modern criteria as its smaller sister, and this is evident in both the quality of the chassis componentry and in premium details such as the **adjustable windscreen and saddle**, and the ingenious **glove-box compartment** with remote release operable from the handlebar, which reveal the attention dedicated in the project to rider and passenger ergonomics.

ENGINE

Type	: 90° V-twin engine, 4-stroke
Cooling	: through air and oil and an independent cooling pump
Engine capacity	: 1,151 cc
Bore and stroke	: 95 x 81.2 mm
Compression ratio	: 11: 1
Timing system diagram (1-mm checking clearance)	: intake valve opening 12° BTDC intake valve closing 49° ABDC exhaust valve opening 55° BBDC exhaust valve closing 19° ATDC
Maximum power	: 77 kW (105CV) at 7,250 rpm
Maximum torque	: above 113 Nm at 5,800 rpm
Fuel supply / Ignition	: Multipoint sequential electronic ignition, Magneti Marelli IAW5A phased, alfa-n system; two Ø 50mm throttle bodies, Weber IWP 189 injectors, lambda probe.
Starter	: Electric
Spark plugs	: NGK PMR8B (Long Life)
Exhaust system	: stainless steel, 2-in-1 type, three-way catalytic converter with lambda probe
Type approval	: Euro 3

TRANSMISSION

Gearbox	: 6-speed
Gear ratio values	: 1st 17/38 = 1 : 2.235 2nd 20/34 = 1 : 1.700 3rd 23/31 = 1 : 1.348 4th 26/29 = 1 : 1.115 5th 31/30 = 1 : 0.968 6th 29/25 = 1 : 0.862
Primary drive	: with helical teeth, ratio 26/35 = 1: 1.346
Final drive	: Compact reactive cardan shaft drive system called CA.R.C.; double cardan joint and floating bevel gear seat, drive ratio 12/44 = 1: 3.666
Clutch	: single-disc with integrated anti-vibration buffer



CHASSIS

Chassis	: High yield strength tubular steel with integrated engine
Centre to centre distance	: 1,535 mm
Trail	: 125 mm
Headstock angle	: 27°
Steering angle	: 34°
Front suspension	: completely adjustable fork (spring preload and hydraulic compression and rebound damping) with 50 mm diam. upside down stanchions and caliper mounting for radial brake calipers
Front wheel travel	: 170 mm
Rear suspension	: single arm with progressive linkage, monoshock with adjustable hydraulic rebound damping and spring preload adjuster knob
Rear wheel travel	: 155 mm
Front brake	: dual 320 mm stainless steel floating discs, radial calipers with 4 horizontally opposed pistons
Rear brake	: 282 mm stainless steel fixed disc, floating caliper with 2 parallel pistons
Wheels	: Tubeless with spokes
Front wheel rim	: 2.50" x 19"
Rear wheel rim	: 4.25" x 17"
Front tyre	: 110/80 R19"
Rear tyre	: 150/70 R17"

ELECTRICAL SYSTEM

System voltage	: 12 V
Battery	: 12V - 18 Ah
Alternator	: 12 V - 550 W

SIZES

Length	: 2250 mm
Width	: 1025 mm
Height	: 1475 mm (windshield high position)
Saddle height	: 840 mm
Minimum ground clearance	: 210 mm
Kerb weight.	: 251 Kg
Fuel tank capacity	: 18 litres
Reserve	: 4.5 litres