



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



MOTO GUZZI STELVIO 1200 - NTX MY2011.

A REVAMPED DESIGN AND ENDLESS IMPROVEMENTS LAUNCH MOTO GUZZI STELVIO INTO THE SCRUM ALONG WITH THE OTHER MAXI ENDURO. HIGHLY SUPERIOR AERODYNAMIC PROTECTION PROVIDED BY A BRAND NEW WINDSHIELD, A TRULY HIGH PERFORMING ENGINE AND A RECORD RANGE THANKS TO THE NEW 32 LITRE FUEL TANK. AVAILABLE ALSO WITH THE NTX NO-LIMITS VERSION

Named after the famous Alpine pass that connects Valtellina Valley to Vinschgau Valley with 84 amazing s-bends between them, **Stelvio** has launched **Moto Guzzi** back among the **stars of the maxi enduro world**. A highly appreciated bike that has now reached a **coming of age** at a technical-functional level, thanks to the updates and final tweaking undergone by the MY2011.

It all starts with its **style**, now even more **attractive and trendy** rounding off the fuel tank by integrating it within the lightweight **fairing**, which now highlights a clearly **smooth streamlined** effect which flows into the double **front headlight assembly**. The latter feature is a distinctive element of the Stelvio design, and **the only detail inherited from the previous version**. The **top fairing**, **windshield** and the **half-fairing** with integrated turn indicators are all brand new elements that combine to give the front-end of the **Stelvio MY2011** a cutting-edge, more **aggressive and dynamic** look. It has an original design, but it is above all more **functional and versatile**, features that are of uppermost importance on models of this type. From an objective standpoint, the style of the new surfaces emphasises **two fundamental project milestones** compared to the previous version: **more efficient aerodynamic protection**, thanks to the new top fairing and practically **twice fold range capacity** thanks to the outstanding new **fuel tank** with a **32 litre record capacity**.

This new Stelvio bike has an air of complete renovation about it, fine examples being the **cockpit** with brand new graphs on the **on-board control panel**, a **new** increased scale **fuel indicator**.

The heart that beats inside this touring 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** and **cooling system**. The **brand new 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 engine now boasts a **maximum torque of over 113 Nm** delivered at a mere 5,800 rpm and easily reaches a **peak in output** of over **105 Hp**; it practically reaches an automobile-level speed of 7,250 rpm.

Due to the unanimous success of Stelvio's chassis, no changes of any kind have been made to the **upper dual beam frame**, in high tensile steel that is **connected to the engine** in **six different points** giving an **exceptionally high levels of torsional rigidity**. The chassis geometry therefore remains unaltered, with a **rake of 27°**, a **125 mm trail**, improved by the all important **1535 mm wheelbase** which guarantees impeccable steering precision, and is something that has contributed to boosting the reputation of this model



over time. High quality suspension whose adjustable preload and hydraulic response during compression and rebound combine to ensure instant, smooth response to pressure on the handlebar. The front-end is controlled by a solid **45 mm upside-down Marzocchi fork** with **170 mm** travel, whereas the rear-end has progressive action suspension kinematic mechanism moved by a **Sachs** rear monoshock which runs on a **155 mm** stroke. The **Brembo** braking system remains in place, unbeatable in terms of efficacy and look, along with the **front radial-mounted callipers** that engage with a **new couple of discs**, with lighter flanges and a new brake band that better dissipates heat. Innovation also for the wheels which now boast a **cutting-edge designed set of light alloy rims** and the standardisation of the rear sizes **150/70/17**, previously exclusively mounted on the NTX, also on the standard version of the Stelvio 1200. On request, the wheels can also be assembled with **Ber rims and Alpina spokes**, which are standard fixtures on the **NTX version** whilst **both models** are fitted with the new **Continental ABS anti-lock system**. The NTX is the more "adventurous" version of the Stelvio, and now has all the technical features of the base version, plus some exceptional new fixtures, i.e. the sturdy "**armour**" that embraces it and comprises the **oil sump guard, engine guard, cylinder guard** and **full cover hand-guards** to protect the rider and his bike against the hidden dangers throughout his trip.

A bike dedicated to long haul travellers naturally needs luggage space, hence the spacious **aluminium panniers** and additional **halogen lights**. Even more luxury options are available on the accessory catalogue including a **GPS navigator, heated hand-grips**, and **CA.RC protection**(*Cardano Reattivo Compatto*, i.e. Compact Reactive Cardan Shaft Drive).

The new Stelvio MY 2011 will be on sale from next Spring boasting Guzzi **Black** and Diamond **White** colour schemes, while the **NTX** will flaunt a brand new colour concept on a **black Lava satin finish base**.

MAIN CHARACTERISTICS

DESIGN

- New headlight fairing.
- New 32 litre fuel tank.
- New windshield.
- New saddle lining.
- 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 increased.
- Single plate clutch.
- New exhaust system.
- Transmission with compact reactive cardan shaft drive.
- 6-gear gearbox.
- Euro 3.

CHASSIS

- High tensile steel upper dual beam frame.



- Front fork with 50 mm legs, adjustable spring preload and hydraulics fitted with a new set of progressive action springs.
- Shock absorber with adjustable preload and rebound fitted with a new 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 calliper with two parallel pistons.
- Rear tyre ZR 150/70/17.
- Front tyre ZR 110/80/19.

STANDARD OUTFIT:

- New cutting-edge Continental ABS.
- New instrument panel with increased scale fuel level indicator.
- Heated hand-grip fixture.
- Satellite navigator fixture.

STELVIO 1200 - (NTX)

Engine : 90° V-shaped twin cylinder, 4 valves per cylinder
Engine capacity : 1,151 cc
Max output : 77 KW (105 CV) at 7,250 rpm
Max torque : 113 Nm at 5,800 rpm
Exhaust system : stainless steel, 2-in-1 type, three-way catalytic converter with double lambda probe
Gear : 6-speed
Final drive : CARC compact reactive shaft drive; double cardan joint and floating bevel gear set, ratio 12/44 = 1:3.666
Front suspension : completely adjustable upside-down fork (spring preload and hydraulic compression and rebound damping) with mounting bracket for radial brake calliper
Rear suspension : single-sided swing-arm with progressive linkage and monoshock with adjustable hydraulic rebound and dial for setting spring preload
Front brake : dual 320 mm stainless steel floating discs and radial callipers with 4 horizontally opposed pistons - ABS
Rear brake : 282 mm stainless steel fixed disc, floating calliper with 2 parallel pistons - ABS
Tyres : 110/80 R19" tubeless (front) - 150/70 R17" tubeless (rear)
Max length : 2,305 mm
Max width : 1,080 mm
Height : 1,475 mm
Saddle height (adjust.) : 820/840 mm
Dry weight : 251 Kg - (259 kg)
Fuel tank capacity : 32 litres (including 7 litre reserve)

Standard accessories : Aluminium top box, Tom tom Rider2 and navigator holder, heated hand-grips, headlamp guard.



MOTO GUZZI STELVIO 1200 8V – NTX.

ENDLESS IMPROVEMENTS LAUNCH MOTO GUZZI STELVIO INTO THE SCRUM ALONG WITH THE OTHER MAXI ENDURO. HIGHLY SUPERIOR AERODYNAMIC PROTECTION PROVIDED BY A BRAND NEW TOP FAIRING, A TRULY HIGH PERFORMING ENGINE AND A RECORD RANGE THANKS TO THE NEW 32 LITRE FUEL TANK. AVAILABLE ALSO WITH THE NTX NO-LIMITS VERSION

MOTO GUZZI STELVIO 1200 8V – NTX riding pleasure at its best.

Named after the famous Alpine pass that connects Valtelline Valley to Vinschgau Valley with 84 amazing s-bends between them, **Stelvio** has launched **Moto Guzzi** back among the **stars of the maxi enduro world**. A highly appreciated bike that has now reached a **coming of age** at a technical-functional level, thanks to the updates and final tweaking undergone by the new 1200 8V and NTX.

It all starts with **style**, now even more **attractive and trendy** rounding off the fuel tank by integrating it within the lightweight **fairing**, which now highlights a clearly **smooth streamlined** effect which flows into the double **front headlight assembly**. The latter feature is a distinctive element of the Stelvio design, and **the only detail inherited from the previous version**. The **top fairing, windshield** and the **half-fairing** with integrated turn indicators are all brand new elements that combine to give the front-end of the **Stelvio 8V** a cutting-edge, more **aggressive and dynamic** look. It has an original design, but it is above all more **functional and versatile**, features that are of uppermost importance on models of this type. From an objective standpoint, the style of the new surfaces emphasises **two fundamental project milestones** compared to the previous version: **more efficient aerodynamic protection**, thanks to the new top fairing and practically **twice fold range capacity** thanks to the outstanding new **fuel tank** with a **32 litre record capacity**.

This new Stelvio bike has an air of complete renovation about it, fine examples being the *cockpit* with brand new graphs on the **on-board control panel**, a **new** increased scale **fuel indicator**.

The heart that beats inside this touring 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 and cooling system**. The **brand new 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, low-to-mid-range power delivery** further to consumptions and emissions. The ECU also includes the **ATC system** to prevent sliding: this system controls ignition advance and injection to cut torque delivery whenever a sudden loss of grip is detected so as to help the rider to remain in control under extreme, unexpected conditions. The system can be deactivated, just like ABS.

The engine now boasts a **maximum torque of over 113 Nm** delivered at a mere 5,800 rpm and easily reaches a **peak in output** of over **105 HP**; it practically reaches an automobile-level speed of 7,250 rpm.

The **NTX is the more "adventurous" version of the Stelvio**, and now has all the technical features of the base version, plus some exceptional new fixtures, i.e. the sturdy **"armour"** that embraces it and comprises the **oil sump guard, engine guard, cylinder guard, full cover hand-guards and extra large windshield with additional wind deflectors** to protect the rider and his bike against the hidden dangers throughout his trip.



A bike dedicated to long haul travellers naturally needs luggage space, hence the spacious **aluminium panniers** and additional **halogen lights**. Even more luxury options are available on the accessory catalogue including a **GPS navigator installation kit, heated hand-grips, CA.RC protection** (Compact Reactive Cardan Shaft Drive), aluminium top box for the NTX or side wind deflectors, extra large windshield, dedicated body coloured plastic polymer panniers and top box kit for the 1200 8V version.

The new Stelvios are available in Guzzi **Black**, Moon **White** and **Sienna** colour schemes, while the **NTX** will flaunt a brand new colour concept on a **black satin finish base (Lava Black)**.

COMFORT:

Unstoppable long-time tourers.

Stelvio 1200 8V and NTX are great tourers that can also be used off-road, and with excellent performance on asphalt. These characteristics emerge immediately once you are seated on the bike, where the perception of carefully-designed ergonomics can be felt straightaway: saddle, footrests and handlebar form a perfect triangle for all users. Moreover, for the perfectionists, there is still room for **minor adjustments: windshield, saddle height (820 or 840 mm), handlebar inclination**, levers, pedals, as well as race-style adjusters for hydraulic compression/rebound damping. In a few seconds, everything is at the right place to face any challenge, from city traffic to the most inaccessible off-road paths. In motion, reduced vibration and the efficient aerodynamic protection offered by the **new top fairing and windshield and original side wind deflectors (dedicated for NTX)** ensure riding comfort for rider and passenger as well, ideal to tackle long trips.

Major improvements are also found in the controls, with a **new dashboard** including a **12V power outlet**, a **new fuse box compartment**, cockpit and instrument panel with new **rpm indicator graphics** and a dash display with **six-mark fuel indicator** that integrates with on-board computer functions such as average and current consumption, average speed, trip time, maximum speed peak reached and diagnostics. The display also lets you control **hand grip heating** (option) and activate the **ATC system**, fitted as standard on both models.

CHASSIS, SUSPENSION AND BRAKES

Designed for non conventional paths.

You should not be misled by its luxury off-road appearance: the Stelvio 1200 8V and NTX feature driving effectiveness superior to the average of many road motorcycles, since they are equipped for the unexpected and able to withstand any off-road driving strains.

The secret is the new **upper twin spar frame**, made of **high-strength steel**, with **2.5mm thick directional tubes**, where the engine is anchored through **six connecting points**, two more than in usual frames, which give high rigidity to the assembly at twisting moments.

Chassis positions have been defined to facilitate handling, a **headstock** with a **27° inclination** for a **125mm trail**, improved by a **1535-mm wheelbase** which guarantees impeccable steering precision.

High quality suspension whose adjustable preload and hydraulic response during compression and rebound combine to ensure instant, smooth response to pressure on the handlebar. The front end is controlled by a new **upside-down Marzocchi fork, with 45mm stanchions and 170mm travel**, whereas at the rear, suspension kinematic mechanisms with progressive rising rate are moved by a Sachs unit that works on a **155mm stroke**.

The refinement of the suspension department guarantees a neutral setting at all times. When going out of a bend, and the action of the 105 horsepower generated by the new "Quattrovalvole" engine is requested, or when braking, under the quick deceleration generated by the three-disc Brembo braking system supported by the **deactivatable Continental ABS**, fitted as **standard** on NTX and Stelvio 1200 8V. Both sport a new couple of 320mm front brake discs with a **new holder flange**,



while retaining a 282mm brake disc at the rear. Innovation also for the wheels which boast a **cutting-edge designed set of light alloy rims** with **150/70-17** rear tyre, new on the **1200 8V** version, previously exclusively mounted on the **NTX**, which comes standard with tubeless spoked wheels (patented Alpina STS system).

ENGINE AND TRANSMISSION.

The "Quattrovalvole" evolution continues.

The **Stelvio 1200 8V and NTX** boast the **latest evolution of the "Quattrovalvole" engine**, introduced in 2006 and universally acknowledged as the most advanced version of the V-shaped 90° transverse twin-cylinder.

This highly sophisticated mechanical gem, which is unique in terms of both architecture and engineering clarity, is built using advanced componentry and technical solutions. Worth mentioning are the **raised cam profile single camshaft timing system** driven by **silent "Morse" type chains** with **hydraulic chain tensioners**, the **forged pistons** with three rings **cooled by oil jets in the crankcase**, the ultra-light valves in special alloy steel with 5mm stems, and the conical valve springs that eliminate resonance and power loss at high engine speeds. **Lubrication and cooling** are ensured by **two coaxial pumps** that circulate lubricant through a separate duct in the head up to the exhaust valve seats, where the highest temperatures develop. The cylinders feature an extremely modern design, with the cooling fins tapered toward the front of the cylinders, while the **valve covers** - which proudly flaunt the "Quattrovalvole" moniker - feature a **floating mounting system to reduce mechanical noise**.

As far as the fuel system goes, the "Quattrovalvole" engine premieres the new Marelli IWP 189 injectors located on the intake ducts of the sizeable **50mm throttle bodies**, whereas the brand new integrated ignition and injection ECU now exploits the **signals sent by the two lambda probes** to guarantee adequate fuel metering throughout the entire combustion cycle, improving response to the throttle control, mid range power delivery further to consumptions and emissions. In terms of electronic components, the new **Stelvio 1200 8V and NTX** debut the **ATC system** to prevent sliding, an invaluable help in keeping out of trouble in poor grip conditions.

The gearbox is a genuine six speed mechanical gem that excels for quietness, an easily selectable neutral position and precision, thanks also to the quiet and smooth single plate clutch.



MAIN CHARACTERISTICS

DESIGN

- New headlight fairing.
- New 32 litre fuel tank.
- New windshield.
- New saddle lining.

ENGINE

- 1200 90° V-shaped Twin-cylinder "Four Valve"
- Single overhead camshaft timing system with decreased valve control noise level.
- Two lambda probes.
- New profile camshafts.
- Single plate clutch.
- New exhaust system.
- Transmission with compact reactive cardan shaft drive.
- 6-gear gearbox.
- Euro 3.

CHASSIS

- High tensile steel upper dual beam 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 preload and rebound fitted with a new more preloaded spring.
- Rear suspension with progressive articulation single arm.
- 4 horizontally opposed piston front brake system with new 320 mm discs, deactivatable ABS.
- Rear 282-mm disc brake, floating calliper with two parallel pistons. Deactivatable ABS
- Rear tyre 150/70-17.
- Front tyre 110/90-19.

NTX STANDARD EQUIPMENT

- ABS;
- ATC traction control;
- Black satin-finish aluminium side panniers;
- Cylinder guard;
- Long-range lights;
- Aluminium sump guard;
- Hand guards;
- Spoked wheels;
- Extra large windshield with side wind deflectors

STELVIO 1200 8V STANDARD EQUIPMENT

- ABS;
- ATC traction control;
- Alloy rims.



MOTO GUZZI STELVIO 1200 8V (NTX) - TECHNICAL SPECIFICATIONS
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 opens 36° BTDC intake valve closes 62° ABDC exhaust valve opens 58° BBDC exhaust valve closes 30° ATDC
Maximum power	: 77 kW (105HP) 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 body, Weber IWP 189 injectors, two lambda probes.
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 45 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

PRESS INFORMATION



Wheels (NTX)	:	Light alloy (tubeless, spoked)
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 (NTX)	:	920 mm (1,050 mm)
Height (NTX)	:	1,430 mm (1,480 mm)
Saddle height	:	820-840 mm (adjustable)
Minimum ground clearance	:	210 mm
Kerb weight. (NTX)	:	257 Kg (272 Kg)
Fuel tank capacity	:	32 litres
Reserve	:	7 litres