

MOTO GUZZI



NEVADA CLASSIC 750 IE



A SPIRITED CLASSIC

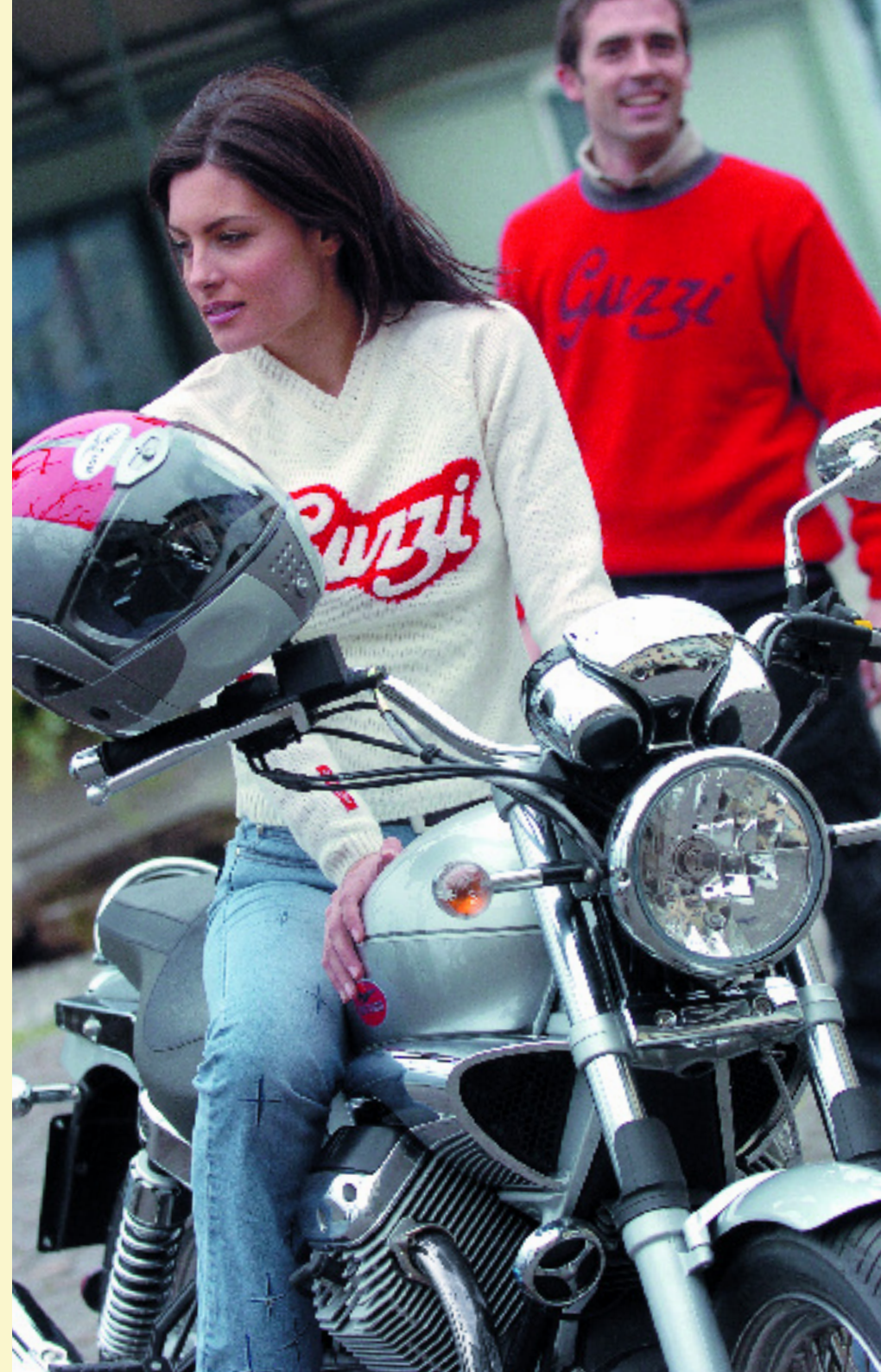
Italian creativity and traditional Moto Guzzi character mark the classical yet modern lines that set the Nevada Classic 750 i.e. apart from the crowd. The Nevada Classic 750 i.e. combines eye-catching style that is never out of date with the latest technology in a truly versatile motorcycle that is always easy and rewarding to ride. Completely renewed in looks and technology by thorough and careful restyling and development, the "baby" from Mandello del Lario stands alone in its class as the only entry level custom with a practical shaft drive plus electronic fuel injection. Just like every other machine in the Moto Guzzi range, the Nevada Classic i.e. also boasts an ecological exhaust system with oxygen probe catalyser. Designed to tackle rush-hour traffic and twisting bends with the same ease, the Nevada dominates the road thanks to an efficient suspension system, ergonomic riding position and generous, smooth power with bags of torque always on tap. Elegant and versatile, the new Nevada is the perfect machine for all riders who live in today's hectic cities but cannot live without the spirit of Moto Guzzi. Nevada Classic 750 i.e., freedom to love riding.





A MATTER OF FEELING

With its elegant interpretation of the custom ethos, the Nevada Classic 750 i.e. is instantly seductive. Thanks to the instant confidence it inspires, it also delivers convincing performance straight after straight, bend after bend. There is nothing excessive about the Nevada. The riding position with perfectly ergonomic handlebars, seat and footrests avoids the extremes of other customs and ensures comfort and control in town traffic and on long journeys. Reduced seat height makes low speed manoeuvring a piece of cake too, so that you are always in total control of the Nevada under all conditions. Stability, road holding and comfort are ensured by a perfectly balanced chassis and the limited wheelbase of the compact, lightweight Nevada gives tremendous agility. The robust 40 mm fork accurately follows rider input for precision cornering and the two hydraulic shock absorbers at the rear perfectly match the die-cast, light alloy swingarm as well as offering preload adjustment to adapt to different road and load conditions.









IT'S A SIN TO SAY NO

With its high level of equipment and unbeatable comfort and ridability, the Nevada Classic 750 i.e. is designed to satisfy even the most demanding rider as well as offer an ideal first approach to the world of the great touring Guzzis. The new seat profile guarantees comfort even two up; the handlebars and grips have been redesigned for improved grip and control; even the clutch lever gives a smoother action. Super-safe stopping is always to hand from a powerful braking system with a mighty 320 mm floating disk with four piston calliper at the front and a 260 mm disk at the rear. Braking efficiency has also been enhanced by a series of improvements to the master cylinders, callipers and brake lines. The electronic injection delivers superior power that can be used to the full by the reliable shaft drive. The Nevada's instrumentation is that of a real tourer, with ultra-classic analog speedometer and electronic rev counter and an LCD display for odometer, trip counter, temperature and time.





TOO BEAUTIFUL TO LEAVE ALONE

With its long, low lines, the custom look is always a classic. And the Nevada Classic 750 i.e. has plenty of traditional custom fittings too, like a big round headlight, raking front fork, impressive side-mounted chrome exhausts, metallic teardrop tank, king and queen seat with contrasting stitching, an abundance of chrome and spoked wheels. Yet clever restyling work has modernised the lines of the side panels, shock cover panels, seat, rear mudguard, tail light and rider footrests to achieve refreshingly new lines. The evolution of the Nevada Classic 750 i.e. towards an ever wider public with a careful eye for the latest trends in style is confirmed by the bike's sophisticated new colours: shiny, high-tech Light Grey as well as the traditional Guzzi Black, decorated with inserts in darker grey and red. The Nevada Classic 750 i.e..... a fascination that grows in time.

COLOURS



Grigio Luce



Nero Guzzi

NEVADA CLASSIC 750 IE: ENGINE

A NEW GENERATION OF ENGINES.

750 cc is an engine capacity that has written some of the most glorious chapters in the history of Moto Guzzi. Today this same engine size represents entry into the world of the Eagle of Mandello.

The 750 class attracts a wide range of riders, including lady riders who demand not just performance, but reliability, safety, and easy riding. That is why Moto Guzzi is putting so much effort into the development of its 750 cc engines, adding innovations and modifications to enhance performance and personality.

The adoption of electronic fuel injection for the Nevada Classic 750 i.e. cc engine is the first big step in this direction. The new fuel injected engine delivers smooth, progressive power, with greater efficiency under all conditions, from hot and cold starting to acceleration and maximum engine speed.

ENGINE.

Moto Guzzi has neglected nothing in the search for a technically advanced balance between performance, reliability and low consumption.

Filter box.

The filter box has been designed using the latest CFD (Computational Fluid Dynamics) calculation methods. The large size filter box ensures maximum efficiency and features an extremely advanced Helmotz resonator to respect the latest noise emission standards without penalising performance.

Ease of maintenance was also taken into consideration in designing the box, and the filter can be removed and replaced in just a few minutes.

Electronic fuel injection.

The fuel injection system is state of the art for the motorcycling industry. It features a Lambda type oxygen sensor plus sensors for engine temperature (in the right hand cylinder head), aspirated air, atmospheric pressure and throttle position. The system guarantees an optimum air/fuel mix for maximum catalyser efficiency (and in respect of Euro 2 standards) and maximum performance in terms of response, smooth acceleration and maximum power.

The fuel injection system features a double 36 mm throttle body with twin cable operation.

The injectors are ultra-compact and direct the fuel spray directly at the intake valves, guaranteeing instant response and minimum emissions. The rail is manufactured from a special, latest generation technopolymer. The catalyser's Lambda oxygen sensor analyses exhaust gases and constantly adjusts carburation to optimise combustion efficiency and minimise emissions.

Other important innovations include a phonic wheel on the camshaft and a temperature pick-up on the valve cover.

Significantly, Moto Guzzi is one of the very few motorcycle manufacturers to install catalysers on all its models. This is because Moto Guzzi attributes great importance to the environment and on coherent design policies. The triple catalysed exhaust with car type Lambda oxygen sensor comes well within Euro 2 standards.

Pistons and cylinders.

Upper oil control rings form part of an optimised piston ring arrangement that minimises blow-by.

This new piston design not only ensures excellent reliability but reduces oil consumption too. Special graphite based coatings have also significantly reduced friction and wear.

Valve gear.

The camshaft has a new, more efficient profile. Reference pins between the camshaft and the drive gear, and between the camshaft and phonic wheel ensure minimum tolerance in valve timing.

Lubrication.

The renewed engine lubrication system features an oil pressure sensor and an improved pressure control valve for more efficient oil circulation. The rocker arms also have sealing boots to prevent pressure loss and ensure a better oil circuit seal.

CLUTCH.

Quality starts on the assembly line, with precision alignment references used to reduce oscillation of the flywheel/clutch assembly.

All clutch components have been balanced to reduce clutch vibration.

This is particularly noticeable at low engine speeds.

A new friction lining material has been adopted too, to reduce the effort needed to operate the clutch lever.

TRANSMISSION.

Gear selection is instant and precise, thanks to the index lever and star on the desmodromic shaft. Extremely accurate coupling between the gear engagement forks and the desmodromic shaft means smoother, slicker and more precise gear changes.

A number of modifications have been made to the pre-selector too, including a new lubrication system, new counter-springs and fork guide springs, and new surface treatments.

The lug angles have also been modified for faster and smoother disengagement. Between them, these improvements mean effortless gear changes and easier riding.

One of the most important gearbox innovations is the new gear and neutral selector with index lever and star on the desmodromic shaft. The advanced design of this fundamental part ensures slick gear and neutral selection.

Great care has also been taken in the choice of gearbox materials: all gears are made from 18 Ni Cr Mo 5 steel.

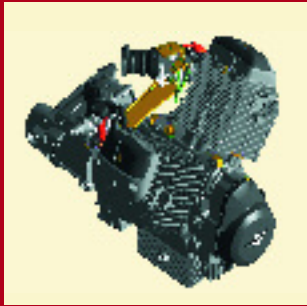
Machining tolerances are also finer, thanks to modern, high precision and top quality machining processes.

Gearbox lubrication has been improved too, with a new technopolymer feeder to ensure correct lubrication of the gears at all times.

Even the lubricants have been specially selected for maximum lubrication efficiency (AGIP ROTRA 80W 90 MP/S for the gearbox and TRUCK GEAR 85W 140 for the shaft drive).

This means greater reliability, extended part life and a far smoother gearshift action.

3D ENGINE



PHONIC WHEEL



CYLINDER HEAD



CAMSHAFT



THROTTLE BODIES



INJECTOR



PISTON



CYLINDER AND PISTON



GEAR SELECTOR WITH INDEX LEVER AND STAR



GEAR CHANGE PRE-SELECTOR



FILTER BOX



CATALYTIC CONVERTER AND LAMBDA SENSOR



NEVADA CLASSIC 750 IE: DETAILS

INSTRUMENTS



All the information you ever need for worry-free riding is concentrated in an ultra-modern design dash with LCD display. Instruments are provided for all conventional functions (speedometer, rev counter, odometer, air temperature with ice warning light, and clock). The dash also houses the push-button for the hazard warning lights.

FRONT SUSPENSION



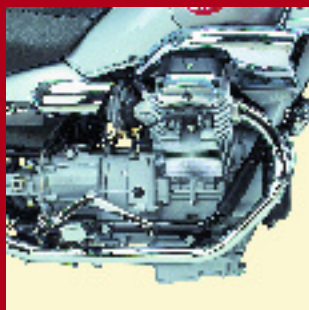
The front fork boasts massive 40 mm stanchions to handle rapid changes in direction while maintaining plenty of front end feel. Front wheel travel is 138 mm, more than enough to soak up the bumps and guarantee maximum riding comfort, without "diving" during more aggressive riding.

FRONT WHEEL AND DISK



Immediate though progressive and safe stopping power is provided by a front brake with a 320 mm floating disk operated by a calliper with four opposed, differential diameter pistons. The rear brake is a 260 mm disk unit. Classical spoked wheels are fitted to help minimise unfixed weight.

ENGINE



Moto Guzzi's legendary 90° V-Twin has been totally modernised and equipped with electronic fuel injection for more power and easier control. Ready to write yet another chapter in motorcycling history, this new power unit applies the latest technology to traditional Moto Guzzi charisma to achieve incomparable reliability.

SHAFT DRIVE



Shaft drive confers a number of advantages: it is silent running, has no exposed parts and is therefore cleaner, is ultra-reliable and is practically maintenance free, all characteristics that add up to superior riding comfort under all conditions.

SEAT AND GRAB HANDLE



The riding position and seat shape are now more ergonomic and better suited to everyday use and town riding. The new seat profile and height (760 mm) improves comfort for the rider and the passenger. Beautifully finished, the seat looks more modern and stylish too. The rear grab handle provides perfect support for the passenger.

NEVADA CLASSIC 750 IE: ACCESSORIES



WINDSHIELD



This clear windshield provides excellent protection against aerodynamic turbulence. Broad and protective, it is TUV homologated and comes with an elegant anti-glare pattern screen-printed at the bottom. The kit also comes complete with all necessary fittings including dedicated brackets finished in powder paint for improved weather resistance.

TANK BAG



This tank bag in semi-rigid PVC provides 16 litres of carrying capacity and has been specially designed for the Nevada Classic 750 i.e. With waterproof zips and reflecting inserts, the bag is easy to fit and remove from the tank. It also includes a rainproof hood, anatomic handle, detachable belt, three external pockets and a map pocket.

ELECTRONIC ANTI-THEFT SYSTEM



This electronic anti-theft system is the most effective way to protect your motorcycle. The Nevada Classic 750 i.e. kit includes two personalised Moto Guzzi remote controls, plus all the necessary wiring, bracketry and hardware. A dashboard LED is provided to display anti-theft system functioning. The kit includes installation and operation manuals.

TOP BOX (40 litres)



This 40 litre hard top box combines elegance and practicality. It is made from impact and scratch resistant polypropylene and ABS and is fully waterproof. It comes embossed and customised with the Moto Guzzi logo and the kit also includes the dedicated chrome plated mounting rack.

CENTRE STAND



This centre stand kit is perfect for supporting the bike on all types of surface. It is made from electrophoretically treated, powder finished titanium steel to withstand all climates and is designed and manufactured to the strictest standards of safety and strength. The kit comes complete with all necessary fittings, hardware and installation instructions.

BIKE COVER



This bike cover is the most personal and elegant way of protecting your motorcycle against dirt and damp while it is parked in the garage. It is made from a non-scratch textile, comes in classic Guzzi red, and is customised with the Moto Guzzi logo on both sides.

NEVADA CLASSIC 750 IE

ENGINE

Type:	90° V-Twin, 4 stroke
Cooling system:	air cooled
Displacement:	744 cc
Bore and stroke:	80x74 mm
Compression ratio:	9.6:1
Timing system:	2 overhead valves with light alloy push-rods
Maximum power:	35.5 kW at 6,800 rpm
Maximum torque:	54.7 Nm at 3,600 rpm
Fuel system:	Weber-Marelli electric injection
Starting system:	electric
Exhaust system:	exhaust 3 ways catalyzed with sonda Lambda

TRANSMISSION

Gearbox:	5 speeds
Lubrication:	wet sump with pressure pump circuit capacity: 2 kg oil: AGIP SUPER 4T 15W50
Primary drive:	by helical gears, ratio: 16/21=1 : 1.3125
Secondary drive:	shaft drive, ratio 8/33=1 : 4.825
Clutch:	single disc, dry, with cush drive

CHASSIS

Frame:	detachable tubular duplex cradle in special high-strength steel
Wheelbase:	1,467 mm
Trail:	138 mm
Rake:	28°
Front suspension:	Marzocchi hydraulic telescopic fork, Ø 40 mm
Front wheel travel:	138 mm
Rear suspension:	swinging arm in light cast alloy with two dampers, preload adjustable
Rear wheel travel:	100 mm

Front brake:	single stainless steel floating disc, Ø 320 mm, with 4 piston calipers
Rear brake:	single steel disc, Ø 260 mm
Wheels:	spoked
Front rim:	2.5"x18"
Rear rim:	3.50"X16"
Front tyre:	100/90
Rear tyre:	130/90

ELECTRICAL EQUIPMENT

Voltage:	12 V
Battery:	12 V - 14 Amp/h
Alternator:	12 V - 330 Watt
Headlight:	12 V - 55/60 W
Tailight:	12V - 5/21 W
Turn signals:	12V - 10 W

DIMENSIONS

Length:	2,166 mm
Width:	805 mm
Height Handlebar:	1,068 mm
Seat height:	760 mm
Ground clearance:	176 mm
Steering lock:	32° each side
Dry weight:	184 kg
Fuel tank capacity:	14 litres
Reserve:	4 litres

NEVADA CLASSIC 750 IE is an ecological vehicle with UE homologation, in respect of Euro 2 noise and emission limits. Moto Guzzi suggests careful riding, wearing a helmet and protective clothing. Technical specifications and colours indicated in this catalogue, may change without notice.