



## Moto Guzzi Nevada Classic Moto Guzzi Nevada Anniversario

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### **A NEW V-TWIN FOR THE 'EAGLE' MIDDLEWEIGHT CUSTOM BIKES.**

**The single throttle *small block* engine now equips the Nevada Classic and Anniversario too. Increased power and torque, decreased fuel consumption and emissions and even greater riding pleasure.**

#### **1. TECHNOLOGY, PERFORMANCE AND SENSATION TRANSPLANT.**

For more than twenty years the Nevada has been the entry level model to the Moto Guzzi world thanks to its ability to reconcile performance and accessible costs with the image and technology of a superior class bike.

With its design inspired by the flagship California, the Moto Guzzi Nevada never gave in to the temptation to replicate the American inspired ornamental style so typical of this segment, keeping its design and technical personality intact.

This is a choice which, together with the superior road qualities that stem from a faultless chassis, allowed it to overcome momentary fashion, making it the most effective proselytism activist toward the Moto Guzzi world.

In 2010 the Anniversario version joined this role, the model which celebrates the twenty year anniversary of the Nevada which, alongside the famous Classic, introduced a more modern and dynamic style.

Both return domineeringly into the limelight of the segment with the introduction of the brand new single throttle *small block* designed for the new V7 series and extended to the Moto Guzzi custom middleweight range as well.

Compared to the previous engine, the new single throttle unit provides a 10% reserve of power and, above all, engine torque for better fuel economy and lower emissions. On this type of bike the increase in performance would quite bland information were it not sustained by exciting elements of the engine, such as aesthetics and sound. For both parameters, the improvement is clear: the new engine has rounded thermal groups like the Moto Guzzi engines from the 1970s, with more extended finning of the cylinders which connects to the chromium plated valves cover, where the 'Moto Guzzi' writing makes its welcome return. Even the sound, while maintaining the famous pulsation of the 90° V two cylinder, is clearer, both due to the revamped thermal part and the new filter casing, not located behind the throttle body and not in the middle of the V that the cylinders form.

In addition to the new engine, the two Nevada models also share the well known chassis, which has not undergone any changes, confirming for both versions the perfect double cradle frame with bolted and removable lower elements. Characterised by a conservative chassis geometry, with a good headstock rake angle (27°50') which guarantees reassuring stability and directional precision. Comfort is guaranteed by quality suspension components. At the front is a Marzocchi fork with 40 mm stanchions and 130 mm wheel travel, while at the rear is a swingarm linked to two shock absorbers featuring adjustable spring preload and offering 118 mm of wheel travel.

The brake system consists of a 320 mm floating front disc and a 260 mm rear disc. Other standout features are the spoked wheels, measuring 18 inches at the front and 17 at the rear to cater to high profile tyres, for outstanding agility and superlative feel.

## 2. THE NEW, SINGLE THROTTLE V7 ENGINE.

The original engine design dates back to 1977, the year of the Moto Guzzi 50's fortunate début. Since then the engine has been continuously updated, sustaining displacements of 350, 500, 650 up to 750 cc, going from carburetor to electronic injection, but staying faithful to the genial layout introduced in the original design by engineer Lino Tonti. Appreciated all over the world for its proverbial reliability and functional regularity, the *small block*, after many years, needed a bit more liveliness at high rpms.

And so, the search for greater performance opened the door to a new design, rich with innovative solutions that project this engine among the most advanced in its category with more than 70% new parts, equal to more than 200 new or redesigned mechanical organs.

This design freshness can already be seen in the layout of the thermal group which is a summary of the design philosophy for the entire bike: innovation which respects tradition. And so it is that the square finning, legacy of production from the 1980s, passed the baton to a rounded shape which is reminiscent of the first generation of two cylinders from Mandello.

The valves cover is also a homage to its two cylinder origins; made in aluminium, it faithfully covers the profile of the finning, showing off the Moto Guzzi signature in bas-relief. Another element which is immediately recognisable is the disappearance of the two intake manifolds and relative throttle bodies: in fact, the new *small block* is the first single throttle Moto Guzzi engine.

The manifolds were replaced by a single Y manifold made of rubber, completely ribbed and straight (diameter of 36 and 39 mm respectively from the injector groups and the throttle body) which links to a single Magneti Marelli MIU3G 38 mm diameter throttle body.

This is a modern unit which allows two lambda probes to be managed, thereby obtaining a mixture to the cylinders which is more uniform with consequent improvement in fuel economy and harmful emissions, besides contributing to the increase in performance, which was the goal of the entire design. For this purpose a new head was designed, working on the intake ducts, now larger in diameter and better linked to reduce losses and increase turbulence, as well as repositioning the spark plug hole more centrally, thanks to the use of a more modern plug with d=10mm threading and a prominent electrode.

The squish area and the compression ratio is also increased, thanks to the use of new, higher performance pistons which increased the ratio by one point, going from 9.2 to 10.2. In addition to the pouches obtained at the top of the piston, the bottom of these are completely redesigned to make the structure more sturdy without increasing the weight. The segments are also new, with more modern sizes, material and shapes, and they contribute to improving efficiency and oil consumption.

The general efficiency of the engine stems from the contribution of the new cylinder finning, greater dimensions and wheelbase which lowered average operating temperatures, and the new filter casing, redesigned to accommodate the "breathing" needs of the two cylinder from Mandello.

With this new configuration, the two cylinder from Mandello became significantly more sturdy in engine torque and above all in maximum power, growing 10% with higher inclination for spurts and a power curve which expresses its additional horses already from 3500 rpm.

The transmission has also been revamped, still five speeds, but with a new pre-selector which has made control more precise, smooth and quiet.



### 3. THE NEVADA RANGE:

#### NEVADA CLASSIC:

This is the custom that retains the design style and philosophy of the flagship California. From the time it was introduced in 1990, it was cleverly called "eurocustom" because, although maintaining the typical characterisations of this type of bike such as the low saddle, wide handlebars and the moderately forward placed footrests, it provides a riding position which is less stretched and which allows greater control of the motorcycle. Basically it translated the custom spirit into a language that everyone can understand, appealing to bikers from all different backgrounds and experiences. Particularly appealing to female riders who appreciate the low weight and agility, the Nevada Classic is suited for any use, including long range touring. Equipped with side bags, top box and a windshield, the Nevada Classic transforms into a comfortable and practical Grand Tourism bike, economical with fuel and maintenance thanks to the final cardan joint drive which characterises the two cylinders from Mandello del Lario.

The new Nevada is available in the classic "Aquila Nera" livery, based on the contrast between the historic gold coloured Moto Guzzi logo and the superstructures painted "coal black" and in a new colour designed to emphasise the insertion of the new single throttle two cylinder.

#### NEVADA ANNIVERSARIO:

Created in 2010 to celebrate the twentieth anniversary of the mid-sized custom from Mandello, the Anniversario joins range alongside the timeless Classic to offer the choice of a bike with more eye-catching, contemporary looks. Inspired by a concept of more sporty and dynamic style, the "sporty custom" from Mandello is more muscular and rebellious compared to the Classic, particularly from the side view, where the new *two-up* saddle seems to perch on top of the fat rear tyre with the wheel-hugging two-tone rear mudguard sprouting out from behind.

Completing the revised looks of the tail is a set of brand new chrome plated grab handles, yet another styling touch distinguishing the bike from the original Classic.

The design of the centre section of the Anniversario showcases the beating heart of the bike, the brand new single throttle, two cylinder small block. To further show off its revamped layout, the side fairings have been redesigned to complement the forms of the 14 litre tank. The tank itself seems suspended over the V of the two opposed cylinders in a visual effect created by the two-tone colour scheme, with black dominating the lower part of the bike, and white the predominant colour of the upper area consisting of the top of the tank and the mudguards, with a delicate orange pinstripe separating the two areas. The result is a bike with distinctly sporty looks that is further emphasised by the *low bar* handlebars which, in keeping with the spirit of the bike, are lower and narrower than the bars on the Classic and which determine a more forward riding position.

The distinctly sporty spirit of the Nevada Anniversario benefits from the new single throttle two cylinder both from a performance point of view and from the sensation which it is able to provide through pulsations and sounds which emphasise the greater compression ratio and the different intake compared to the previous generation engine.

## Moto Guzzi Nevada - Technical Specifications

<b>Engine</b>	Four-stroke V 90 twin
<b>Displacement</b>	744c
<b>Maximum power</b>	37.5 KW (51HP) at 6.200 rpm
<b>Maximum torque</b>	58 Nm at 5.000 rpm
<b>Exhaust system</b>	3 way catalytic converter with twin oxygen sensor
<b>Cooling</b>	air
<b>Front suspension</b>	Marzocchi Ø 40 mm telescopic front forks
<b>Rear suspension</b>	Swinging arm in light cast alloy with two dampers and adjustable preload
<b>Front brake</b>	floating Ø 320 mm stainless steel disc, 4 opposed calipers of differing diameter
<b>Rear brake</b>	Ø 260 mm stainless steel disc
<b>Front wheel</b>	18" spoke rims, 110/90
<b>Rear wheel</b>	16" spoke rims 130/90
<b>Seat height</b>	767 mm
<b>Fuel tank</b>	14 litres (4 litre reserve)
<b>Wet weight*</b>	184 Kg
<b>Colour range</b>	Verde Giada; Aquila Nera

*\* Wet weight, with operating fluids, without fuel*