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INTRODUCTION

Bellagio: One motorbike, one place, one style.

The new Bellagio symbolises the depth of the relationship between Moto Guzzi and its surrounding territory. This relationship is so strong that the immense beauty of the Lariano area affects both the ideas and creativity of man and in a sense leads him to create works of natural beauty in all his endeavours.

This empathy between the local environment and human inventiveness can be clearly seen in the new Moto Guzzi Bellagio that identifies a place known the world over for its beauty combined with the free spirit of those that revel in motorcycling. Individuality and sheer style are embodied in a reserved, but sophisticated design that displays highly advanced innovative technological solutions balanced with a trendy image.

The CARC (Reactive Shaft Drive System) is a good example of this advanced technology. This system transforms the might of the new 940 cc engine into silky smooth acceleration making this machine Moto Guzzi's most powerful naked bike. Other indicators are seen in the presence of the progressive rear suspension system, in the Brembo floating caliper brake system that acts on twin 320 mm discs, in the rear shock absorber and the fully adjustable forks. These technical high quality solutions favour active safety, set a dynamic equilibrium and provide such riding pleasure that the Bellagio is the new point of reference in the category. The Bellagio has the temperament of a Naked sports bike beneath the skin of a custom machine. The spoked wheels, drag bar, rear-set saddle and forward positioned footpegs are just a few examples of the details of a style that concentrates weight on the rear wheel giving the impression of a bike that is fixed to the ground, ready to take off at the twist of the wrist.

The new 940 cc engine is more than capable of making this machine fly. While the engine is docile and vibration-free, it puts out huge power with immense torque from even very low revs. This power can be heard in the legendary engine note emitted from new twin silencers that sing a song called Bellagio.



STYLE

Moto Guzzi tradition in a cutting-edge custom bike.

With the Bellagio, Moto Guzzi has introduced an innovative style to the custom sector. The style is evident not only in the chrome plating and beauty of the engine but also in the “personality” of the magnificent frame that serves to highlight other design elements. The most recognisable example is the single-sided rear swingarm embodying the CARC system. This patented reactive shaft drive final drive unit is a clear break from the custom bike tradition and is an innovation compatible with a sense of quality and sophistication.

Although the design draws from the American “power cruiser” style, it has a very European look with detail touches of sophistication that are pure Italian.

You cannot but be seduced by the blend of all the components, technical details and style in which Moto Guzzi is the class leader. Some components such as the large spoked wheels, the retro-style rounded instrumentation and the tank decorations are classic elements from Moto Guzzi’s past heritage incorporated into a modern design. Other allusions to traditional custom design include the pulled back handlebars, the forward positioned footpegs, the two-up saddle astride the rear mudguard, and the plentiful chrome detailing offset by the coal black colour scheme.

Moto Guzzi style abounds on the Bellagio, beginning with the transverse 90° V-twin engine representing the key to the design. Other components include the powerful brakes which, by tradition, are generously sized, and the twin overlapping silencers that make such a fashion statement. It is items like these that were typical of the skill and attention to detail consistently paid by Moto Guzzi to the design and manufacture of its products since 1921, when the company first created motorbikes that are as unique as they are technically without equal. And indeed, it is also inevitable that they should have been influenced by the splendours of the area surrounding Bellagio – just as this new model certainly is.



COMFORT

Dominate the road with agility and comfort.

The appearance of the Bellagio is that of a pure custom machine with a low two-up rear-set seat sitting astride the rear wheel, forward positioned footpegs and spectacular pulled-back handlebars for complete control. Surrounded by the music from the exhaust, enjoying the comfort provided by the saddle that was specially designed for long journeys and revelling in the superb suspension, the lone rider soon encounters the essence of motorcycling aboard this bike.

The evenly distributed weight provides surprising manoeuvrability and even challenging conditions such as city traffic hold no fears, thanks to the ease of changing direction aboard the bike, and its weighted front end. The Bellagio however stays true to its custom roots although it shows the best side of its character when ridden enthusiastically. Then, the sheer pleasure of riding will see you lose yourself amidst all the little details of its seductive style, when you can truly appreciate the finishing touches and enjoy the softness of the controls. It is at moments like this when the rider is in complete harmony with the machine, when he feels in touch with the spirit of an engine that can take him up to enormous speed or carry him along at a snails pace past the mirrored walls of the city. The elegant instrument panel is another key element to the Bellagio. It gracefully combines an analogue speedometer with a white face and numerals with a high-tech LCD on-board trip computer that allows the rider to be in complete control of the bike and his destiny through comfortably positioned commands.



THE FRAME

A custom bike with the soul of a naked.

Behind the agility and manoeuvrability of the Bellagio lies a secret. An unprecedented tubular steel twin cradle frame connected to an aluminium swingarm housing a reactive shaft drive system. Together, these components provide great structural rigidity that give instant response to the rider. Perhaps “unaffected” is the best word to describe the bike’s behaviour. It’s completely trustworthy even when ridden in the most casual manner but when acting as an accomplice with the enormous power output and powerful brakes lends itself perfectly to being ridden with enthusiasm. It may seem paradoxical but the Bellagio amazes in its ability to eat up miles of even the twistiest roads at the same rate as a Naked sports machine.

This ability is due to its excellent suspension system that incorporates adjustable 45 mm forks and a progressive rear swingarm featuring an adjustable shock absorber.

This combination ensures a neutral behaviour entering and exiting corners, under acceleration from the 75 CV engine and under braking delivered by Brembo calipers acting on perforated 320 mm discs.

It seems inevitable that such behaviour should come from a sports bike and it soon counters the myth that custom machines are more for appearances than for performance.



ENGINE AND TRANSMISSION

The most powerful custom machine in its category.

The engine layout is the traditional transverse V 90 twin but its cubic capacity and character are new elements which give the Bellagio its character.

The engine bore and stroke are 95 and 66 mm respectively. This provides a cubic capacity of 935.6 cc and the engine delivers 75 CV at 7,200 rpm. The power curve is even and maximum torque of 8 Kgm is provided at 6,700 rpm. Eighty percent of the torque is available between 2,800 and 4,800 rpm.

These figures put the Bellagio at the top of the custom category with an engine that has been constantly developed from both a mechanical and electronic point of view. The engine never fails to start even under the worst weather conditions thanks to the introduction of electronic injection. The 935.6 cc unit has more useable, smoother power delivery and emissions and fuel consumption levels fully comply with Euro 3 standards.

Performance is further enhanced by other technical additions like twin spark plugs and having the injectors positioned directly over the inlet manifolds. The alternator is positioned between the cylinders. This makes the engine more compact and also offers significant advantages in terms of control and overall rideability. Lightened piston rods, pistons and rings help reduce weight and sintered valve guides improve smoothness and increased resistance to wear.

Power is transmitted to the rear wheel via the CA.R.C. system (the Moto Guzzi patented "reactive" shaft drive). This transmission system, which is an integral part of the light aluminium swingarm, always offers a smooth precise response with none of the jerkiness often encountered on shaft drive systems. The anti-shaft effect has also been eliminated, and the individual CA.R.C. format permits a single-sided swingarm design to be employed which also adds to overall rigidity.

Finally, the six-speed gearbox is a gem of engineering. The gears are quiet, finding neutral is easy and the tall gearbox ratios have been designed for highway cruising, and always offer the perfect response from the engine.



MAIN CHARACTERISTICS

DESIGN

- Coal black colour scheme with chrome finishes.
- Drag bar pull back handlebars
- Two up saddle
- Analogue/digital instrumentation with white background and radial numerals.

ENGINE

- 90° V-twin, 935.6 cc, 4 stroke, air cooled
- Electronic ignition
- Twin chamber manifolds
- Sintered valve guides
- Twin spark plugs
- Twin overlapping exhaust pipes
- “Reactive” shaft drive transmission
- 6-speed gearbox.
- Euro 3

THE FRAME

- Very rigid high tensile steel tubular twin cradle
- 45 mm pre-load and rebound adjustable front forks
- Pre-load and rebound adjustable shock absorber
- Rear suspension with single progressive swingarm adjustment
- Front brakes with 320 mm perforated discs and 4 (opposed) calipers
- Rear 282 mm disc with floating caliper fitted with 2 parallel pistons
- Excel spoked aluminium wheels measuring 3.5’’ x 18 at the front and 5.5’’ x 17 at the rear.
- Rear tyre 180/55/17
- Front tyre 120/70/18



MOTO GUZZI BELLAGIO.

Technical Data

Engine	Four-stroke V 90 twin
Cooling	Air cooled
Capacity	935.6 cc
Bore and stroke	95 x 66 mm
Compression ratio	10
Timing	2 valves per cylinder commanded by light alloy cam acting on rocker arm and mechanical tappets
Timing diagram	Intake valve opening 24 ° before upper TDC. Intake valve closing 52 ° after lower TDC. Exhaust valve opening 54 ° before lower TDC. Exhaust valve closing 22 ° after upper TDC. measured with rocker arm/valve play
Maximum power output	55 KW at 7,200 rpm
Max Torque	78 Nm at 6,000 rpm
Fuel suppli	Multipoint sequential electronic injection, Magneti Marelli IAW phased, alfa-n system; 2 Ø 40 mm throttle bodies with Weber IW 031 injectors
Starter	Electric
Ignition	Digital electronic with Magneti Marelli IAW 15RC inductive discharge
Exhaust system	2 stainless steel pipes connected to 1 expansion chamber connected to two chromed steel silencers; 3-way catalyser with Lambda probe.
Homologation	Euro 3

Transmission

Gearbox	6 speed – constantly engaged cogs with integrated flexible couplings
Gear ratios	1st 17/38 = 1 : 2.235 2nd 20/34 = 1 : 1.7 3rd 23/31 = 1 : 1.348 4th 26/29 = 1 : 1.115 5th 31/30 = 1 : 0.968 6th 29/25 = 1 : 0.862
Lubrication	Forced lubrication with lobe pump and pressure regulator
Primary drive	Helicoidal gears, ratio 24/35 = 1 : 1.458
Final drive	Shaft drive, ratio 12/44 = 1 : 3.667
Clutch	Dry mechanically operated twin plate

Chassis

Frame	Very rigid high tensile steel tubular twin cradle
Wheelbase	1,570 mm
Rake	165 mm
Steering angle	28°
Front suspension	Marzocchi Ø 45 mm adjustable front forks
Front wheel travel	140 mm
Rear suspension	Single swingarm with progressive action – single rebound adjustable shock absorber with easy to operate pre-load setting knob
Rear wheel travel	120 mm

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Front brakes	Twin floating 320 mm stainless steel discs, floating Brembo calipers with 2 parallel pistons.
Rear brakes	Single 282 mm fixed stainless steel disc, floating Brembo calipers with 2 parallel pistons.
Wheels	Spoked aluminium alloy (tubeless)
Front wheel	3.5" x 18"
Rear wheel	5.5" x 17"
Front tyre	120/70 ZR 18 M/C (59W) TL Roadtec Z6
Rear tyre	180/55 ZR 17 M/C (73W) TL Roadtec Z6

Electrics

Voltage	12 V
Battery	12 V - 18 Ah
Alternator	12 V - 350 W

Dimensions

Length	2,270 mm
Width	890 mm
Height	1,310 mm
Saddle height	780 mm
Minimum ground clearance	150 mm
Dry weight	224 kg
Fuel tank capacity	19 litres
Reserve	4 litres

Technical data specified above for the Bellagio may be changed without prior notice.



ACCESSORIES

The importance of details

Whether you ride in company, down endless motorways, in the winter, or in the mountains, Moto Guzzi always has the right solution to give you superior weather protection, comfort and that extra touch of elegance.

Tank bags

Tank bags are made from nylon and PVC to match the Bellagio's coal black colour scheme. The bag carrier has been specially designed to match the line of the tank and comes with a dedicated weatherproof cover. When removed from the tank, the bag becomes a handy backpack.

Compact tank bag

This smaller tank bag is ideal for carrying non-bulky items. It is made from nylon and PVC, is less obtrusive than the larger version, is easy to carry and has looks to match. The bag is fitted with a weatherproof zip and has reflective inserts for better visibility. Thanks to a convenient handle and 4 powerful magnets that keep it in place, it can be removed from the tank in a single movement and carried easily. The magnets assure that the bag stays in place even at high speed.

Fly screen

The addition of an elegant Plexiglass fly screen makes the Bellagio even more fascinating and sophisticated.

The fly screen has been tested in a wind tunnel and assures increased comfort on long distance journeys. Thanks to solid its construction using the best of materials, the screen easily passed the strict TÜV and DOT tests.

Touring Saddlebag

The beauty and style of the new Bellagio take on a touring look with new side bags. These side bags are easy to lock into position and carry about 15 litres. As they are made from a semi-rigid material, they are also easy to pack and load. Beautiful and bearing the Moto Guzzi name, they fit in perfectly with the Bellagio design and add to its image as a power cruiser.



LIFESTYLE

The boutique that clothes Moto Guzzi enthusiasts

A true Moto Guzzi enthusiast has a certain lifestyle and a set of values that includes passion, freedom, the appreciation of quality and a love for things Italian. This is to a large extent a mindset that clearly identifies an elite group of motor cyclists that adhere to the Moto Guzzi way of thinking and living.

Almost ritually, the new Bellagio too introduces a line of “technical” clothing that reflects the Moto Guzzi traditions of quality and care by applying the key concepts of practicality and elegance of this model.

Bellagio Jacket

This jacket is made from vintage hide and carries the Moto Guzzi emblem. It features removable composite protective inserts at the shoulders and elbows as well as adjustable closure at the neck.

Colour coal black

Sizes S, M, L, XL, XXL

Bellagio helmet by Laura Smith

The “Casco Jet” helmet is made from a special tri-composite mix and features a quick-release chin strap. Internal padding is made from a specially treated washable Terinda Du Pont® material while the visor support is made from steel and the visor itself is scratch resistant.

Colour black

Sizes XS, S, M, L, XL

Claw

Summer gloves in Pittard's® sheepskin with inner aramidic fibre lining.

Colour black

Sizes S, M, L, XL, XXL

Bellagio glasses

Specially designed pilots' glasses for motor cyclists. Made from aluminium and black anodised magnesium, these glasses are feather light but knock-resistant and feature comfortable arms that, like the lenses, bear the Bellagio logo.