



Norge 1200

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And Moto Guzzi invented the swingarm.



Moto Guzzi has a venerable history of technological firsts. Many of the components now used on the majority of today's motorcycles were introduced for the first time in the historic Guzzi factory on the Lariano mountains. This was the case, with the rear suspension with swingarm - also the origin of a legendary motorcycle raid in which Giuseppe Guzzi, the founder's brother and production engineer, played a leading role. In 1928, long-distance excursions

were hampered by a serious technical flaw - the lack of rear suspension. The inventiveness of the Guzzi brothers created an elastic frame with a sheet steel box enclosing four springs, together with a swingarm in tubes and sheet metal which they then used on the G.T. It was also the embryo of the first modern rear suspension and the basis for the first genuine Gran Turismo motorcycle. Original in everything, the Guzzi Brothers chose



a highly particular test - a 4000 mile journey from Mandello del Lario to Lapland in northern Norway, inside the Arctic Circle. But in four weeks, Giuseppe reached his destination. The elastic frame with rear suspension was so successful that it was introduced in production machines and the G.T. was named "Norge" in memory of that unprecedented feat. This is why Moto Guzzi decided to name the first "Gran Turismo" of the new era the "Norge".



Norge 1200.

The Gran Turismo for the 21st century is born... at Mandello del Lario of course. A tribute to its predecessor and not just in name - the concept of absolute protection and comfort has simply been translated into modern day language and technologically updated. The Norge 1200 has an elegant and dynamic design, excellent ergonomics and comfort and short wheelbase to make it competitive even in the traffic. Dynamic and responsive, the Norge 1200 is a modern

Gran Turismo which makes flexibility its main strong point as it crosses city centres and boundless distances with the same ease.

Its generous and tireless heart is a new version of the 90° V-Twin, in a 1200cc version improved to obtain higher torque. So maximum pleasure on mountain passes and complete safety when overtaking on the motorway. The mechanics go hand in hand with the engine, with a steel frame and a suspension system which guarantees maximum comfort, even when carrying a passenger and luggage, thanks to the numerous possibilities for adjustment. The Norge 1200 does not shy away from even the roughest roads, as it is fitted as standard with ABS which can be deactivated as desired. In the seat of a bike like this, the North Pole is really not that far away!



Born to travel.

It is immediately obvious that it has been designed to eat up the kilometres. From



the front fairing, for example, which rises up from the profile of the motorcycle as if it were a natural extension. But everything on the Norge 1200 is in the name of total protection. The front fairing is integral and includes leg guards at the front and mudguards at the back to cope with any form of weather without problem. As well as deflecting turbulence away from the rider's chest, the windshield can be adjusted electrically to adapt to the various

riding conditions. The powerful front light assembly with its four polyellipsoidal headlights provides a clear view even on poorly lit roads and adds to the charisma of the front of the motorcycle, giving it an aggressive feline look and a design which once again emphasises the combination of form and function.

The Tom Tom "Rider" GPS navigation system has been perfectly integrated into the cockpit, offering a Bluetooth wireless connection in addition to satellite navigation; the calls are automatically relayed from the cellphone to the earpiece inside the helmet, allowing the rider to stay in contact with the rest of the world in complete safety.

The dedicated panniers, in the same colours as the body and with single lock, do not affect the total dimensions of the motorcycle or project beyond the rear view mirrors. Small details which are signs of the close attention paid to every aspect of the design, transforming even the simplest trip into a comfortable and safe journey. In genuine Gran Turismo style.



Specifications

Engine

Type	90° V-Twin, 4 stroke
Cooling system	Air cooled
Displacement	1,133 cc
Bore and stroke	95 x 80 mm
Compression ratio	9,6 : 1
Valve gear	2 overhead valves moved by light alloy push-rods and rockers; Exhaust valve maximum lift: 106° B.T.D.C. of overlap inlet valve maximum lift: 104° A.T.D.C. of overlap
Maximum power	over 65 KW (90 CV) at 7,500 rpm
Maximum torque	over 95 Nm at 6,800 rpm
Fuel system	Weber-Marelli electronic fuel injection with stepper motor control
Starting	Electric
Ignition	inductive discharge, digitally controlled, electronic twin spark ignition
Exhaust system	stainless steel, 2 in 1, with tree ways catalyser and Lambda probe oxygen sensor
Homologation	Euro 3

Transmission

Gearbox	6 speed
Internal ratios	1 [^] 17/38 = 1 : 2.235 2 [^] 20/34 = 1 : 1.700 3 [^] 23/31 = 1 : 1.347 4 [^] 26/29 = 1 : 1.115 5 [^] 31/30 = 1 : 0.967 6 [^] 29/25 = 1 : 0.862
Lubrication	Splash
Primary drive	helical gears, ratio 26/35=1 :1.458
Final drive	CA.R.C. Compact Reactive Shaft Drive; double universal joint with floating bevel gear, ratio 12/44 = 1:3.667
Clutch	Dry

Chassis

Frame	double cradle, in high tensile strenght tubular steel
Wheelbase	1.495 mm
Trail	120 mm
Steering head angle	64,50°
Steering angle	32°
Front suspension	telescopic hydraulic fork with Ø 45 mm, preload adjustable
Front wheel travel	120 mm
Rear suspension	single arm suspension progressive linkage, rear shock absorber adjustable in rebound ad pre-load (hydraulic)
Rear wheel travel	140 mm
Front brake	twin Ø 320 mm stainless steel floating discs, four piston calipers
Rear brake	single Ø 282 mm steel disc, 2 piston caliper
Wheels	three spokes light alloy wheels, gravity casting
Front wheel	3.50" x 17"
Rear wheel	5.50" x 17"
Front tyre	120/70 ZR17"
Rear tyre	180/55 ZR17"

* Technical specifications of Norge 1200 may change without notice.



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