



INTRODUCTION 2
FRAME: 3
ENGINE AND TRANSMISSION 4
TECHNICAL DATA SHEET 5



INTRODUCTION

The custom for everyone

The underlying theme to the Nevada 750 is relaxed riding. This model succeeds like no other in achieving just that and, over the years, technical and design changes have only made it even better. The Company has made a few technical modifications and design changes to the Nevada 2009, a classic custom machine that now bears more resemblance to the legendary California, Moto Guzzi's undisputed flagship. One of these changes is the new burgundy colour scheme with silver pin striped tank just like the one on the California Classic. The exhaust system and digital analogue instruments are also new and both derive from the V7 Classic.

Standard equipment is of the highest quality with Marzocchi forks at the front and twin adjustable shock absorbers at the rear. The excellent brakes feature a single front 320mm disc and a four-piston caliper while there is a 260mm disc at the rear. Electronic fuel injection provides silky smooth performance and emission levels have been lowered by new engine management software.



FRAME:

Agile and manageable to suit any rider.

To make the Nevada 750 highly versatile meant creating a frame that was just as good at dealing with the daily business of city roundabouts as at negotiating mountain passes without losing any of Moto Guzzi's traditional touring characteristics.

The frame has been manufactured with the highest quality materials to provide superb road holding and stability that make it easy and a pleasure to ride not just for inexperienced riders but for experts too.

The key to the bike lies in its twin cradle frame with removable bolt-on lower components. Great attention was paid to the steering geometry where the rake is set at 27°50' to ensure stability and precision when cornering. Of no less importance are the 40 mm Marzocchi forks. Travel on the front suspension is 130 mm and works in combination with two adjustable rear shock absorbers with, as such as the front, 130 mm travel. Braking is looked after by a 320 mm floating disc at the front and a 260 mm disc at the rear. The V7 Classic is fitted with 18" wheels up front and 16" at the rear with high profile tyres so as to offer superb handling and feed-back characteristics.



ENGINE AND TRANSMISSION

Torque for fun and all the power you need

Famed for its reliability and low consumption, the 744 cc 90° V twin 744 cc (bore and stroke - 80 mm by 74 mm) houses special graphite low wear pistons and aluminium alloy cylinders.

The small block from Mandello is fed by an electronic Weber Marelli fuel injection system with 36 mm throttle bodies and a Lambda probe that puts the engine firmly into the Euro 3 homologation category. The five-speed gearbox is precise with neutral easy to find and the ratios have been chosen for touring purposes to provide an exciting, immediate response.

In terms of maximum performance, maximum torque of 54.7 Nm comes in at only 3600 rpm. That doesn't mean poor acceleration however as the maximum power output of nearly 50 CV is synchronised to perfection with the characteristics of the Nevada. This bike has no need to race against the clock, it just has to enjoy itself. Like every Moto Guzzi, the booming sound from the V twin says it all.

It has to be said that the music from the Nevada's twin exhausts is probably the best ever from any Moto Guzzi.



TECHNICAL DATA SHEET

ENGINE

Type	Four-stroke V 90 twin
Capacity	744cc
Bore and stroke	80x74 mm
Compression ratio	9.6:1
Timing	2 valves per head operated by light alloy pushrods
Timing diagram	
<i>Intake valve opening</i>	18° before TDC
<i>Intake valve closure</i>	50° after LDC.
<i>exhaust valve opening</i>	53° before LDC
<i>exhaust valve closure</i>	15° after TDC.
	(with 1 mm of play between rocker gear and valves)
Maximum power output	35.5 kW at 6,800 rpm (48.8 CV)
Max Torque	54.7 Nm at 3,600 rpm
Fuel supply	Weber-Marelli electronic fuel injection.
Exhaust system	Three-way catalyser with lambda probe

TRANSMISSION

Gearbox	5-speed
Gear ratios	
1st	11/26 = 1 : 2.3636
2nd	14/23 = 1 : 1.6429
3rd	18/23 = 1 : 1.2778
4th	18/19 = 1 : 1.0556
5th	20/18 = 1 : 0.9
Lubrication	Forced lubrication with lobe pump – capacity 1.78 kg
Primary drive	Helicoidal gears, ratio 16/21=1 : 1.3125
Final drive	Shaft drive, ratio 4.825
Clutch	Dry single plate with flexible couplings

FRAME

Frame	ALS steel tubular dismountable twin cradle
Wheelbase	1,467 mm
Trail	138 mm
Steering rake	27°50'
Front suspension	Marzocchi Ø 40 mm telescopic front forks
Front wheel travel	130 mm
Rear suspension	Oscillating light alloy swingarm with 2 pre-load adjustable shock absorbers.
Rear wheel travel	130 mm
Brakes	Brembo

PRESS INFORMATION 2009



Front brake:	Floating 320 mm stainless steel disc 4 opposed calipers of differing diameters
Rear brake:	260 mm stainless steel disc
Brake pump cylinder diameter	
Front pump	13 mm
Rear pump	13 mm
Caliper diameter	
Front caliper	30/34 mm
Rear caliper	32 mm
Brake surface area	Front 21.3 cm ² , rear. 16.1 cm ²
Brake pad material	Front Frendo 222, rear Ferodo ID 450
Wheels	spoken steel rims
Front wheel	2.50" X 18"
Rear wheel	3.50" X 16"
Tyres	
Front	Metzeler Lasertec 110/90- 18 56H TL
Rear	Metzeler Lasertec 130/80 -16 65H TL

ELECTRICS

Voltage	12 V
Battery	12 V - 14 Amp/h
Alternator	12 V - 330 Watt
Headlight	12 V - 55/60 W
Rear light	12V - 5/21 W
Indicators	12V - 10 W

DIMENSIONS

Length	2,166 mm
Width	825 mm
Height	1,068 mm
Saddle height	767 mm
Minimum ground clearance	209 mm
Steering angle.	32°
Dry weight	182 kg
On the road weight	198 kg
Fuel tank capacity	14litres
Reserve	4 itres