

## Touratech Oil Cooler Guard



Reviewed by Moshe Levy

**T**HE OIL COOLER on BMW's R1200R is mounted very low on the front of the frame, directly behind the front tire's short fender, where it's vulnerable to damage, so many owners prefer to install rock guards as preventive insurance.

Of course, any guard will make a trade-off between protection and air-flow restriction. Touratech's guard for the 2011 and later R1200R uses a chevron-like pattern of 0.35" slats exposing slots that are approximately .7" wide, which will logically slow about 33% of the direct air-flow, yet still permit smaller rocks to enter. However, the guard did not seem to affect engine cooling at all, even after extended stop-and-go riding. It is available in two flavors: electropolished stainless steel, and black anodized aluminum. We chose the stainless steel variant, which offers maximum strength and an attractive contrast with the black plastic oil cooler shroud and oil cooler assembly. The guard measures 8.25" wide x 6.4" high, and features an etched Touratech logo on the bottom right-hand corner. Unfortunately, the finish of the stainless steel is only average,

with some blemishes and scratches that could not be buffed out. However, given the location and purpose of this guard, it's not likely to remain pristine for any length of time anyway.

Installation is painless. Two T-20 Torx screws hold the stock plastic shroud to the top of the oil cooler assembly. These screws are removed, and the shroud pushed downward to release it from the two tabs holding the bottom section in place. The Touratech guard then fits in place behind the stock shroud, and everything is reassembled in reverse order, with the stock hardware reused to sandwich the guard between the shroud and the oil cooler itself. Four foam pads on the rear face of the guard isolate it from metal-to-metal contact with the cooler. Fit is perfect. The entire operation takes less than 10 minutes if no access-blocking crash bars are in the way, but even with BMW's GS-style bars on our 2013 R1200R, installation was under 25 minutes.

Riding around some gravelly areas for testing, we were pleased to see the oil cooler's delicate fins were, indeed, protected by the guard, which absorbed some



MOSHE LEVY PHOTOS

very minor scratches and pitting in the process. Another added benefit is ease of cleaning—it is much easier to wipe debris and dead bugs from the guard's smooth stainless face than to pick it from the oil cooler's unguarded fins, and using a toothbrush, cleaning the visible fins between Touratech's slats was a snap.

Given the guard's moderate cost, MSRP \$81.70, and easy installation, it is cheap insurance for the anxious rider.

**Touratech USA**—4021 Airport Way South, Seattle, WA 98108; (800) 491-2926; [www.touratech-usa.com](http://www.touratech-usa.com)

## Agostini V7 Mandello Exhaust



Reviewed by Moshe Levy



300 meters from the Moto Guzzi factory in Mandello Del Lario, Italy, and has a sterling reputation within the Guzzi community for high quality accessories.

The Mandello exhaust fits the entire V7 family. The pipes are stainless and the canister sleeves are available in three trims: polished stainless, black stainless (shown here) and titanium. All canister sleeves feature a laser etched Agostini signature logo with the Moto Guzzi Eagle, which adds the appearance of OEM equipment. Fit and finish is superlative, and their style is a perfect match for the V7 Racer.

All installation hardware is included, and the conical aluminum spacers from the stock exhaust are reused. There is no interference concern with commonly used saddlebags or top cases. Each Mandello pipe is about 3.5 lbs. lighter than its stock counterpart (which are close to 8 lbs. each), so there are some minor weight savings. Installation is effortless and takes about 30 minutes.

**I**N OUR TEST of the Moto Guzzi V7 Racer Record (March 2013), we complained that the optional Arrow exhausts didn't sound nearly as good as they looked. They produced a tinny, strangled sound which didn't fit the image of a café racer. Now we've had the chance to test a better solution: Agostini's Mandello Exhaust.

Agostini was founded in the late 1950s by Duilio Agostini, a Moto Guzzi factory rider. The Agostini shop is located about

Once installed, the primary benefit, of course, is the sound. At last, the soulful, character-packed rumble of the small block V-twin is unleashed, and it absolutely transforms the V7's personality. Not obnoxiously loud by any means, the difference is mainly in tonal quality throughout the rev range. An occasional, delicious crackle will erupt on downshifts as well. This is how an Italian V-twin is supposed to sound!

The baffles are easily removed via a snap ring within seconds for those who want even more volume, though that may attract unnecessary attention. This unbaffled sound can be viewed here: [www.youtube.com/watch?v=EpX8XdjoY\\_o](http://www.youtube.com/watch?v=EpX8XdjoY_o)

As an added bonus, the Agostinis are significantly less expensive than the Arrow pipes. The prices (excluding VAT) for a pair of Mandellos are \$704.90 for polished stainless, or \$731.50 for black stainless or Titanium. Arrows typically fetch over \$1000 per pair. For any V7 owner seeking to extract the sonic treasure hidden deep within this small-block Goose, these Agostini Mandello pipes are just what the doctor ordered.

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