



SPORT

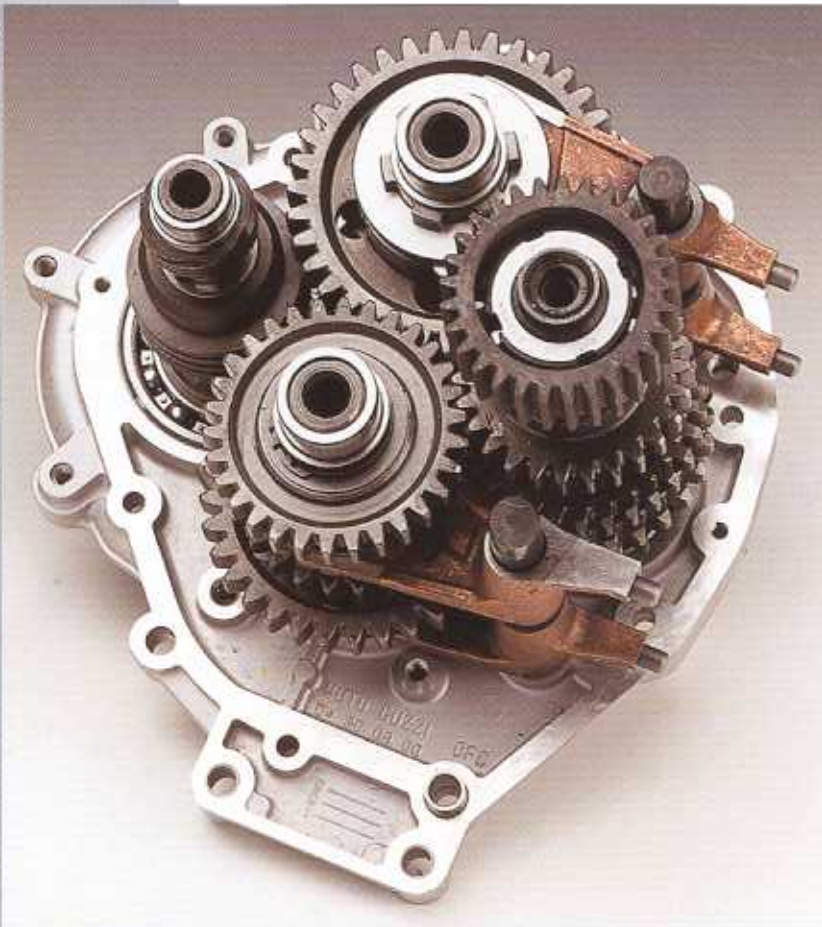






ALL ITALIAN CAFÈ RACER

With the V11 Sport, Moto Guzzi aims to reintroduce the tradition of the sporting, essential, manageable, above all twin-cylinder bike that's truly all Italian. It's a bike at its best, not just over the twisty bends of those typically tortuous Italian mountain roads, but also in the city - a mean street machine, built for those traditional challenges outside the local café (hence the term café racer). The V11 Sport was inspired by the fundamental philosophy of its most celebrated ancestor, the V7 Sport - the first production model ever to exceed the 200-kph barrier, with a stability at high speed and handling that still makes the pulse of Guzzi enthusiasts pound. In honour of those glory days, the legendary Moto Guzzi colour scheme returns as well: green bodywork and red frame. This is not just another revival product, far from it. With its updated looks and new technology, this new bike has a personality very much its own, developed in response to riders' demands. It's a 'naked-retro' style bike with modern technical function and features - brilliant handling, state-of-the-art suspension, a silky six speed gearbox and hydraulic clutch .



TECHNICAL SPECIFICATIONS

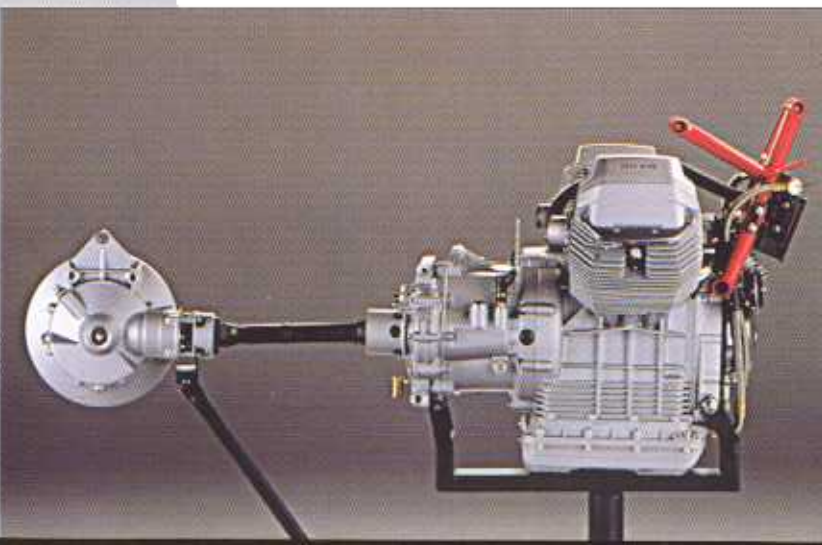
From a technical standpoint, the V11 Sport advances the development of our legendary “big block” engine in many ways, while retaining the satisfying straightforwardness of the design .

Modifications made to the engine are mostly aimed at giving it broader power band. It is naturally based on the classic two-valve pushrod and rocker air-cooled 90° V-twin in its latest version with a displacement of 1064 cc.

It's performance has been improved, with the combustion process optimised by the new piston design, lighter flywheel and new exhaust geometry, as well as a EFI and ignition management unit mapping, that all contribute to its 91 CV maximum power at 7800 rpm, maximum torque 94 Nm. at 6000 rpm. and top speed of 220 kph, exceptional for a naked motorcycle.

Certainly one of the most significant technical innovations is the gearbox. Totally new, our six-speed has a gear case 70mm shorter than the previous five speed. Thanks to its unique “four shaft” system. the new gearbox not only gives smoother and far more silent gear engagement, but also provides the positive shifter feel that sports style riding demands. The clutch is a hydraulically operated twin dry disc, light and comfortable to use and giving optimal control.

With all the new modifications, the V11 Sport engine delivers a new standard of global performance never before seen in a production machine from Mandello.





V11 SPORT



Based on the classic steel single rectangular box section with structural engine block, the frame has also been given special attention. The steering angle, one degree sharper than the preceding Sport Corsa model (26° to 25°), make the V11 Sport the best handling Guzzi's ever produced.

The suspension system is of the highest quality: the front end is a 40mm Marzocchi upside-down fork with 120 mm travel and hydraulic compression/rebound adjustment. The rear suspension sports a new cantilever swinging arm, and single shock absorber with an adjustable compression, rebound and pre-load spring.

The shaft drive system has been reworked as well, with revised reaction rod and shaft dimensions (both longer), to further reduce the negative 'lift' typical of shaft drives.

V11 SPORT



One of this motorcycle's major new features are the clip-on handle-bars, adjustable in both width and height, that gives permits customising the riding position to suit the conditions and riding styles.

The seat is also designed for a passenger: just take off the removable pillion seat cover with the special spanner in the tool kit.

The braking system is the absolute best, with 320 mm twin semi-floating stainless steel discs with Brembo Oro series 4 opposing piston callipers to the front, and a 282 mm stainless steel disc with Brembo Oro series 2 piston callipers to the rear.





TECHNICAL SPECIFICATIONS

ENGINE	TYPE	4 stroke, air cooled, 2 valve
	LAYOUT	V 90° twin
	CAPACITY	1064 cc
	BORE X STROKE	92x80 mm
	COMPRESSION RATIO	9.5:1
	DISTRIBUTION	pushrod and rocker
	POWER	91 hp at 7800 rpm - CEE
	TORQUE	94 Nm at 6000 rpm - CEE
	ALIMENTATION	fuel injection
	LUBRICATION	forced
	IGNITION	CDI
	CLUTCH	twin disc dry, hydraulic system
	GEARBOX	6 speed
	FINAL TRANSMISSION	shaftdrive, ratio 11/32
CHASSIS	FRAME	steel rectangular box
	CASTER ANGLE	25°
	TRAIL	92 mm
	FUEL CAPACITY	22 liters
	FRONT SUSPENSION	Marzocchi upside-down fork, Ø 40mm
	ADJUSTMENT	120 mm, compression/rebound
	REAR SUSPENSION	cantilever swing-arm, 64mm stroke
	SHOCK, ADJUSTMENT	White Power, compression/rebound/preload
	FRONT BRAKE	double disc floating, Ø 320mm, Brembo Oro caliper 4 pistons
	REAR BRAKE	monodisc, Ø 282mm, Brembo Oro caliper 2 pistons
	FRONT WHEEL	Brembo, cast, 3,50x17"
	REAR WHEEL	Brembo, cast, 4,50x17"
	FRONT TYRE	120/70-17" / Pirelli Dragon MTR 01a
	REAR TYRE	170/60-17" / Pirelli Dragon MTR 02
DIMENSIONS	WHEELBASE	1471 mm
AND WEIGHT	MAX LENGTH	2111 mm
	MAX WIDTH	785 mm
	SEAT HEIGHT	800 mm
	WEIGHT (DRY)	219 kg

V11 SPORT



The illustrations and descriptions printed are intended purely as an indication.
The manufacturer reserves the right, at any time and without notice, to make any modifications it sees fit to its motor vehicles, either for improving them or for any other necessity whether technical or commercial.

