

TRADIZIONE



Sport 1100

TECHNICAL SPECIFICATIONS

Engine 90 degrees V-twin, 4-stroke, air-cooled

Displacement 1064 cc, Nigusil cylinder lining

Bore and stroke 92 x 80 mm

Compression ratio 10,5 to 1

Max output 66 kW (90 HP) at 7800 r.p.m. (DIN rules)

Max torque 96 Nm (9,78 Kgm) at 6000 r.p.m. (DIN rules)

Fuel delivery two Dell'Orto carburetors PHM 40, with acceleration pump, choke Ø 40 and intake air scoops

Ignition Marelli Digiplex 2S digital electronic ignition, inductive system with high efficiency coils

Exhaust system in stainless steel, two separate tubes and silencers connected by a central collector

Timing O.H.V., two valves per cylinder

Lubrication by pressure pump

Starting electric

Clutch double disc, dry type in extra light flywheel

Primary transmission straight tooth gears

Final drive by shaft with two separate cardan joints and system of floating ring and pinion housing with parallel torque arm to counter torque reaction of the wheel

Gearbox 5-speed, straight tooth gears

Frame chrome-molybdenum steel single beam, rectangular section with engine as a stressed member

Suspensions front Marzocchi M1R hydraulic telescopic fork, adjustable for compression and rebound.

Rear chrome-molybdenum steel swinging fork of rectangular section with hydropneumatic monoshock adjustable for preload, compression and rebound.

Instrument panel speedometer, rev-counter and warning lights

Electrical system 12V, 14V 25A alternator, two 9Ah batteries

Brakes front dual 320 mm, drilled, floating Brembo discs and four pistons calipers of differential diameters.

Rear single 260 mm drilled disc and floating two pistons caliper

Tyres front 120/70 ZR 17 Tubeless Radial

rear 160/60 ZR 18 Tubeless Radial

Wheels light alloy cast

Fuel tank capacity 20 l. (4,4 Imp gal/5,3 US gal)

Fuel consum. 5 l. x 100 Km (57 mpg Imp/47 mpg US) (CUNA rules)

Max speed 235 Km/h (146 mph)

Dry weight 200 Kg (441 lb)

*New
chrom
front*

*A more compact rear
shock-absorber, adjustable for
compression and rebound*

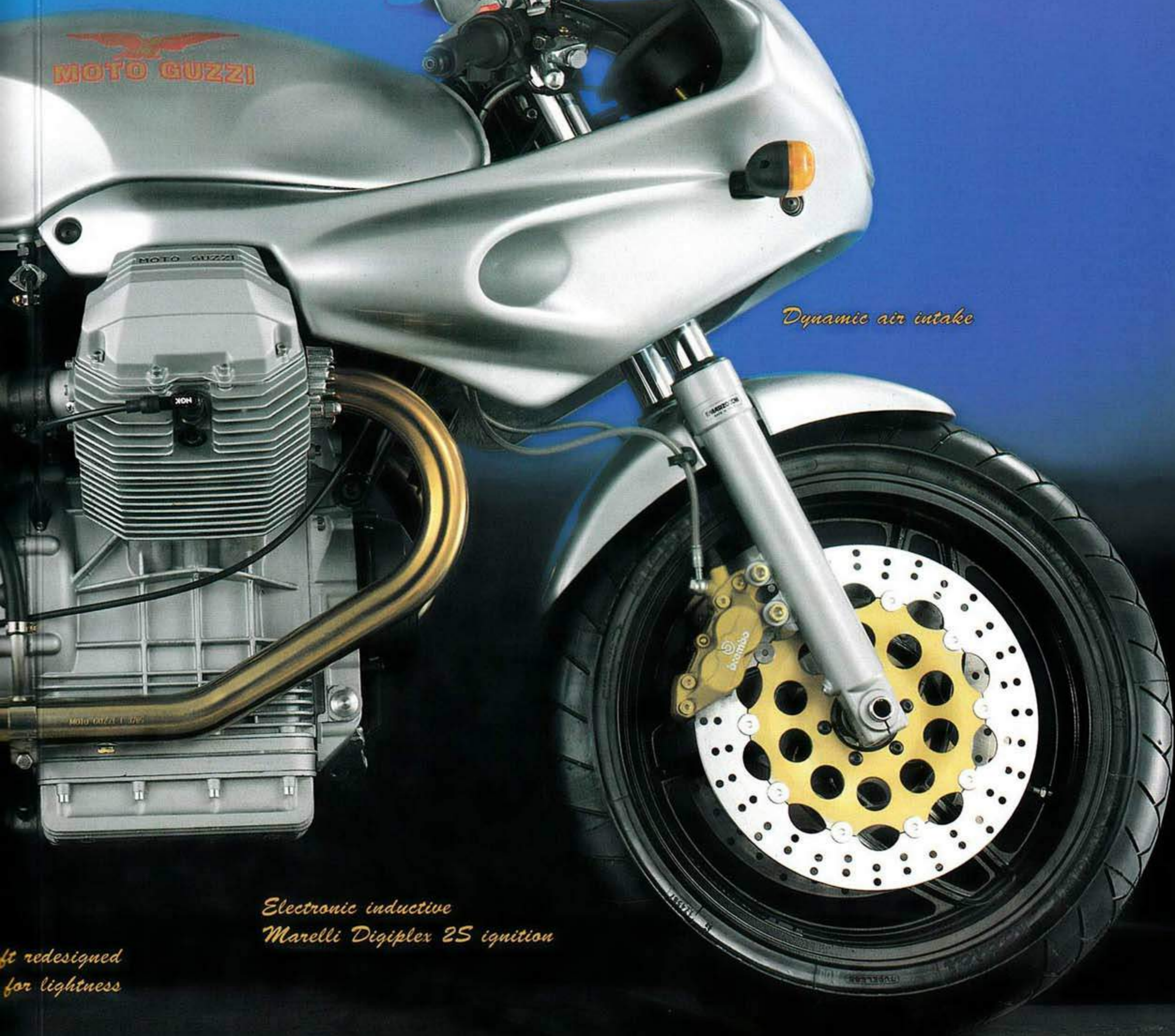
*Exhaust system completely
in stainless steel*

*Crank-shaft red
for lig*





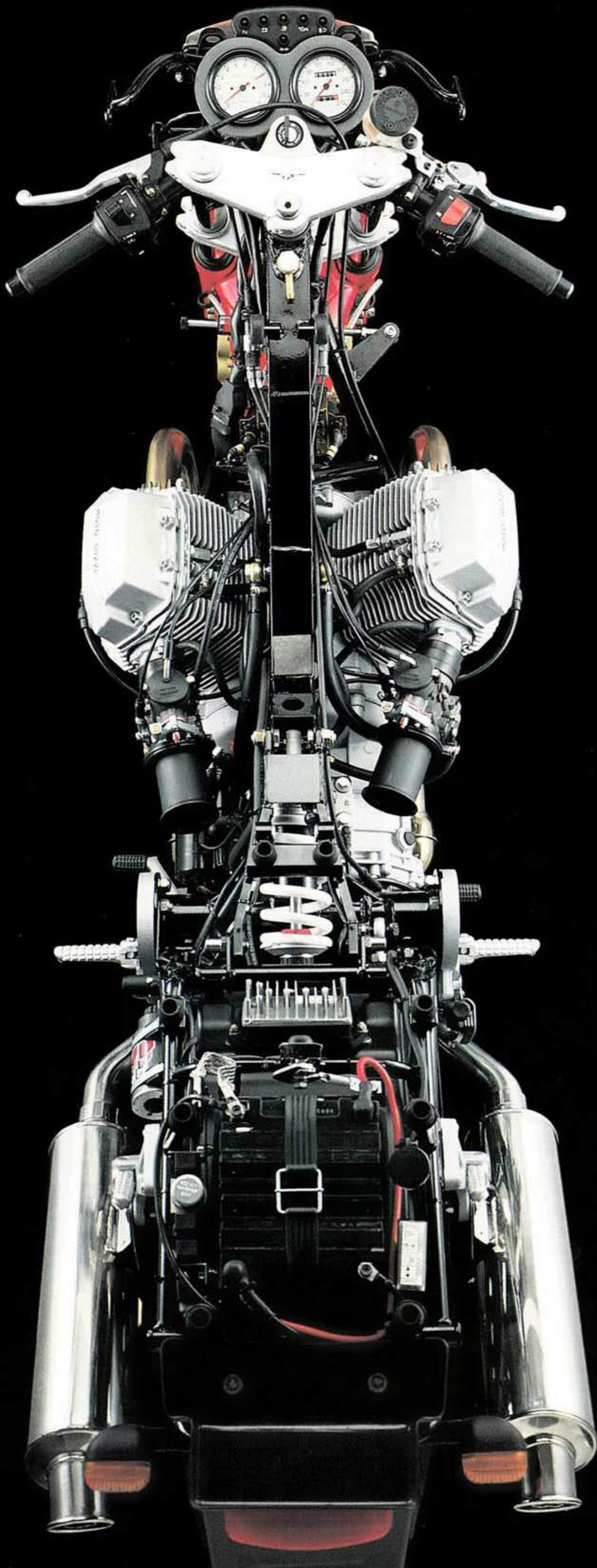
*New lightened frame in
chrome-moly-steel with
front sub-frame incorporated*



Dynamic air intake

*Electronic inductive
Marcelli Digiplex 25 ignition*

*ft redesigned
for lightness*



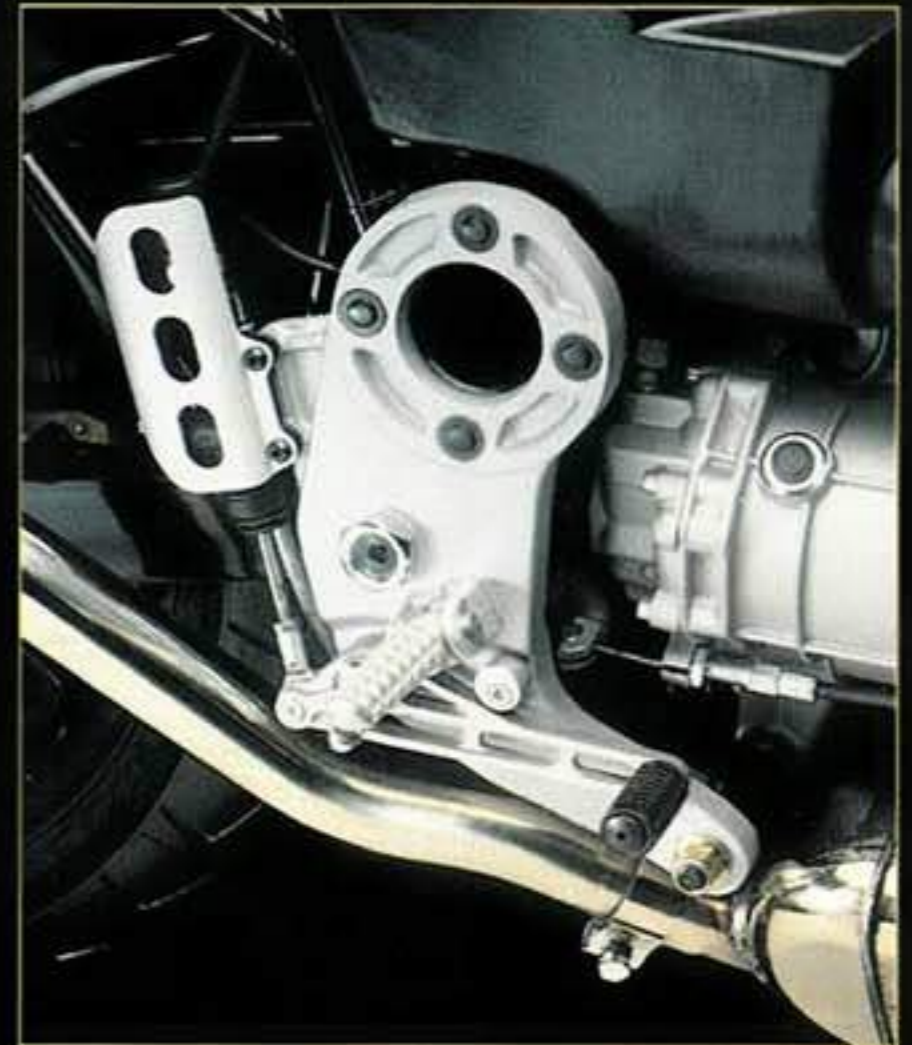
*320 mm front disc
brakes with four
pistons calipers*



*The instruments panel includes:
speedometer, rev-counter
and warning lights
for the main engine operations*



*New light alloy
foot rest mountings*



*Pure and simple construction
is the basic fundamental concept used
in the design of the Sport 1100*

The Sport 1100 represents the synthesis of Moto Guzzi's engineers' proven experience and excellent designs while fully in keeping with the Moto Guzzi tradition.

From the first time you see this Maxi Sport Moto Guzzi it will capture your attention with its intense magic, both in the whole concept and in its finer points.

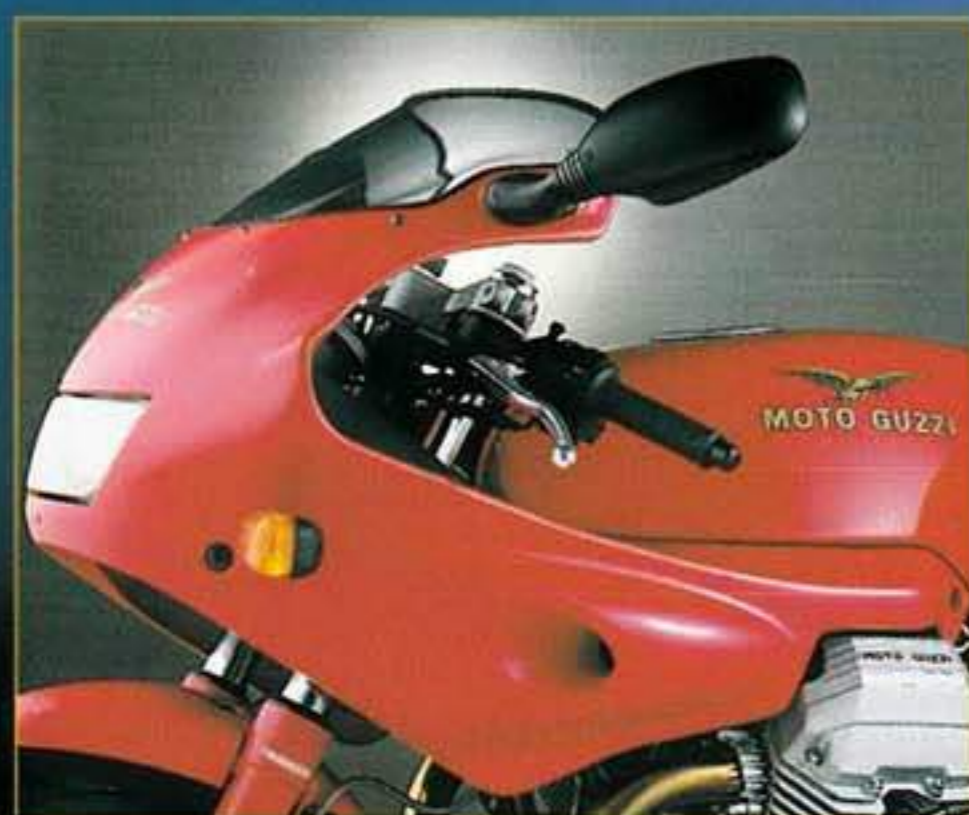
Equipped with the most powerful engine developed by Moto Guzzi and yet with proven reliability, the chassis in high performance trim and fully equipped, represents craftsmanship at its finest, the Sport 1100 defines the latest innovation standards.

Its elegance and its dynamic appearance will enthuse you, offering an extraordinary and inimitable pleasure to ride.

*New design passenger seat
and adjustable external
shock-absorber control*



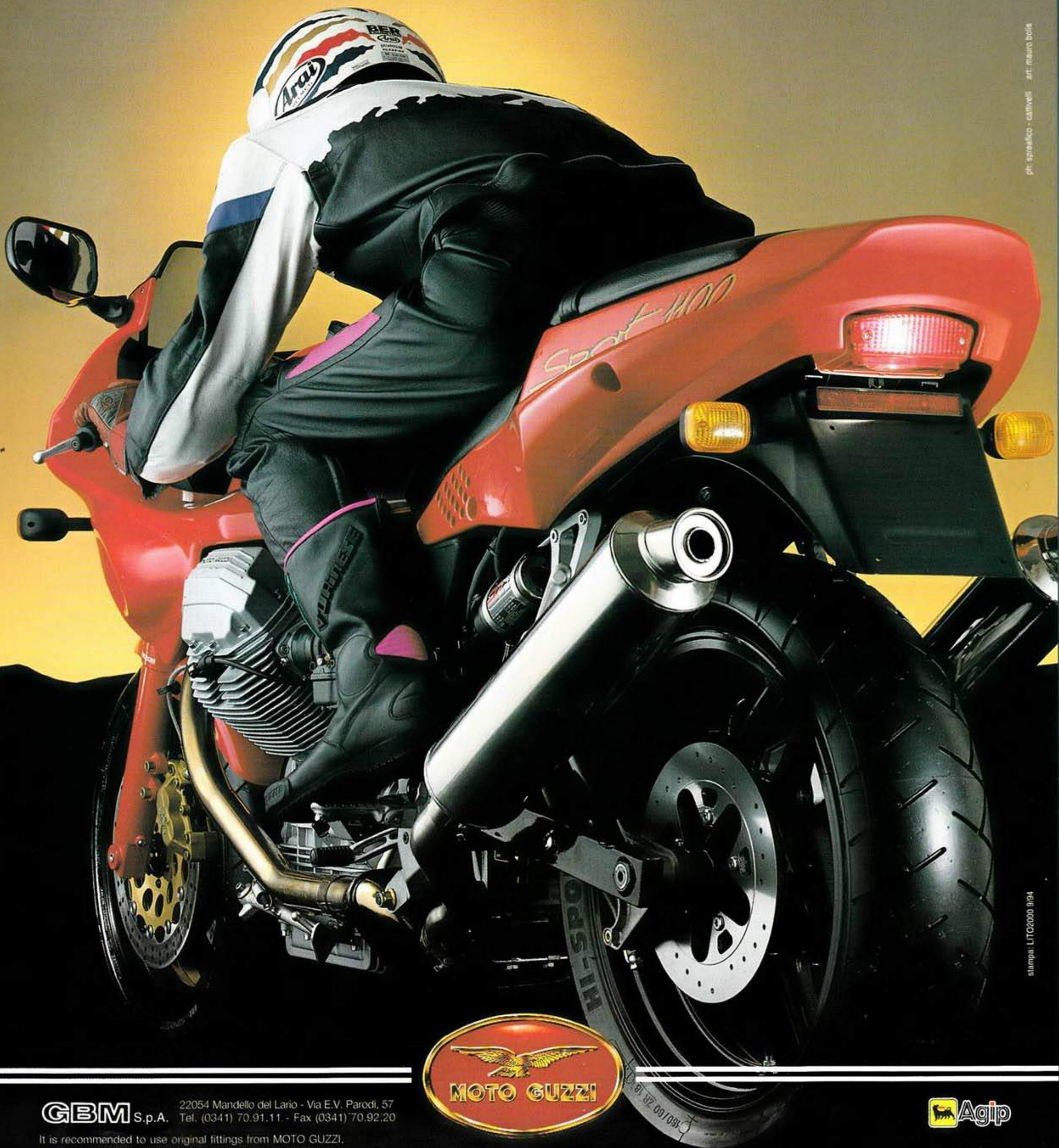
*Colours available:
red, silver, black*



The power characteristics of the Sport 1100 engine have been developed for the highest level of sporting performance, in fact, a level that no other 2-cylinder 2-valve motorcycle can compete with. Weight, the most important feature in sport has been notably reduced through work on the frame and cycle parts. The steering and manoeuvrability are excellent and the Sport 1100 is able to distinguish itself in the most difficult mountain passes.



IL TRIONFO DELLA



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It is recommended to use original fittings from MOTO GUZZI,
which are tested in the factory and supplied as optional



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