



MOTO GUZZI



BREVA V 1100



EXPERIENCE ITALIAN MOTORCYCLING

The feeling begins the instant your eyes fall on the dynamic, muscular lines of this unique naked. The entire machine harmonises around the shape of Guzzi's legendary but totally renewed 90° V-Twin. The Brevia V 1100 embodies the classical spirit of Moto Guzzi in a contemporary, no-nonsense machine packed with high-tech features.

The passion begins as soon as you sit on the superbly comfortable, anatomically moulded seat, and the electronic injection triggers the inspiring, rhythmic heartbeat of the unfailing and tireless engine. Yet it is only on the road that you really appreciate the comfort of the pace-setting suspension, the effectiveness of Guzzi's patented compact reactive shaft drive, and the impeccable performance of the advanced chassis. Test ride the Brevia V 1100, and experience for yourself just how versatile, easy, and satisfying it is to ride. Here is the ideal machine for new riders and experts alike, a true sports bike that's also a tourer by nature and a naked by choice. The Brevia V 1100 has many aspects to its character, but just one purpose in life: to inspire you with the joy of motorcycling, with no limits of time or distance.





FUN AROUND TOWN

You would not look out of place riding a Brevia V 1100 in shirt sleeves and tie, the silent, reliable shaft drive system is so clean. Yet shaft drive is not the only urban-friendly aspect of the Brevia: the ergonomic positioning of the handlebars, seat and footrests gives you total, relaxed control, even in traffic and at low speeds. The smooth, progressive way the engine delivers its power, with plenty of muscle at low revs like all Moto Guzzis, makes rush-hour riding a piece of cake, and electronic injection guarantees instant acceleration away from the lights. The Brevia V 1100's excellent weight distribution makes it agile and responsive in sudden direction changes, while its powerful braking system acts as quickly as you can think. The front brakes feature two floating 320 mm discs with four-piston calipers, while the rear wheel is braked by a single 282 mm disc and a floating caliper with two parallel pistons. Long-stroke suspension soaks up the bumps of even the roughest road surfaces, pot-holes and speed bumps included, to bring you a unique level of comfort day after day.









THE NAKED THAT LOVES TO LEAN

The Brevia V 1100 simply exudes sports style. Its side panels extend forwards, pointing at the road ahead, and this impression of dynamism is enhanced by the alternating solid and space around the engine. The sleek, streamlined tail houses a twin light cluster with circular LED lights, inspired by classic Italian super-cars. And what the looks promise, the Brevia delivers. The riding position is instinctive, with improved control from a higher, more advanced engine position. The Brevia establishes an immediate feeling with its rider. The rigid chassis, with high-strength steel frame, single-piece aluminium swingarm, and enclosed reactive shaft drive, inspire confidence from the word go. With its 45 mm fork, the Brevia V 1100 responds exactly to your input and maintains your line in bends with dependable precision. When you power out, the Brevia holds your line and stays glued to the road, thanks to advanced rear suspension built around a monoshock that is adjustable in preload and rebound. Then, when you finally hit that straight, the Brevia releases all its power and aggression in a way that only a thoroughbred V-Twin naked can.





WELCOME ABOARD



As with all true Guzzis, travel is in the Brevia's DNA. A spacious layout and an amazingly comfortable dual seat allow the Brevia to transform even the longest journey into a luxury cruise for two. The generous, 23 litre fuel tank encourages touring too, with its extended range and special anatomical shape for enhanced rider comfort. Generous instruments provide all the information you need, mile after mile. The automobile-style dials are classic in form but advanced in functionality. Information is displayed on an active matrix LCD, and conveniently positioned hand-grip controls let you interface with the on-board computer. The Brevia V 1100's natural inclination for long distance touring is also demonstrated by its impressive load capacity, spacious under-seat storage compartment, optional panniers, and elegant mounting racks designed to complement the bike's design. A large windshield, available as an optional accessory, provides the sort of aerodynamic protection you are bound to appreciate at the high cruising speeds the Brevia can maintain effortlessly in sixth gear.





BREVA V 1100. THE TOURER



THE LEGEND RIDES AGAIN

The Brevia V 1100 is inspired by the legend of Moto Guzzi, but packed with the latest, most advanced technology. The classic Guzzi model closest to the Brevia concept is the legendary V7 Special of the 1970s, the worldwide ambassador of Moto Guzzi style, and the best naked tourer of its day. The Brevia has taken the spirit of the V7, and improved it with typically Italian creativity, paying special attention to practical, functional features. Uncluttered, no-frills lines, and the way the 90° V-twin engine blends into the bike without restricting its expressive freedom, give the Brevia its sensuous modern appearance, character and personality. A perfect balance between form and functionality emerges from every detail, like the central spoiler that improves air flow over the cylinders, the front mudguard that integrates with the fork sleeves, the generous instrumentation, and the futuristic LED tail light cluster. The Brevia's roots emerge from the choice of colour schemes: sporting Corsa Red, the colour of Guzzi's many race victories, super-classic Guzzi Black and high-tech Sasso del Lario Grey.

COLOURS



Corsa Red



Guzzi Black



Sasso del Lario Grey



BREVA V 1100: ENGINE, TRANSMISSION AND GEARBOX

OUT OF HISTORY, ON TO THE ROAD

We could, of course write a book about Moto Guzzi's 90° V-Twin. In fact, others already have. Many pages in the history of motorcycling are dedicated to this tireless and super-reliable engine, rightly famous for its easily recognised, thumping exhaust note, and for its easy-going docile nature with mighty torque at low revs. But Moto Guzzi has no intention of resting on its laurels. The Brevia V 1100's engine has been completely renewed; only the shape is the same as before. A whole range of innovations have been introduced to enhance rideability and to improve those essential characteristics of all great Guzzis, control and smoothness.

Rider and motorcycle can establish an instant rapport as a result. For example, the electronic fuel injection system features a stepper motor to ensure consistent idling and easy starting in all weather conditions. On the road, the system guarantees smooth and controllable power delivery with minimised fuel consumption and exhaust emissions. The new V-Twin complies with Euro 3 standards.

Twin spark ignition and injectors located directly in the intake manifolds also improve combustion efficiency and performance. Maximum power is 63 kW (86 HP) at 7,500 rpm and maximum torque is 85 Nm at 6,800 rpm, impressive figures for any bike in this class.

A high cruising speed, flexibility and stability of performance in all climates and at all altitudes are the strong points of an engine that delivers pleasure and satisfaction at all times rather than ultimate performance for mere moments.

TOTALLY NEW ENGINE DESIGN

If you know anything at all about Moto Guzzi engines, you cannot fail to see the first major innovation. The alternator has moved from its classical position in front of the crankshaft to a new location between the cylinders. As a result, the engine is more compact and 4 cm shorter.

This reduction in size results in improved weight distribution and better balance. The new alternator also puts out an impressive 540 watts of power, so that you can use a number of accessories at the same time without affecting battery charging. To maximise efficiency and energy saving, the alternator only generates power when needed, thus eliminating unnecessary use of engine power.

ALL-NEW ENGINE COMPONENTS

The revolution in engine design starts right from the crankcase, which is totally new. Even the con-rods are improved, and 10% lighter than before. The ratio between con-rod length and piston stroke is also higher, to reduce the inertia of alternating mass and keep vibration down.

The pistons are lighter and shorter than before, and the new, lighter piston rings are more efficient. The piston skirt has a new profile, and the gudgeon pin is now lubricated by two oil jets. The old Klingerite cylinder head gaskets have been replaced by more efficient metal gaskets for better thermal transfer and more constant stud action.

In brief, the new engine is lighter, better lubricated and vibrates less, for a more comfortable ride and better performance.

SUPERIOR PERFORMANCE FROM THE WORD GO

A stepper motor air valve (a solution derived from the automobile industry) eliminates the need for a cold starting choke, and makes starting off uphill or with a full load much easier, as well as stabilising idling speed and helping to reduce emissions.

Pico injectors, installed in the intake manifolds as near as possible to the valves improve combustion and engine responsiveness.

Twin spark ignition, now standard on many big bikes, ensures more even combustion and smoother power, while also reducing vibration. Not only is the ride more comfortable as a result, but the emission levels demanded by Euro 3 standards are achieved with ease.

Numerous improvements have been made to the valves too. The seats are now sintered to ensure a constant tappet gap and the latest generation stainless steel exhaust valves are fitted for improved temperature resistance, reduced wear and extended life.

GREATER RELIABILITY

The crankcase, oil strainer and sump have all been redesigned to improve lubrication efficiency. The new configuration guarantees regular oil delivery under all conditions, especially during fierce braking and acceleration. Maintenance is easier too, because the oil filter is now external and instantly accessible.

THE TECHNOLOGY OF COMFORT

Moto Guzzi's passion for technical innovation has always set the company apart. Reactive shaft drive is the latest expression of technological evolution in pursuit of more comfortable motorcycling. Test ride a Brevia V 1100 and see for yourself how, at Moto Guzzi, change is always for the better.

The patented CA.R.C. (Cardano Reattivo Compatto – Compact Reactive Drive Shaft) system integrates the drive shaft inside the aluminium alloy swingarm. The drive gear and the drive shaft are free to oscillate inside the swing arm, and the shaft has a double universal joint with built-in torsional dampers for smoothness and precision. This solution presents a number of benefits: firstly built-in firstly the rear and rising effect so typical of conventional shaft drive systems is eliminated; secondly, the new system allows a single piece swingarm to be used, improving overall rigidity; finally, since the torque arm is no longer a load bearing structure, safety margins are improved too.

Once again Moto Guzzi technology offers riders the tangible benefits of constant, smooth power, with none of the jerking normally associated with shaft drives when the throttle is opened and closed, yet with all the traditional advantages of cleanliness and maintenance-free, silent running.

Moto Guzzi's determination to improve both comfort and performance has led to a completely redesigned gearbox too. The helical gear primary drive is now mounted on the clutch shaft and there is just one driven shaft. The new box also features an indexed gear selector with a sliding action desmodromic preselector.

The result is a reduction in weight of over 2 kg compared to the old 6 speed box. The new unit is also extremely silently, finds neutral effortlessly, delivers super-slick changes and compares favourably with the best international competition.

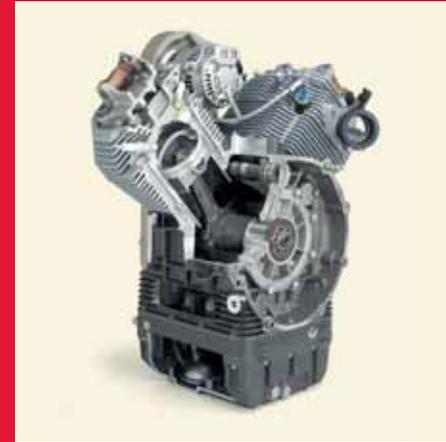
ENGINE



ENGINE



ENGINE



TRANSMISSION



GEARBOX



ENGINE AND TRANSMISSION



BREVA V 1100: DETAILS

INSTRUMENTS



The instruments combine a classic round shape with innovative, advanced functionality. The LCD uses active matrix technology to ensure exceptional clarity under all lighting conditions. While riding, you can interface with the on-board computer without having to take your hands off the handlebars, thanks to controls located at the hand-grips. In addition to all conventional information, the system also reads out maximum and average speed, instantaneous and average fuel consumption.

FRONT SUSPENSION



The fork has massive 45 mm stanchions for absolute stability on the straight, precise trajectories into and out of bends, and an extremely responsive ride. Adjustable preload means that you can set up the suspension to suit your own riding style and the road conditions. The front mud-guard integrates with the fork sleeves to improve appearance, creating pleasingly continuous lines and enhancing the dynamics of the design.

FRONT BRAKES



The Breva V 1100's versatility and the great way it adapts to all types of road is achieved in part by two powerful, floating, 320 mm, front discs. The caliper used with this technically advanced unit is equipped with four opposed pistons to tackle late sports braking, emergency stops in traffic, and anything that country roads can throw at you, in total safety. Stopping power at the rear is provided by a 282 mm disc with a floating caliper and two parallel pistons.

HEADLIGHT



The aggressive looking front end exudes dynamism even with the bike on its stand. The large oval headlight contributes much to this stunning effect. Another example of how classic style and technical innovation really can go hand in hand, the headlight may look traditional, but actually projects a compact, intense light beam that boosts safety at night and ensures superior visibility in all conditions.

LED TAIL LIGHT



Integrated in the streamlined design of the tail, nestling between the seat and the passenger grab handles, the tail light cluster draws its inspiration from the finest Italian sports car traditions. High intensity LEDs are arranged in circular clusters to ensure maximum visibility from the rear particularly at night, and to give the Breva V 1100 a touch of high-tech style.

SEAT



Seat height has been calculated to give riders improved agility and greater control over the motorcycle even at slow speeds and in intense traffic. The riding position is natural and comfortable, thanks to the special anatomic shape of the seat. On longer journeys the passenger will appreciate the quality of the seat's padding and upholstery and the secure grip provided by the conveniently located grab handles.

BREVA V 1100: ACCESSORIES



PANNIERS



The capacity for long range touring with a passenger is intrinsic to the concept of the Brevia V 1100. Its exclusive luggage system integrates perfectly with the bike, thanks to mounting racks designed to look great even when the panniers are removed. The 29 litre panniers are made with great attention to detail, and come complete with fabric liners to hold all the clothes and personal effects you need to bring that extra comfort to motorcycle touring.

TOP BOX



The 28 litre top box is large enough to hold one full face helmet, and the 45 litre version is big enough for two. The matt black finish accurately matches that of the panniers. The kit also includes an imitation leather backrest for improved passenger comfort, plus a mounting rack in composite material. Top boxes are customised with the Moto Guzzi logo.

LUGGAGE RACK



This versatile, robust, steel and composite luggage rack is specially designed for the Brevia V 1100 and can support the 28 litre top box in three different positions, the 45 litre top box, or an easy-to-detach nylon and PVC tail bag that doubles up as a shoulder bag.

TANK BAG



This practical and easy to fit PVC and nylon tank bag expands to a volume of 16 litres and features a rain-proof zip, reflective inserts and a rain hood for protection against even the worst weather. Its anatomical handle and strap transform the bag into a practical item of hand luggage. External pockets provide useful storage for small objects you need to keep to hand.

WINDSHIELD



This wind-tunnel designed polycarbonate windshield deflects turbulence around the Brevia V 1100's rider and passenger to guarantee excellent protection even on long motorway journeys. Beautifully made from top quality materials, this windshield is homologated to the strictest European and American standards (TÜV and DOT respectively).

ANTI-THEFT SYSTEM



Moto Guzzi has designed this inertial anti-theft system for the Brevia V 1100 in conjunction with market leaders Metasystem. The system comprises two boxes: the first, personalised with the Moto Guzzi logo, contains a carry-case and two remote controls, while the other contains the electronics, wiring and dedicated bracketry and hardware. Secure and reliable, this anti-theft system is also quick and easy to install.

BREVA V 1100



ENGINE

Type:	90° V-Twin, 4 stroke
Cooling system:	air cooled
Displacement:	1,064 cc
Bore and stroke:	92 x 80 mm
Compression ratio:	9.6 : 1
Timing system:	2 overhead valves moved by light alloy push-rods; exhaust valve maximum lift: 106° B.T.D.C. of overlap inlet valve maximum lift: 104° A.T.D.C. of overlap
Maximum power:	63 kW (86 HP) at 7,500 rpm
Maximum torque:	85 Nm at 6,800 rpm
Fuel system:	Weber-Marelli electric injection with stepper motor
Starting system:	electric
Ignition:	electronic digital ignition. Twin spark
Exhaust system:	stainless steel exhaust system, 2 in 1, 3 ways catalyst with Lambda sensor, adjustable muffler
Homologation:	Euro 3

TRANSMISSION

Gear:	6 speed
Lubrication:	splash lubrication
Primary drive:	helical teeth, ratio 26/35 = 1 : 1.346
Secondary drive:	Cardano Reattivo; double universal joint with floating bevel gear, ratio 12/44 = 1 : 3.666
Clutch:	dry

CHASSIS

Frame:	detachable tubular cradle
Wheelbase:	1,495 mm
Trail:	120 mm
Rake:	25.50°
Steering angle:	32°

Front suspension:	telescopic hydraulic fork with Ø 45 mm, preload adjustable
Front wheel travel:	120 mm
Rear suspension:	single arm suspension with progressive linkage, rear shock absorber adjustable in rebound and pre-load (hydraulic)
Rear wheel travel:	140 mm
Front brake:	double stainless steel floating disc, Ø 320 mm, 4 pistons calipers
Rear brake:	Single steel disc, Ø 282 mm, 2 pistons caliper
Rims:	Three spokes light alloy wheels, gravity casting
Front rim:	3.50" x 17"
Rear rim:	5.50" x 17"
Front tyre:	120/70 ZR17"
Rear tyre:	180/55 ZR17"

ELECTRICAL EQUIPMENT

Voltage:	12 V
Battery:	12 V – 18 Ah
Alternator:	12 V – 540 W

DIMENSIONS

Length:	2,195 mm
Width (handlebars):	870 mm
Height (dashboard):	1,125 mm
Seat height:	800 mm
Minimum ground clearance:	185 mm
Front footrest height:	377 mm
Dry weight:	231 kg
Fuel tank capacity:	23 litre
Reserve:	4 litre

Breva V 1100 is an ecological vehicle with UE homologation, in respect of **Euro 3** noise and emission limits. Moto Guzzi suggest careful riding, wearing a helmet and protective clothing. Technical specifications and colours indicated in this catalogue may change without notice.