



MOTO GUZZI

V11 SPORT BALLABIO
V11 CAFÉ SPORT



LOOKING IS NOT ENOUGH

The sporting heart of Moto Guzzi beats again in two attractive "naked", heirs of a winning tradition, but ultra-modern in technology and look. United by a single temperament, they have different characters. Metropolitan and seductive, the Café Sport, embellished by gilding and carbon fibre surfaces and fitted with Öhlins suspension designed specifically for this model. Road-loving and racy, the Sport Ballabio, with refined mechanics and the ideal companion when putting yourself to the test on more tortuous routes. The powerful and full-bodied acceleration comes from the same engine, the latest generation 90° V twin, even more high-performance, silent and environmentally-friendly. The high compression ratio offers formidable torque from low revs and the other technological innovations also improve power output at intermediate revs. In the saddle of a V11 Sport, fun is guaranteed, even if your destination is just around the corner.







PERFECT BENDS

The Ballabio-Resinelli race is legendary, a challenge around bends which put the rider's skill and the motorcycle's mechanics to a hard test. Today it is a demanding test in the Italian Uphill Speed Cup. The V11 Sport Ballabio is named after this historic race, because it has all it takes to dominate this type of route. Compact, great handling, aggressive at low revs, efficient Marzocchi front suspension with 43 mm inners and fully adjustable Sachs shock absorber coupled to a die-cast light alloy cantilever swinging fork swingarm. Extreme performance also when braking, thanks to the powerful disc brakes, double with a 320 mm diameter at the front and single with a 282 mm diameter at the back. The same components as on the V11 Café Sport, which however has a more sophisticated shock absorber system (fork, steering damper, rear shock absorber) than its sister, all bearing the Öhlins signature.





APPEARANCES ARE NOT DECEPTIVE

A highly personal and seductive "naked", the V11 Café Sport combines the classical charm of gilding with the technological fascination of carbon fibre. Use of this material also helps keep weight down for amazing handling. The bronze colour of the tank is austere and taken up in the cylinder head cover, frame plate and wheels. An unmistakable style, true to tradition but reinterpreting it in unusual colours. A different look for the Sport Ballabio, available in the ultra-sporty traditional "Rosso Race", or the refined minimalist "Grigio Resinelli". The aerodynamic front fairing protects the rider from turbulence and makes the front of the two motorcycles more aggressive.

COLOURS



Rosso Race (V11 Sport Ballabio)



Grigio Resinelli (V11 Sport Ballabio)



Bronzo Oro (V11 Café Sport)

V11 SPORT BALLABIO - V11 CAFÉ SPORT: DETAILS

DASHBOARD/HIGH HANDLEBAR



The V11 rider must be able to assess the situation rapidly and act accordingly. All information is therefore gathered together in a clear, complete dashboard, easy to read in all conditions and protected by the front fairing. The biconical raised handlebar enables the rider to take up a more natural and non-extreme riding position.

FRONT SUSPENSION



The V11 Café Sport is fitted as standard with an Öhlins fork with solid 43 mm inners and distinctive gilding. Thanks to its particular characteristics, the bike enters bends with precision and follows an ideal trajectory on the straight. The damper on the sensitive and responsive steering also bears the Öhlins signature.

REAR SUSPENSION



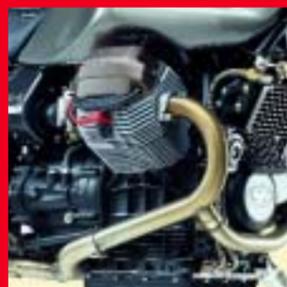
The cantilever swinging fork swingarm fitted as standard on the V11 Café Sport acts on an Öhlins shock absorber, adjustable in compression, rebound and preload. These settings enable the motorcycle to be adapted rapidly to all itineraries and all load conditions, guaranteeing a consistently optimum setup.

DISC BRAKE



Extreme braking performance and powerful progressive stopping, thanks to the powerful double 320 mm diameter front disc brake, operated by a Brembo caliper with four opposed pistons. A system which adapts perfectly to different riding styles, always offering maximum safety.

ENGINE



The legendary 90° V engine, now with hydraulic tappets, is even more high performance and silent. The compression ratio has also been improved (from 9.5:1 to 9.8:1) to increase performance at medium revs, while modification of the exhaust manifolds and a special crosspiece positioned between the two manifolds benefits low revs.

CATALYTIC CONVERTER AND LAMBDA SENSOR



The V11 Café Sport and V11 Sport Ballabio are ahead of the rest in terms of respect for the environment. The new three-way catalytic converter with Lambda sensor, a feature typically adopted in the automobile sector, reduces emissions and brings them in line with Euro 2 standards.

V11 SPORT BALLABIO - V11 CAFÉ SPORT: ACCESSORIES



LUGGAGE RACK BAG



Practical and spacious (15/18 litres), this nylon bag has been specifically designed to adapt to the aluminium luggage rack in the V 11 series. Provided with a rainproof cover, it can be removed easily and when not in position on the bike transforms into a convenient shoulder bag.

TANK BAG



Indispensable for those wanting to keep an eye on their itinerary, the tank bag has a transparent pocket and a rainproof cover. It has a capacity of 15 litres and is extremely versatile. When removed from the tank, it turns into a spacious and practical backpack.

"TITANIUM" EXHAUST PIPE KIT



The system includes two titanium silencers, a dedicated control unit and modified footpeg mounts. The kit weighs 50% less than the original parts and this weight reduction increases torque and power over the engine's entire delivery range.

ALUMINIUM LUGGAGE RACK KIT



Its design integrates perfectly with the lines of the V11 Sport Ballabio and V11 Café Sport, thanks to the elegant lines and natural anodised aluminium structure. The useful luggage rack is very light and when not in use can be easily removed.

FRONT MUDGUARD IN CARBON



To make the V11 Sport Ballabio and V11 Café Sport even more aggressive, a transparent coated carbon-fibre front mudguard has been produced. A touch of refinement for those wanting to bring out the temperament of the most racy touring model from Mandello del Lario. **The mudguard is fitted as standard on the Café Sport version.**

FRONT FOOTPEG KIT AND ERGAL LEVERS



Designed for those wanting to be noticed, the elegant and high-tech front footpegs designed specifically for the V11 Sport Ballabio and V11 Café Sport complete a kit which also includes levers with cam adjustment. All components are made in natural anodised ERGAL7075.



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V11 SPORT BALLABIO - V11 CAFÉ SPORT

ENGINE

| | |
|--------------------|--|
| Type: | 90° V-Twin, 4 stroke |
| Cooling system: | air cooled |
| Displacement: | 1,064 cc |
| Bore and stroke: | 92x80 mm |
| Compression ratio: | 9.8:1 |
| Timing system: | 2 overhead valves with light alloy push-rods |
| Maximum power: | 67 kW at 8,200 rpm |
| Maximum torque: | 94 Nm at 5,400 rpm |
| Fuel system: | Magneti Marelli IAW alfa-n system phased, with electric indirect sequential fuel injection; 2 nozzle holders of 45 mm with injectors Weber IW 031, electric pump, with regulator of pressure, digital management of the times of injection |
| Starting system: | electric |
| Ignition: | Magneti Marelli IAW 15RC electronic digital ignition with inductive spark |
| Exhaust system: | 2 tubes connected to an expansion chamber, that is connected to 2 steel mufflers. Catalysed with Lambda sensor |

TRANSMISSION

| | |
|------------------|---|
| Gearbox: | 6 speed |
| Lubrication: | forced with oil radiator circuit capacity: 3.2 kg - oil: AGIP RACING 4T 5W40 |
| Primary drive: | straight cut gears, ratio: 19/32=1 : 1.684 |
| Secondary drive: | shaft drive, ratio: 11/32=1 : 2.909 |
| Clutch: | dual disc dry, with hydraulic operation |

CHASSIS

| | |
|---------------------|---|
| Frame: | monobeam frame |
| Wheelbase: | 1,490 mm |
| Trail: | 103 mm |
| Rake: | 25° |
| Front suspension: | V11 Sport Ballabio: Marzocchi upside-down fork, Ø 43 mm, extension/preload adjustable V11 Café Sport: Öhlins upside-down fork, Ø 43 mm, extension/compression/preload adjustable |
| Front wheel travel: | 120 mm |

| | |
|--------------------|---|
| Rear suspension: | V11 Sport Ballabio: Cantilever swing arm, Sachs mono, compression/extension/preload adjustable V11 Café Sport: Cantilever swing arm, Öhlins mono, compression/extension/preload adjustable |
| Rear wheel travel: | 128 mm |
| Front brake: | double Brembo Oro series stainless steel floating, Ø 320 mm discs, 4 piston calipers |
| Rear brake: | single Brembo stainless steel fixed, Ø 282 mm disc, 2 piston calipers |
| Wheels: | Brembo light alloy |
| Rims: | front 3.50"x17" - rear 5.50"x17" |
| Tyres: | front 120/70 ZR17" - rear 180/55 ZR17" |

ELECTRICAL EQUIPMENT

| | |
|---------------|----------------|
| Voltage : | 12 V |
| Battery: | 12 V - 13 Ah |
| Alternator: | 12 V - 330 W |
| Headlight: | 12 V - 55/60 W |
| Tailight: | 12 V - 5/21 W |
| Turn signals: | 12 V - 10 W |

DIMENSIONS

| | |
|------------------------|-------------|
| Length: | 2,150 mm |
| Width: | 810 mm |
| Height: | 1,200 mm |
| Seat height: | 800 mm |
| Ground clearance: | 178 mm |
| Handlebar height: | 1,030 mm |
| Front footrest height: | 360 mm |
| Rear footrest height: | 530 mm |
| Dry weight: | 226 kg |
| Fuel tank capacity: | 20.7 litres |
| Reserve: | 5 litres |

V11 SPORT BALLABIO and V11 CAFÉ SPORT are ecological vehicles with UE homologation, in respect of Euro 2 noise and emission limits. Moto Guzzi suggests careful riding, wearing a helmet and protective clothing. Technical specifications and colours indicated in this catalogue, may change without notice.

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