



**MOTO GUZZI**

**V11 LE MANS**  
**V11 LE MANS ROSSO CORSA**



# THE THRILL OF SPEED

Ultra-modern heirs of a glorious racing tradition, the V11s in the Le Mans and Le Mans Rosso Corsa version have an elegant aerodynamic half-fairing and signal the start of a new era in fast touring. Driven by the most recent evolution of the legendary 90° V twin with Lambda sensor and catalytic converter, they are equally at home winding around the hairpin bends of an alpine pass or eating up those endless motorway straights. The rider becomes one with his bike, adhering to the anatomical configuration of the tank and facilitated by the high quality mechanics with rigid high tensile steel frame and top-class suspension system. The perfect fusion of the two "souls" of Moto Guzzi, the V11 Le Mans gives you strong emotions, while at the same time guaranteeing maximum comfort when riding with a passenger.







# THE PLEASURE OF RIDING

The throbbing of the powerful 1,064 cc engine is the soundtrack accompanying ever different adventures - the solitary excursion to test your own limits, escaping from the city for the weekend, a trip across to the continent. It is a real pleasure to feel the full-bodied progressive torque delivery while riding in a natural position. It is a real pleasure to trace out perfect trajectories on bends, thanks to the sensitive and precise front end with upside-down fork and 43 mm inners, in the V11 Le Mans Rosso Corsa bearing the Öhlins signature, and adjustable in compression, extension and preload. Control is also total when powering out of bends, thanks to the adjustable rear suspension with Öhlins monoshock, fitted as standard on the "Rosso Corsa". To complete the "gritty" character of the V11 Le Mans Rosso Corsa, the Bitubo steering damper and the front mudguard in carbon fitted as standard are highly appreciated by riders with a more racy style. While the bike eats up the miles, all the information you need appears on the clear and elegant dashboard, while the aggressive front fairing provides aerodynamic protection.





# A QUESTION OF STYLE

The temperament of a bike also shows through in its colour - but only if it is the "Rosso Corsa" which, in its racing red livery and characteristic chequered design breaking up the traditional red, is symbolic of Moto Guzzi's racing history and a clear reference to the winning tradition of the Mandello del Lario company. The red colour is also taken up on the cover of the cylinder heads and other structural elements to create a dynamic and captivating overall effect. The V11 Le Mans, on the other hand, is available in hyper-tech "Grigio Titanium" (black) or aggressive "Rosso Race" (red). Looks are an important component in the personality of a motorcycle, immediately communicating its place in a world where a passion for performance has always been associated with special attention to style.

## COLOURS



V11 Le Mans Rosso Corsa



V11 Le Mans - Grigio Titanium (black)



V11 Le Mans - Rosso Race (red)

## V11 LE MANS - V11 LE MANS ROSSO CORSA: DETAILS

### DASHBOARD



Simplicity and clarity mean elegance in a complete dashboard incorporating speedometer, tachometer and indicator lights for various functions. The elegant black graphics, legible in all conditions at a single glance, provide the rider of a V11 Le Mans or V11 Le Mans Rosso Corsa with all the information needed to travel in safety.

### FRONT SUSPENSION



Upside-down 43 mm inners for the Öhlins fork, is fitted as standard on the V11 Le Mans Rosso Corsa. Going into bends is always precise, the ride precise and sensitive and comfort guaranteed. The adjustable rebound and preload enables you to find the optimum set-up and adapt the bike to your personal riding style.

### DISC BRAKE



The double front disc brake with 320 mm diameter, actioned by a Brembo calliper with four opposed pistons, is impressive for powerful but always progressive braking. At the rear, a 282 mm stainless steel disc with Brembo callipers with two parallel pistons. Even sudden stops are safe and the system can cope with a racy riding style with extreme braking.

### REAR SUSPENSION



The cantilever swingarm with Öhlins monoshock, fitted as standard on the V11 Le Mans Rosso Corsa, guarantees road holding and stability for optimum riding comfort even when riding with a passenger. Adjustment in compression, extension and preload guarantee a consistently optimum set-up, adapting the suspension to load and riding conditions.

### ENGINE



The 90° V twin in its most up-to-date version has the classical 1064 cc capacity and a higher compression ratio (9.8:1), thanks to the special cross piece between the manifolds of the two cylinders, guaranteeing full meaty delivery at low and medium revs.

### CATALYTIC CONVERTER AND LAMBDA SENSOR



The V11 Le Mans and V11 Le Mans Rosso Corsa are fitted with a three way catalysing system with Lambda sensor, a feature usually found in the car sector. This reduces emission and brings them into line with new environmental standards (Euro 2).

## V11 LE MANS - V11 LE MANS ROSSO CORSA: 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 Le Mans and V11 Le Mans Rosso Corsa, 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 Le Mans and V11 Le Mans Rosso Corsa 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 Rosso Corsa 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 Le Mans and V11 Le Mans Rosso Corsa complete a kit which also includes levers with cam adjustment. All components are made in natural anodised ERGAL7075.



# MOTO GUZZI

## V11 LE MANS - V11 LE MANS ROSSO CORSA

### 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 room, that is connected to 2 steel mufflers. Catalyzed 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 command

### CHASSIS

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

Rear suspension:	V11 Le Mans: Cantilever swing arm, Sachs mono, compression/extension/preload adjustable V11 Le Mans Rosso Corsa: 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:	785 mm
Height:	1,210 mm
Seat height:	800 mm
Ground clearance:	178 mm
Handlebar height:	930 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 LE MANS and V11 LE MANS ROSSO CORSA 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.

Moto Guzzi S.p.A.  
Via E.V. Parodi, 57  
23826 Mandello del Lario (Lecco) - Italy  
Phone +39 0341 709111 - Fax +39 0341 709267  
Customer Service: +39 041 5079822

[www.motoguzzi.it](http://www.motoguzzi.it)

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