

NOVEMBER 23, 2021 - MOTO GUZZI

MOTO GUZZI V100 MANDELLO WAS PRESENTED IN WORLD PREMIERE AT EICMA

MOTO GUZZI OPENS ITS DOORS TO THE FUTURE AND GOES BACK TO BEING AN EXAMPLE OF MOTORCYCLE INNOVATION WITH A TOTAL, POWERFUL, COMFORTABLE, FUN AND RICH IN PREMIUM TECHNOLOGIES

THE WORLD'S FIRST BIKE WITH ADAPTIVE AERODYNAMICS ARRIVES; THE FIRST MOTO GUZZI EQUIPPED WITH SEMI-ACTIVE SUSPENSION, INERTIAL PLATFORM, CORNERING ABS AND QUICK SHIFT AND, AS EXPECTED, LIQUID COOLED

COMPACT, SPORTY AND DYNAMIC, YOU DRIVE LIKE A ROADSTER, BUT WITH THE COMFORT AND TRAVELING VOCATION TYPICAL OF THE BEST TOURERS

The one hundred years celebrated in 2021 are for Moto Guzzi not only a milestone to be celebrated but rather a starting point, the basis on which to build the future. To open a new century in which Moto Guzzi will continue to produce magnificent motorcycles, authentic and with a strong character.

They will be modern bikes, full of charm and cutting-edge technologies, proudly built in Italy, as always in the Mandello del Lario plant which will continue to be the epicenter of the passion for Moto Guzzi.

The Eagle's Nest will take on a whole new guise thanks to the ambitious renovation, expansion and development project that will affect it in the coming years. The factory will become a place open to the public, a place to meet and share the love for motorcycling. It is a completely new industrial vision, based on concepts of environmental sustainability and efficient use of resources, capable of enhancing the heritage of technical culture unique in the world, combining tradition and innovation, engineering and design with balance.

Moto Guzzi V100 Mandello, the first step towards 2121

"Cento" like the first century of history that has just passed, made up of passion, competence, innovation, sporting and commercial successes. "One hundred" like the second century that has just begun. "One hundred" to mark, according to the Moto Guzzi tradition, the displacement of the new ultra-modern engine, the basis of a family of new generation motorcycles, which will see the light in the next few years.

Moto Guzzi V100 Mandello will open a whole new chapter in Moto Guzzi history, it will be a motorcycle that escapes the conformism of being categorized into a category, combining the brilliance of guided tours with the vocation for travel that is in the soul of every Moto Guzzi.

It will be the Moto Guzzi that has never been, characterized by cutting-edge technologies, an open door to the future of the brand thanks to the innovative technical and aerodynamic solutions adopted.

V100 Mandello will also be innovative in **design** which, as in all Moto Guzzi bikes, starts with the enhancement of the unique and inimitable twin-cylinder. Lines that have nothing nostalgic about them but reinterpret in **a modern key** the typical cornerstones of the Moto Guzzi stylistic language, such as the shapes of the tank, which seem to be shaped directly by the muscular heads of the engine, such as the underseat side panels whose slits are an explicit reference to the legendary Le Mans from 1976 and like the front fairing, a homage to the 1981 Le Mans 850 III. A 21st century motorcycle, in style and technique, which enhances the character and authenticity typical of all Moto Guzzi bikes.

Moto Guzzi V100 Mandello will truly be **a turning point in the history of the brand**, a project in which many important technological innovations will make their debut: it will be the **first motorcycle with adaptive aerodynamics**, the first Moto Guzzi equipped with advanced electronic solutions

such as the **six-axis inertial platform** , **cornering ABS** , **semi-active suspension** and **quick shift** , just to name the most important.

And it will be the first Moto Guzzi powered by the **new “compact block” engine** , with refined technical characteristics. Tradition is respected by the 90 ° transverse V architecture of the twin cylinder, which guarantees that unique way of delivering torque and that inimitable Moto Guzzi sound, but the project is totally new.

The design from *scratch* has resulted in an extremely **compact and lightweight** engine , 103 mm shorter than the small block of the V85 TT. The new twin stands out from all the recent engines built in Mandello del Lario for the heads rotated by 90 degrees, a choice that makes it possible to increase the habitability on board and rationalize the position of the components of the intake line and electronic injection.

The actual displacement is **1042 cc** ; the distribution is **double overhead camshaft** with finger rocker arms and **four valves per cylinder** , controlled by chain. Wet sump lubrication, **liquid cooling** , while the oil bath clutch is equipped with a hydraulic control.

The **performances** are much brighter, thanks to a power of more than **115 hp** and a torque of over **105 Nm** , with 90% already available from 3500 rev / min and the limiter set at well 9500 rev / min. These figures show the character and strength of the new engine well, gritty with great thrust right from low revs, capable of offering a driving experience worthy of the Moto Guzzi emblem.

The final drive with cardan shaft uses an **aluminum single-sided arm** with a very long development and now positioned on the left. The drive shaft output, located much lower than previous Moto Guzzi engines, eliminated the reactions on the suspension due to the transfer of torque at the source, without the need to use reaction rods on the swingarm, making the ride smooth both in acceleration and in release as in the presence of a final chain drive, but with the typical advantages of the cardan such as less maintenance and greater cleaning.

The **sporty character** of the V100 Mandello is not based only on the performance of the new engine, but also on the qualities of a **compact and manageable chassis** , capable of giving thrills when cornering and brilliant driving but also great stability on longer journeys, with that inimitable feeling. with the front wheel synonymous with fun and driving pleasure; the merit must also be ascribed to the **frame in steel tubes** , the result of the absolute constructive culture in the field of Moto Guzzi which boasts a wheelbase of 1486 mm, ideal for enhancing the qualities of agility.

The attitude of a traveler is guaranteed by the **high comfort** offered by the generous saddle and by the active and relaxed riding position. The choice of the single variable section aluminum handlebar is in line with the philosophy of the model, perfect for having control in sporty driving and at the same time a raised and more relaxed riding position in touring. **I travel in pairs** are the basis of the project: the passenger can count on a large and well-padded portion of the saddle and will have comfortable grab handles, with a posture that also allows for pleasant transfers with great relaxation. In the rich catalog of dedicated accessories there is also a set of panniers, which do not require additional supports for assembly, containing the lateral dimensions and the weight of the motorcycle. Moto Guzzi technology intervenes to increase comfort and protection from the air, with the adoption for the first time in the world of an **adaptive aerodynamics system** which automatically adjusts the position of the deflectors on the sides of the 17.5-liter tank depending on the speed and the Riding Mode selected. The fully raised aerodynamic appendages reduce the pressure from the air to the rider by 22%, bringing the V100 Mandello closer to the protection from the air granted by the more voluminous and less sporty tourers, also thanks to the protection offered by the electrically height-adjustable windshield.

This system is part of a **first-rate electronic equipment** that includes the **Ride by Wire electronic accelerator** for a fine management of performance and consumption, the advanced **Marelli 11MP control unit** , the **6-axis inertial platform** capable of managing the best electronic controls, cruise control, and **Cornering ABS** to guarantee active safety when braking when cornering.

There are four **Riding Modes** available: **Travel** , **Sport** , **Rain** and **Road**, each of which manages **3 different engine maps** , **4 levels of traction control** , **3 levels of engine brake** and (in the version that includes them as standard) also the **calibration of the Öhlins Smart EC 2.0 semi-active suspension** , capable of automatically adapting the hydraulics instant by instant to the type of driving adopted and the asphalt conditions to always have the best behavior in any situation.

As always, Moto Guzzi technology not only aims to make driving safe and exciting, but also to make life on board easier: the rider is only required to select the Riding Mode that best interprets his riding needs in order to automatically obtain the best adjustment of the electronic parameters managed, which in any case can be customized, allowing everyone to find their own favorite settings. Also standard are the 5-inch color **TFT instrumentation** , the **full LED lighting** system **with DRL** and the “ **bending lights** ” system with the pair of additional headlights in the parabolas that illuminate the inside of the curve, increasing visibility when cornering.

There are two versions of V100 Mandello available which stand out for their set-up. The richer version comes as standard with Öhlins semi-active suspensions, quick shift, heated grips and the Moto Guzzi MIA multimedia platform that allows you to connect your smartphone to the instrumentation via bluetooth, extending its functions. Moto Guzzi MIA includes both the infotainment system for managing the voice assistant, phone calls and music using the intuitive controls on the handlebar, and the navigation function, with which, once the destination of your journey has been set on the smartphone, it is possible to view the indications directly on the instrumentation.