



MOTO GUZZI V85 TT TRAVEL

THE NEW VERSION HIGHLIGHTS THE GRAND TOURING QUALITIES OF THE V85 TT

WITH STANDARD EQUIPMENT INCLUDING PANNIERS, A HIGH WINDSHIELD AND HEATED HAND GRIPS, THE V85 TT IS READY FOR ADVENTURE

Following the critical and public acclaim achieved by the V85 TT, the first classic travel enduro that knew how to excite motorcyclists thanks to its ability to combine sophisticated and evocative style with cutting-edge technical qualities, Moto Guzzi presents the Travel version, ready to take to the road thanks to its complete dedicated range of equipment. Moto Guzzi has listened to the requests of Guzzisti, creating a V85 TT version that is prepared as standard with a selection of essential adventure touring accessories.

Moto Guzzi V85 TT reflects a construction philosophy in which simplicity, practicality and handling make for an unfiltered relationship between bike and rider, one that is dedicated to adventurous travels, a true Moto Guzzi legacy, something that the Travel version further highlights. The equipment, made up of accessories that are all available in the catalogue, includes the **higher Touring windshield**, able to offer the rider greater air protection, thanks to a surface area that is 60% larger than the original part, as well as two **panniers** in plastic material with aluminium inserts. The panniers stand out for their significant capacity (37 litres for the right-hand case, which can hold a full-face helmet, and 27.5 litres for the left), locks that use the same contact key, and the absence of any voluminous supports to install them, hence the line of the vehicle remains intact when they are removed. Their lateral bulk is limited to just 928 mm, in that they are designed during development of the bike itself.

Also included as standard are the **heated hand grips** with buttons already incorporated in the original left-hand switch block of the V85 TT, and a pair of additional LED lights. The range of special equipment is rounded out with **Moto Guzzi MIA**, the multimedia platform that allows the rider to connect a smartphone to the vehicle, extending the functions of the instrument cluster. The Moto Guzzi V85 TT Travel is offered in the **exclusive Sabbia Namib colour**: the grey frame is paired with the matte colour of the chassis, while the tank and side panels are enhanced with dedicated graphics. Michelin Anakee Adventure tyres underline the adventure touring attitude.

The winning technical characteristics of the V85 TT are of course confirmed, the bike created on the basis of values such as simplicity, practicality and riding ease, typical of those 1980s enduro bikes with which riders could do anything, from carrying out daily errands to adventurous trips.

Well proportioned and far from prohibitive in size, it can be used by riders of any level or experience (the seat is only 830 mm from the ground) and is narrow in girth to allow freedom of movement. The V85 TT mounts a 23-litre engine able to guarantee a range of more than 400 km. Moto Guzzi V85 TT is created from a brand-new technical base. That Moto Guzzi ability to build superb chassis is once again confirmed with the V85 TT. The tubular structure exploits the engine as a load-bearing element that ensures the necessary stiffness to guarantee efficiency and riding enjoyment on the road, as well as optimum balance during light enduro use. The V85 TT mounts a new Moto Guzzi engine with the same exclusive construction framework seen across all Moto Guzzi models currently in production, specifically an air-cooled transverse 90° V twin with OHV distribution and two valves per cylinder, the pride and tradition of the Mandello Eagle. Engine capacity is 853 cc, thanks to a bore to stroke ratio of 84 x 77 mm. The most modern of all engines in the range, it can boast specific power of almost 100 HP/litre. Thanks to its complete new design and the use of materials generally destined for race bikes, such as titanium, the new "eight and a half" is able to deliver a maximum power of 80 HP, as well as an impressive maximum torque value of 80 Nm at 5,000 rpm, with 90% of the torque already available at 3,750 rpm, in keeping with the tradition of the Mandello twin, which has always



offered excellent drive even at very low revs. This is the first Moto Guzzi small block engine that can easily reach 8000 rpm, an aspect that showcases its modern and exuberant nature. The V85 TT is the only bike in its segment to use shaft drive transmission (it makes no mess and requires no maintenance).

For the V85 TT project to achieve its main goal, or rather to satisfy Guzzista in their daily riding as well as in their touring and adventurous off-road riding, Moto Guzzi has designed a complete range of standard electronic equipment, without any inopportune technological overload, for maximum travel enjoyment. To make life on board easier and safer, Moto Guzzi introduces three different riding modes on the V85 TT: Road, Rain and Off-road. Each of these Riding Modes corresponds to a different engine mapping and a different calibration of the MGCT traction control (which can be disabled) and ABS, as well as a different response from the Ride-by-Wire throttle control.

Moto Guzzi V85 TT Travel: technical specifications

ENGINE

Type	Transverse 90° V twin, two valves per cylinder (titanium intake).
Cooling	Air
Engine capacity	853 cm ³
Bore and stroke	84 x 77 mm
Compression ratio	10.5: 1
Maximum power	80 HP (59 kW) at 7,750 rpm
Torque	80 Nm at 5,000 rpm
Fuel system	Electronic injection; Ø 52 mm single throttle body, Ride-by-Wire

Fuel tank capacity	23 litres (including 5 litre reserve)
Emissions compliance	Euro 4
Consumption (WMTC cycle)	4.9 l/100 km
CO2 Emissions (WMTC cycle)	118 g/km

TRANSMISSION

Clutch	Dry single disc
Transmission	6 gears
Gear ratio values	1st 16/39 = 1: 2.437
	2nd 18/32 = 1: 1.778
	3rd 21/28 = 1: 1.333
	4th 24/26 = 1: 1.083
	5th 25/24 = 1: 0.960
	6th 27/24 = 1: 0.889

CHASSIS

Frame	High strength steel tubular frame
Front suspension	41 mm hydraulic telescopic USD fork, with adjustable spring preload and hydraulic rebound
Front wheel travel	170 mm
Rear suspension	Double-sided swingarm in box-type aluminium with a single shock on the right side, with adjustable spring preload and hydraulic rebound
Rear wheel travel	170 mm
Front brake	Double 320 mm stainless steel floating discs, Brembo radial-mounted callipers with 4 opposed pistons
Rear brake	Ø 260 mm stainless steel disc, floating calliper with 2 pistons
Wheels	Spoked
Front wheel rim	2.50" x 19"
Rear wheel rim	4.25" x 17"
Front tyre	With air chamber 110/80 - R19"
Rear tyre	With air chamber 150/70 - R17"

ELECTRICAL SYSTEM

A/C generator	430 W
System voltage	12 V
Battery	12V – 12 Ah