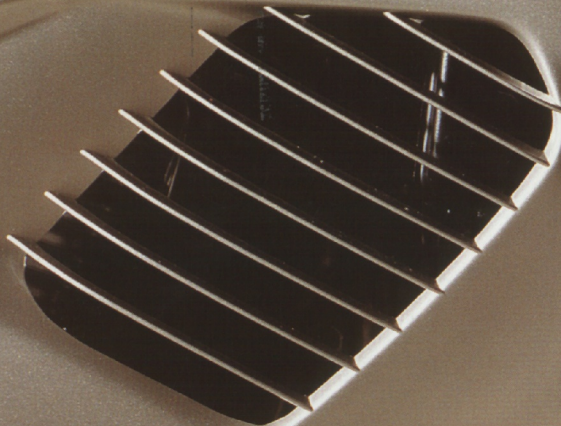


**750** *S* Formula



*S* Formula



**LAVERDA**

10 R - 0154567  
41 R - 0234564  
40 R - 0154563  
78 R - 0234566  
52 R - 0054565





# Winning breed

So what's you plan for the weekend? Do you want to participate in the 24-hour of Francorchamps, or get on the podium at the Carole 300 Miles? A Sport Production or endurance race, or on back roads for you to carve the canyons?



It really doesn't matter. What matters is if there are curves, and preferably plenty of them.

The Laverda 750 Formula is of a breed that owns the track as well as the road from

ever; real roads where you have to bend, to brake, to accelerate and give the right taste of the ride. From the 75 and 100 c.c. of the 50's, to the 750 SF and SFC of the 70's and 1000 and 1200 Jota of the 80's, in certain conditions Laverda's have always been unmatched. The Formula 750 is a real bike, and a pure Laverda.





# Evolution of a tradition

The parallel twins of the Laverda are legendary. Who can forget the 750 that equipped the Laverda 750 SF and SFC, the road bikes that were able to win the most important competitions. What propels the Formula is no less.

Compact, light, and equipped with four valves per cylinder and double overhead cams. It has a refined electronic ignition and fuel injection system made by Weber- Marelli and its six gears are able to let your emotions run out of town.



It's a motor that loves to rev high and wants to ride with you on the roads. Let it rev and you will feel liberated.



# 750 *S*Formula

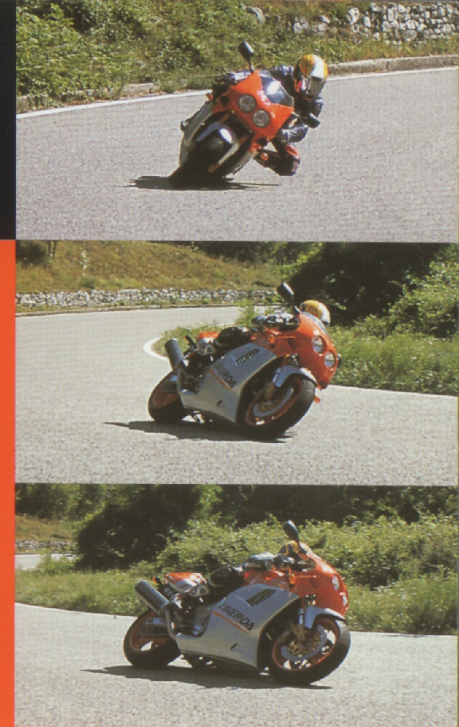
LAVERDA





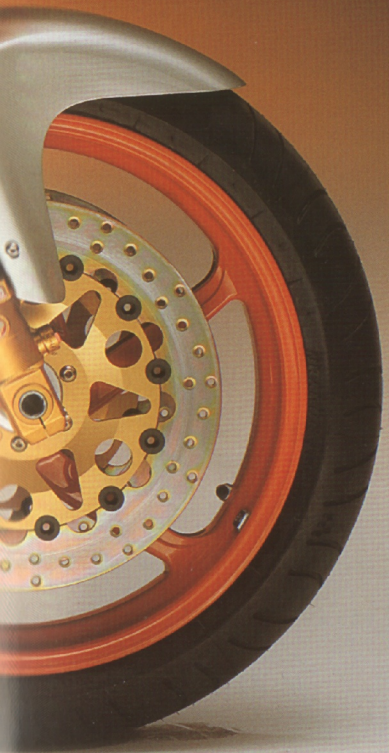
# We are fast in climbing...

The acceleration is but a twist of the throttle away. Horsepower hanging from a string. It takes nothing to release them. Do you feel like opening it up? It's up to you because the Formula can do it. The frame is solid and light, an aluminium beam perimeter type, sporting a 54.13 inch wheelbase. It's too bad that the street isn't a bowling alley, because the pins would be slalom cones.



# ... you will be fast in descending

Brakes on a machine of this level are more than important. You must have the ultimate confidence in your brakes in order to maximise your position on the track. The front callipers are the Brembo "Serie Oro" (Gold Series) combined with 320 mm full-floating discs optimising the brake pad connection to the rotor. The brake lines are aircraft – specification braided stainless steel; you could boil the liquid inside and the lines wouldn't lose their shape or braking power even after a ride on the Dolomites.

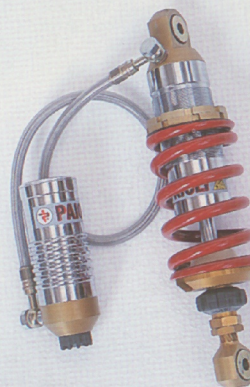




# Choose your personal riding position



The Laverda 750 Formula has adjustable handlebars because we know we are not all created the same. The front fork of the Laverda 750 Formula is a technological advancement. A Paioli upside down unit made to insure maximum resistance as well as compression under braking forces. The fork has 24 settings



for compression, and 30 settings rebound damping, as well as adjustable spring preload. The rear shock offers 16 different positions for compression and 19 for rebound, as well as preload adjustment and a remote reservoir. Whatever your

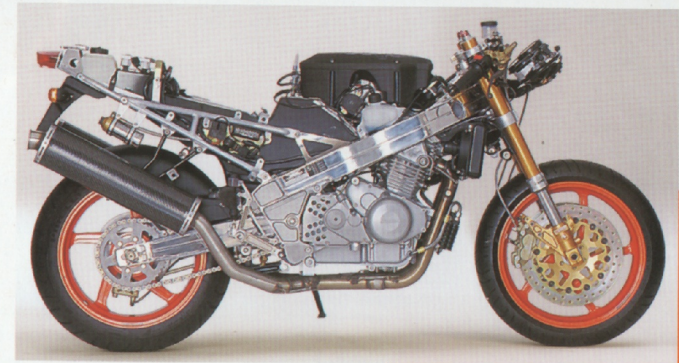
weight or driving style, the Laverda 750 Formula will accommodate you in ways that many other motorcycles can't.



# Emotion of details



You drive the bikes because you have passion, and we build them for the same reason. Who could equip a motorcycle with a polished aluminium frame, fully adjustable rearset Ergal foot pegs with adjustable brake and shift levers, lightweight Marchesini wheels, carbon fibre Termignoni exhaust, all adjustable hand levers with separate fluid reservoirs, "carbon look" instrument panel, quick release fairing hardware; the list goes on and on.



If all this isn't enough for you, and you like to give yourself gifts, then you can choose from many accessories that we have prepared for the Laverda Formula. They include carbon fibre fenders, competition Termignoni exhaust with matching fuel injection chip, racing Brembo brake master cylinder (19mm), and White Power forks.

Some of the illustrated component parts are for use in close circuits and some others imply the expiry of warranty. Ask your Laverda Dealer for detailed information.



cod. 061009000117



cod. 019001000008



cod. 019001000092



cod. 019001000066





# 750 Formula



## ENGINE

Strokes	4
Cylinders configuration	Parallel twin
Bore	83 mm
Stroke	69 mm
Displacement	747 cm <sup>3</sup>
Distribution	DOHC
Number of valves	4 per cylinder, with "inclusive" angle of 28° 30'
Cooling	Liquid
Lubrication	Wet crankcases with oil cooling radiator
Compression ratio	11.5:1
Fuel feeding system	Weber-Marelli electronic fuel injection with two 44 mm butterfly bodies
Starter	Electric
Ignition	Weber-Marelli electronic

GEARBOX	6 speeds with gear primary transmission Primary: 37 / 80-Secondary: 16 / 42 · 1a-16/41    2a-18/31    3a-25/32    4a-29/29    5a-27/23    6a-33/2
CLUTCH	Multiple disks in oil
FRAME	Perimeter-type, in polished aluminium light alloy
SWINGING ARM	In polished extruded aluminium light alloy
FRONT SUSPENSION	"upside-down" Ø 41 mm. fork with hydraulic damping brake adjustment in both compression and rebound, plus adjustable spring pre-load 120 mm wheel travel
REAR SUSPENSION	Single shock absorber with spring pre-load rebound and compression adjustable hydraulic damping brake. Aluminium light alloy cinematic linkage. 120 mm wheel travel
BRAKES	Front: Double full-floating Brembo Ø 320 mm disc - Rear: Single Brembo Ø 245 mm disc
WEIGHT AND DIMENSION	Overall length                      2.000 mm Wheelbase                          1.375 mm Width                                  770 mm Wet weight                          195 kg (189 Kg dry weight, with battery)
TYRES	Front: Radial 120/60 ZR 17 - or 120/70 (3.5" rim) Rear: Radial 160/60 ZR 17 - or 170/60 (5" rim)
TOP SPEED	Km/h 240

Moto Laverda S.p.A. pursues a quality policy. Due to this Moto Laverda S.p.A. has the right to change any and all of the illustrated features at any time and at its sole discretion.



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Dealer: