



LAVERDA
FREEDOM

Bihr









A close-up photograph of an engine compartment. A red fabric tag with the text "REMOVE BEFORE FLIGHT" in white, bold, capital letters is attached to a metal ring. The tag is hanging from a silver metal ring that is part of a larger assembly. A green hose is visible in the background, curving across the scene. The engine components are metallic and complex, with various pipes and fittings. The lighting is bright, highlighting the textures of the metal and the fabric tag.

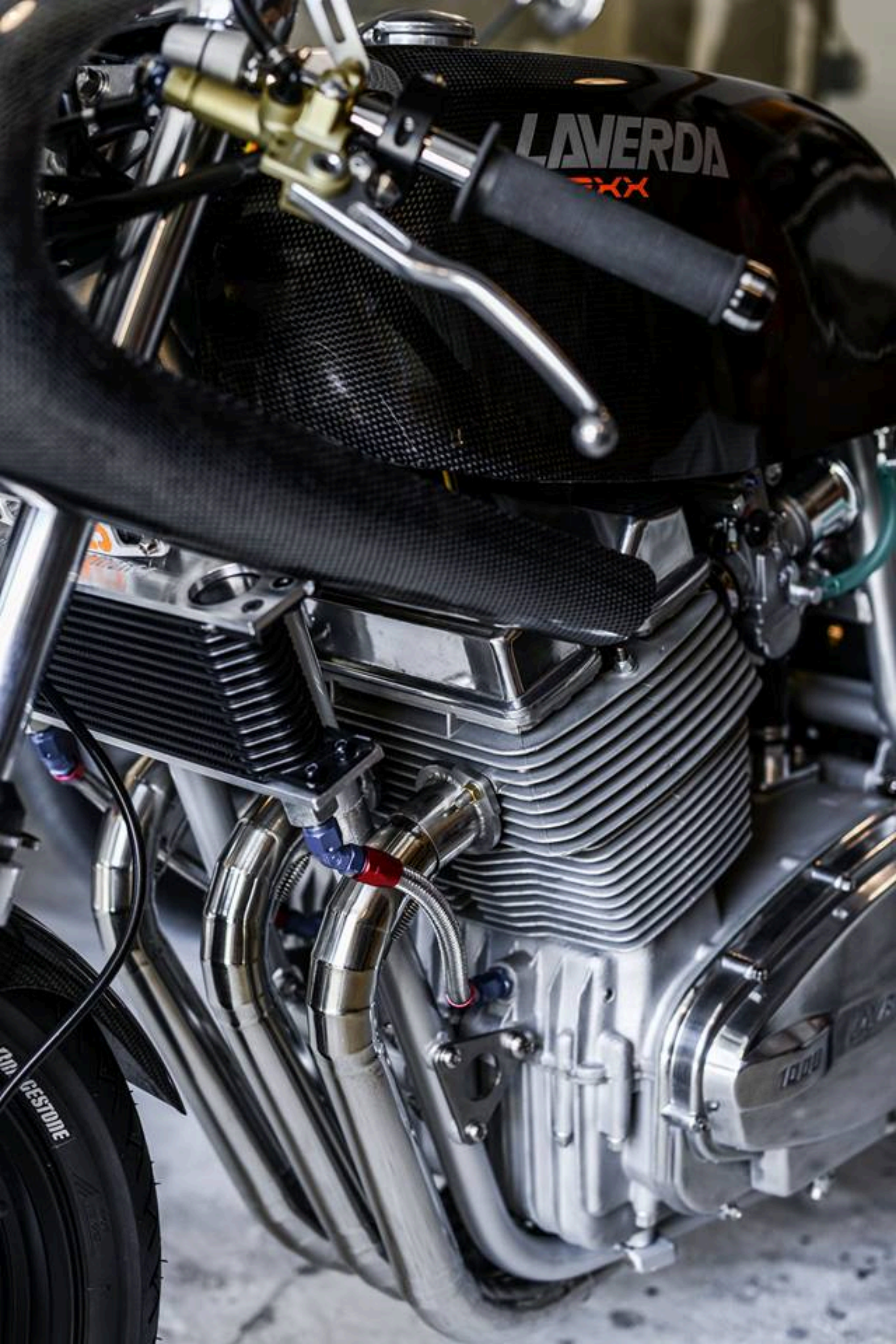
REMOVE BEFORE FLIGHT





PI2XX
Numéro 001



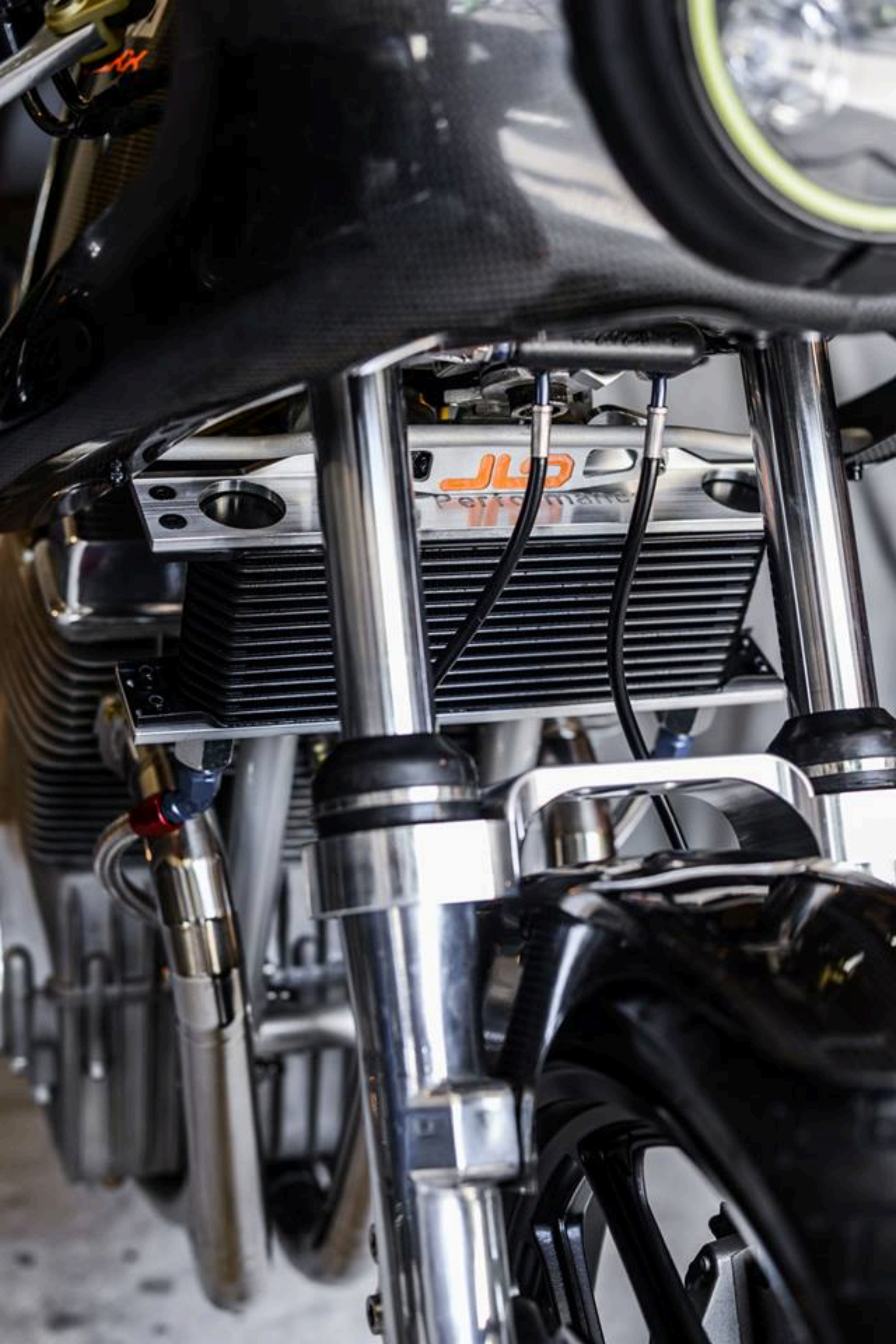


LAVERDA

EXX

77M
GESTIONE

1000







LAVERDA

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LAVERDA
MANUFACTURED
IN ITALY
LAVERDA
MANUFACTURED
IN ITALY





LAVERDA

LAVERDA

LAVERDA

Brembo



P12XX Laverda

Engine :

Built and tuned by Peter Herrmann (OCT, Germany)

1- Cynder head :

- RGS TTF1 (year 1984), entirely rebuilt, originally ported
- Vapour blasted
- Inlet valves : 34,5mm « waisted stem », new
- Exhaust valves : 41mm « waisted stem », new
- New valve seats
- New valve guides
- New valve stem seals
- New CNC billet cam bearing from Redax Australia (size 0,0)
- 4C camshafts
- Lightened cam wheels
- Heavy duty IWIS cam chain, new chain tensionner
- All gaskets and seals new.

2- Barrel :

- Rebored to 78mm + honing

3- Pistons :

- Ross Racing, size 78mm
- High compression (10,5/1)
- Ceramic coated (skirts)
- New pins

4- Crankshaft :

- Totally rebuilt
- New Carillo USA conrods
- All new bearings
- Balanced and straightened.

5- Gearbox :

- Totally rebuilt
- All bearings and bushes new.
- Checked gears and shafts
- Lightened selector shaft.

6- Lubrication :

- New big flow pump (10mm)
- 120° type oil strainer
- Special Mocal Heavy Duty big flow oil cooler

7- Clutch :

- Brand new clutch drum
- Holed, balanced and lightened clutch drum (tapered)
- New discs (Surflex)
- New push rods and balls
- Brand new special CNC billet hydraulic clutch case by Redax Australia
- New Brembo PS13 master cylinder

8- Primary drive :

- New heavy duty Mercedes duplex chain
- Lightened drive by removing of a teeth row
- New tensionner
- New transmission silentblocks
- New primary case needle bearings

9- Crankcases

- Original Laverda 1200, # 2508.
- Vapour blasted
- New engine studs
- All new Pro-Bolt bolts and nuts

10- Starting system :

- Lightened starter gears
- Rebuilt starter motor

Carbs :

- Brand new Mikuni RS36 flatslides carburetors from Topham Germany
- 36/36 inlet stubs, 10° angled, CNC billet from Redax Australia
- Push-pull throttle
- Custom made inlet stacks from Steel dragon performance USA

Ignition / Charging system :

Whole kit from Redax Australia

- Ignitech TCI-P4 ignition, programmable by laptop
- Nippon-Denso 320 W alternator
- Shindengen regulator
- DEKA ETX-14 gel battery

Exhaust :

- Design by BURN Stainless USA
- Custom made
- Tapered 38/44mm headers, stainless steel, sliced laser cut then TIG welded
- Venturi effect stainless steel collector
- Custom made GP type muffler, titanium TA6V, sliced laser cut then TIG welded, Db killer in aluminium.

Electrical, instruments :

- Motogadget M-Unit self-protected central unit
- Motogadget Breakout Box A
- Motogadget Motoscope Pro instrument (multifunctions)
- New wiring
- New starter relay (Yamaha)
- Alchemy Led headlight
- Led taillight
- Motogadget M-Switches (2 and 3 positions)
- Motogadget M-Blaze pin blinkers
- Single general switch contactor (initially Motogadget M-lock –radio-frequency – removed due to some troubles).

Frame :

- Original Laverda 1200
- Lightened (brackets removed).
- Stiffened (headstock, swingarm pivot)
- Titanium large size swingarm axle
- New swingarm bearings with lightness 7075 aluminium spacer.
- Custom made 7075 fairing bracket

Suspensions :

- 38mm Marzocchi front forks, rebuilt
- New springs
- 10 mm dropped stanchions
- Custom made Ohlins – piggy back - rear shocks (370mm)

Wheels :

- Suzuki GSXR 1100 type
- Modified
- Custom made aluminium spacers
- Bridgestone 110/140 tyres
- Titanium TA6V front and rear wheel axles

Brakes :

- New 310mm front discs
- New Brembo front master cylinder
- New Brembo 30/34, last generation
- New Redax Australia adaptors
- New HEL Performance aircraft hoses
- New 200 mm rear disc
- New Brembo rear master cylinder (Ducati 996 type) neuf, horizontally installed on custom made CNC bracket.
- Suzuki GSXR rear caliper.
- Aluminium rear brake pushrod

Commands :

- New adjustable Verlicchi clip-ons
- New Brembo clutch and brake levers
- New adjustable Tarozzi system on Jota type brackets .

Bodywork : (all custom made carbon fiber from Carbongastank)

- Carbon fiber Laverda SFC type fuel tank, modified rear and underside, Kevlar reinforced, ethanol resistant.
- Monza fuel cap
- Laverda SFC carbon fiber seat
- Custom made seat pad by Sub'Touch
- Front and rear carbon fiber mudguards
- Laverda-Sulzbacher type carbon fiber front fairing, heavy duty screen

Bolts and nuts :

- All chassis aluminium, stainless and titanium bolts and nuts from Pro-Bolt UK
- Special lighned undersized engine bolts and nuts from Pro-Bolt UK.