



USA



DESCRIPTION

RUTHLESS ENGINEERING

BUELL.COM

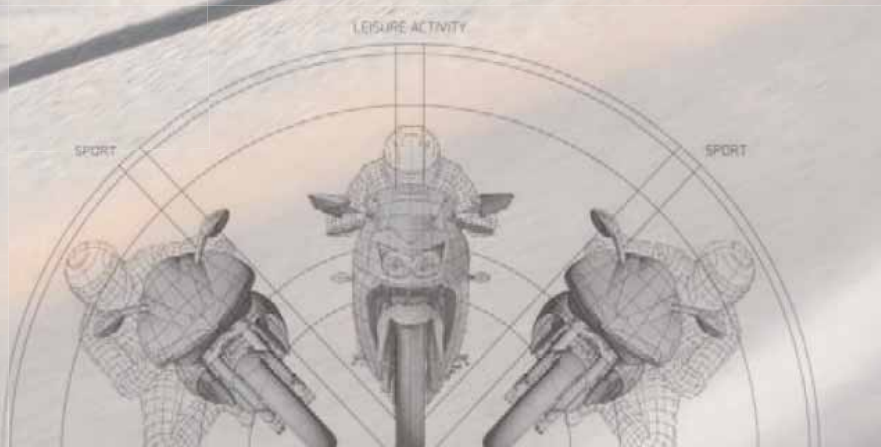
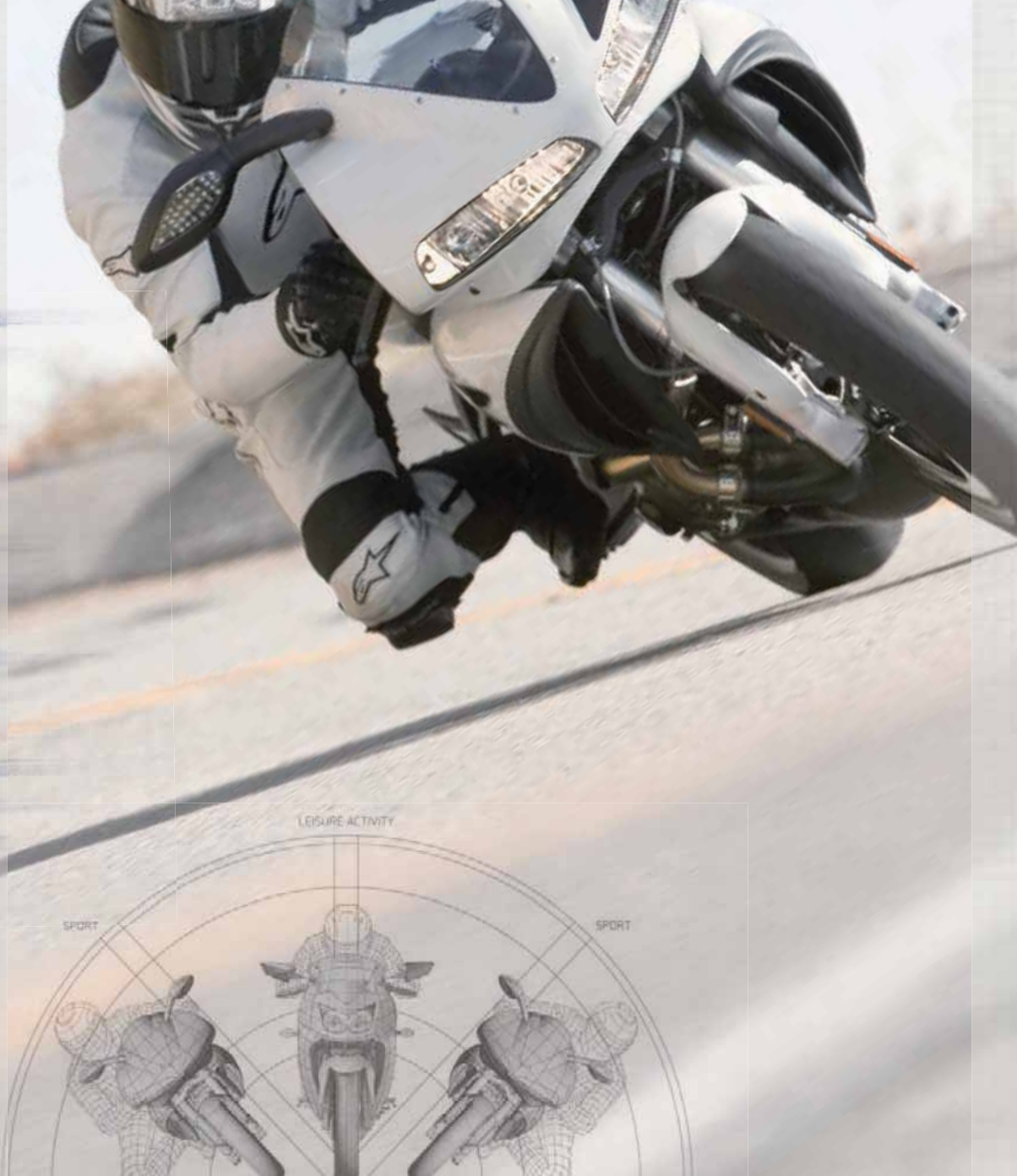
BUELL MOTORCYCLE COMPANY
2799 BUELL DRIVE
EAST TROY, WI, U.S.A. 53120
PH: [262] 642-2020 FAX: [262] 642-2030



BUELL	USA	SPORT	1125R	ARCTIC WHITE	1125CC	HELICON LIQUID COOLED, 4-STROKE, 72 V-TWIN
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SITTING IS NOT A SPORT.

There is no World Champion of Sitting. No governing body to ensure that when two people try to out sit each other, they do it by the rules. Because sitting is not a sport. Unfortunately, most people who buy sportbikes do just that. They hit the starter button, raise the kickstand, gently release the clutch, and sit their asses off. There's nothing wrong with these people. They just bought the wrong bike. A sportbike is not designed to be sat on. It's designed to be hung off. Moved around on. Constantly manipulated beneath the rider. A self-propelled platform upon which a sport takes place. Before you buy a Buell, take a moment to think about what you really want to do on it. If the answer involves sitting, you may want to consider something different. A porch swing maybe, or one of those floating pool chairs.



USA		BUELL MOTORCYCLE COMPANY 2799 BUELL DRIVE EAST TROY, WI, U.S.A. 53120 PH: (262) 642-2020 FAX: (262) 642-2030		
		DESCRIPTION	URL	
MODEL	COLOR	DISPLACEMENT	ENGINE	
1125R	ARCTIC WHITE	1125CC	HELICON LIQUID COOLED, 4-STROKE, 72 V-TWIN	BUELL.COM



BUELL MOTORCYCLE COMPANY
 1000 W. WISCONSIN AVE.
 EAST TROY, WI, U.S.A. 53120
 PH: (262) 642-2020 FAX: (262) 642-2030



USA

DESCRIPTION: RUTHLESS ENGINEERING™

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ERIK BUELL DIDN'T BECOME AN ENGINEER SO HE COULD MEET OTHER ENGINEERS.

The truth is he's made a career out of alienating them. But this has never been his aim. It's just what happens when someone discards accepted principles in search of a better way. Put gas in the frame, turn the swing arm into an oil tank, sling the exhaust under the engine, and develop a perimeter-mounted front brake, and all of a sudden your invitation to the American Society of Mechanical Engineers annual golf tournament gets lost in the mail, and that one guy from Polytech stops sending a Christmas card. Fortunately, Erik Buell doesn't have to endure the social awkwardness of stomping on the status quo. He spends a lot of time out at the track, and it turns out there aren't many engineers with AMA licenses. Go figure.



1

NO	DESCRIPTION	
1	Erik Buell engaged in knee/pavement interface testing, circa 1977.	



**RUTHLESS
FOR A
REASON.**

Buell motorcycles are not different for the sake of being different. They're different because we take any path necessary to find more performance for the rider, even if it means walking all over current engineering doctrine along the way.

USA



DESCRIPTION

BUELL MOTORCYCLE COMPANY
2799 BUELL DRIVE
EAST ROCKY, WIL, U.S.A. 58170
PH: (262) 642-2000 FAX: (262) 642-2600



BUELL.COM

MODEL: 1200R
COLOR: SUNBUR YELLOW
DISPLACEMENT: 1200CC
SERIES: THUNDERSTORM AIRFOUR/AN-1000

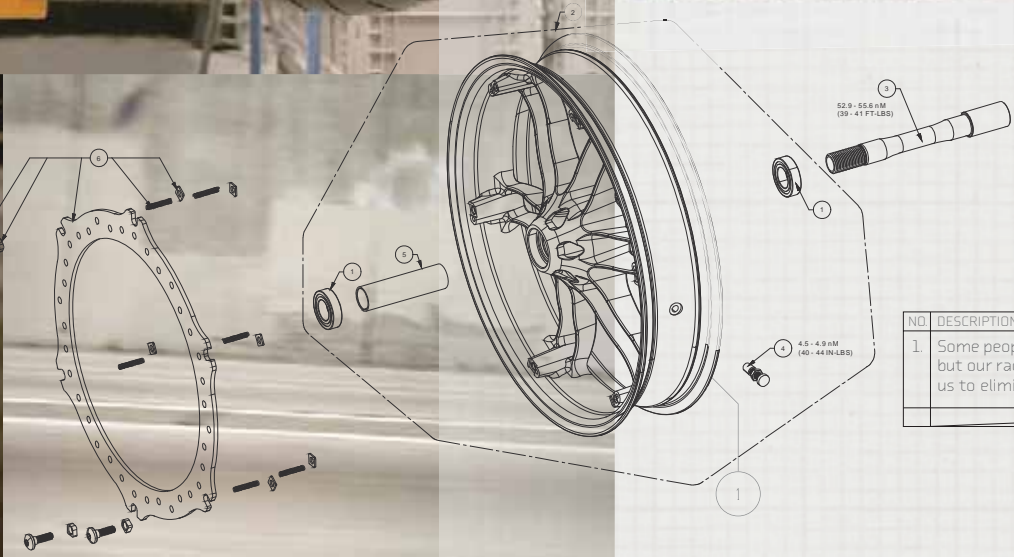
NO	DESCRIPTION
1	Buell' split radiators get 'clean' air instead of air churned up by the front wheel.
2	Performance scoops route clean air through radiators and channeled frame.

A marketing guy didn't suggest splitting the radiator on the 1125R because it looked cool. We did it because it allowed us to move the BRP-Rotax V-twin a little farther forward, better optimizing mass. And because air entering from the sides wouldn't be churned up by the front wheel. Then we made sure all that clean air slipped perfectly through the motorcycle by mounting performance scoops and channeling the frame. The result is something that looks completely different, but not because it's trying to.





It would be much easier to do things the way everyone else does. If we slapped a traditional, hub-mounted dual disc brake on the front of our bikes and called it a day, we wouldn't have to endure the perpetually arched eyebrows of our more conservative overseas counterparts. But then YOU would have to endure an extra seven pounds of unsprung weight on the front end, which is the kind of thing that makes us mad, if not a little ruthless.



NO.	DESCRIPTION
1.	Some people buy titanium bolt kits to shave a few grams, but our race-proven, perimeter-mounted front brake allows us to eliminate pounds from our front-end assembly.



**A BUELL
WON'T MAKE YOU
ANY FRIENDS.**



USA

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BUELL MOTORCYCLE COMPANY
2709 BUELL DRIVE
EAST AURORA, ILLINOIS 61120
PH: (202) 342-2000 FAX: (202) 442-2030



RUTHLESS ENGINEERING.

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BUELL MOTORCYCLE COMPANY
2709 BUELL DRIVE
EAST AURORA, ILLINOIS 61120
PH: (202) 342-2000 FAX: (202) 442-2030



Many people buy sportbikes as a way to connect with other people who ride sportbikes. Equipped with their new sportbike, they gain instant admission to a fun, freewheeling group of like-minded riders. They are invited to congregate in a parking lot, ride to a predetermined location (often another parking lot), keenly appraise one another's machines, and bask in the warmth of collective admiration. This will not happen to you if you purchase a Buell. No one will understand why you've done what you've done. In fact, they may even be disturbed by it. Because we don't engineer motorcycles for acceptance. We engineer them for performance. And we engineer them without mercy.



USA	
MODEL M8725B4	BUELL MOTORCYCLE COMPANY 2799 BUELL DRIVE EAST TROY, WI, U.S.A. 53120 PH: (262) 642-2020 FAX: (262) 642-2030
COLOR MIDNIGHT BLACK	BUELL.COM
DESCRIPTION	THUNDERSTORM AIR/OIL/WAX-COOLED, 45" V-TWIN
DISPATCH CENTER TAMBOC	BUELL.COM

**OF COURSE WE
LOVE PRIVATEERS.**

**WE WERE
FOUNDED BY ONE.**

What's not to love about a bunch of guys no one's ever heard of pounding it out on their own dime and racing for the pure love of the sport?





1

NO	DESCRIPTION
1.	One man's handicap van is another man's race rig.
2.	Pros have pit crews. Privateers have friends. If they're lucky, friends who know how to put on tire warmers.



No motorcycle company on earth has more heart for privateer racers than Buell. Simply put, Buell has the best privateer contingency program in the business. We go as deep as possible with contingency prize money, and there are always Buell development team members hanging out in the paddock, making parts available to keep privateers up and running. We have nothing against climate-controlled tractor-trailers with real-time telemetry and onboard hot tubs. We're just more partial to beat-up panel vans, tie downs, and toolboxes. Reminds us of a guy who took engineering classes at the University of Pittsburgh at night, so he could race a 750 in the AMA Formula One class by day.

2



USA



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BUELL ENGINEERING COMPANY
7099 BUELL DRIVE
EAST ROCKY, W.V. U.S.A. 26150
PH: (262) 642-2020 FAX: (262) 642-2030

BUELL ENGINEERING

BUELL.COM





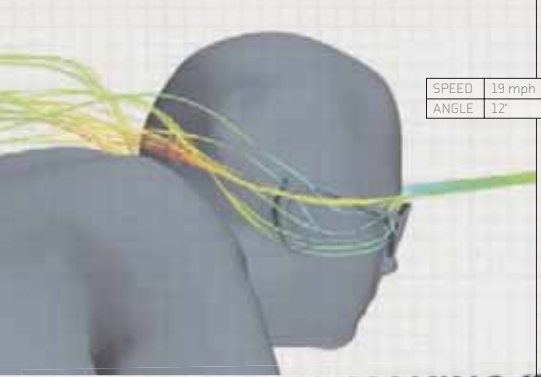


IT'S OK NOT TO WAVE BACK.

Listen, we're not against waving in general. There are dozens of situations where a well-executed wave is in the best interest of all parties involved. If you should find yourself on the top tier of a parade float, or the deck of a departing cruise ship, or protruding from the sunroof of a stretch limousine, waving is the perfect way to let someone out of earshot know you care. But a Buell is not a social networking tool. It's a performance motorcycle, and it's meant to be ridden as such. So the next time someone with an extended swing arm and neon ground effects waves at you mid-apex, it's ok if you don't return the gesture. Your hands have better things to do.



USA	
	
DESCRIPTION	BUELL MOTORCYCLE COMPANY 2709 BUELL DRIVE EAST ROY, WI, U.S.A. 53120 PH: (262) 642-2030 FAX: (262) 642-2030
MODEL	1150CR
COLOR	RACING RED
DISCLAIMER	1150CC
ENGINE	HELIXON™ LIQUID COOLED 4-Stroke, 72° V-Twin
WEBSITE	 BUELL.COM



SPEED	19 mph
ANGLE	12°

WIND STARTS MAKING ITS WAY AROUND SUNGLASSES AT ABOUT 19 MPH.

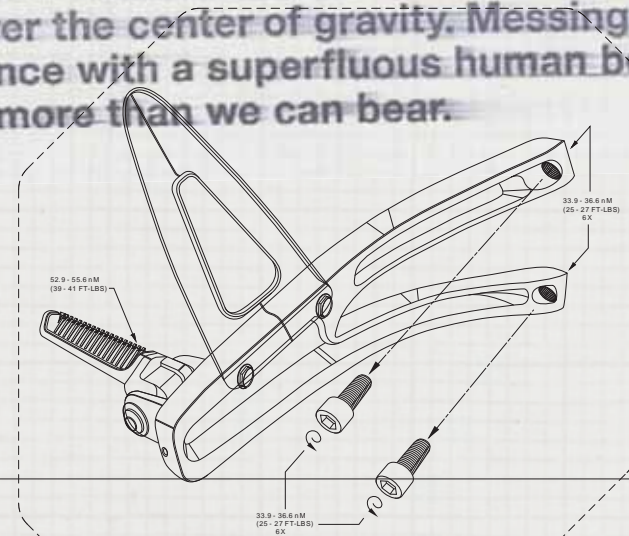
You can't help but marvel at people who ride sportbikes without helmets. The last time we checked, wind starts breaching the perimeter of mirrored shades just north of the school zone speed limit. But this does nothing to dissuade some people from riding liter bikes in skulldanas and gas station wraparounds. Which is amazing when you consider they're instantly blinded by their own tears the second they enter the freeway onramp. You gotta wonder if they ever get out of first gear. Or if the chicken strips on their rear tire actually meet at the crown. At Buell we believe in helmets. But not because the Department of Transportation thinks we should, or some advertising watchdog group says we have to. We believe in helmets because, simply put, you can't actually ride a sportbike without one.





THE BEST THING ABOUT OUR PASSENGER PEGS IS HOW EASY THEY ARE TO TAKE OFF.

It doesn't take much to remove the passenger pegs of a Buell motorcycle. Just a few turns with a ratchet and the entire bracket drops off, pegs and all. It's a fairly simple operation that takes about the same amount of time as it does to inform a friend or loved one you're not the two-up type. Now we realize there are certain occasions where deploying the passenger pegs is unavoidable, which is why we provide them with the bike in the first place. But it's our hope that you won't make a habit out of it. After all, we've gone to great lengths to centralize the mass, dial in the suspension, and lower the center of gravity. Messing up the experience with a superfluous human being is almost more than we can bear.



REV	DATE	DESCRIPTION	BY	CHKD	APP'D	LOCATION
001	01/15/2024	INITIAL RELEASE	J. SMITH			



USA



MODEL: X8172SE COLOR: CHERRY BOMB DESCRIPTION: THUNDERBOLT™ AIR/OIL/FAN-COOLED, 45 V-TWIN

BUELL MOTORCYCLE COMPANY

EAST TROY, MI, U.S.A. 48120

PH: (248) 642-2020 FAX: (248) 642-2030

BUELL.COM



OUR COMPETITION EMPLOYS THOUSANDS, AND THAT'S NOT EVEN COUNTING THE ROBOTS. Buell is 200 people building motorcycles by hand in East Troy, Wisconsin. In fact, you could probably fit the entire Buell org chart on a cocktail napkin.



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BUELL MOTORCYCLE COMPANY
2799 BUELL DRIVE
EAST TROY, WI, U.S.A. 53120
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RUTHLESS ENGINEERING

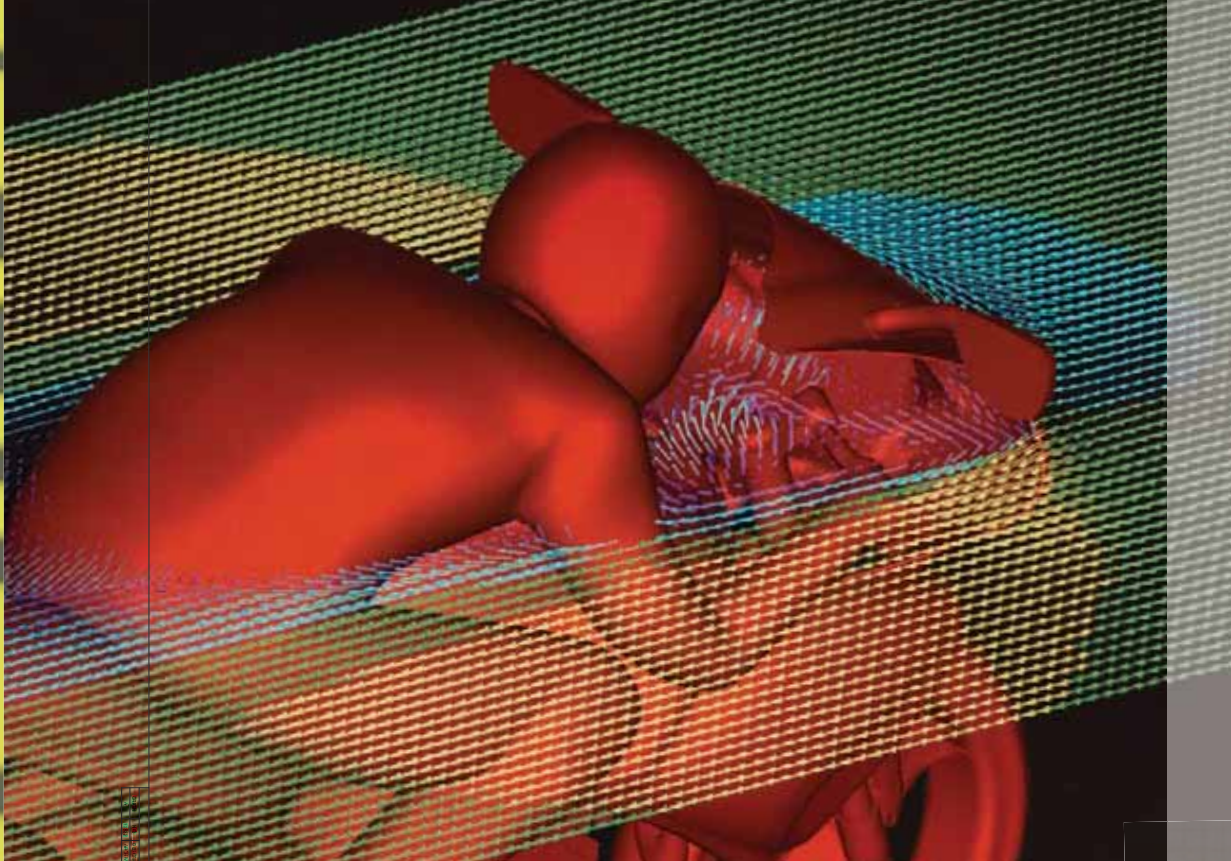
NO.	DESCRIPTION	
1.	Things we learn making one-off parts for race bikes are often applied to the entire production line.	
2.	Until someone invents a robot that can contribute blood, sweat and tears, we'll stick with actual people.	
3.	Inside each hunk of billet there's a really cool motorcycle part waiting to come out.	



- 1
- 2
- 3

The machines we make are different, so the machines that build those machines have to be different, too. While much of the manufacturing equipment in our workstations is available from industrial suppliers, the more specialized tools are fabricated by us, from scratch.





1

NO.	DESCRIPTION	
1.	Making things by hand is cool, especially when you do it in conjunction with state-of-the-art CAD modeling.	
2.	The start of an AMA win doesn't happen on the grid. It happens here, in our race shop.	



2



There are no robots, unless you count the automated coffee makers. But there is cutting-edge technology at every manufacturing touch-point, linked by one of the most innovative quality-control systems in the industry. And there's Erik Buell. Cross-pollinating among engineers, racers, and technicians. Open to ideas from anyone in any department. Unless the idea involves compromise.



Model	Color	Displacement	Engine
1125CR	Red/Black	1125cc	Helicon

USA		BUELL MOTORCYCLE COMPANY 2799 BUELL DRIVE EAST TROY, WI, U.S.A. 53120 PH: [262] 642-2020 FAX: [262] 642-2030		
		DESCRIPTION	URL	
MODEL	COLOR	DISPLACEMENT	ENGINE	
1125CR	RED/BLACK	1125CC	HELICON LIQUID COOLED 4 STROKE 72° V-TWIN	

BUELL.COM

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1125R

1. ENGINE	1125 CC HELICON* LIQUID-COOLED, 4-STROKE, 72° V-TWIN					
2. PEAK HP/TORQUE FT/LBS*	146 / 82					
3. TRANSMISSION	6-SPEED, STRAIGHT CUT					
4. SUSPENSION, FRONT	47 MM SHOWA* INVERTED FORKS WITH ADJUSTABLE COMPRESSION DAMPING, REBOUND DAMPING AND SPRING PRELOAD					
5. SUSPENSION, REAR	SHOWA* COIL-OVER MONOSHOCK WITH EXTERNAL PIGGYBACK RESERVOIR AND ADJUSTABLE COMPRESSION DAMPING, REBOUND DAMPING AND SPRING PRELOAD					
6. BRAKE, FRONT	ZTL2*-TYPE BRAKE, 8-PISTON, FIXED CALIPER, 375 MM SINGLE-SIDED, INSIDE-OUT, STAINLESS STEEL, FLOATING ROTOR					
7. BRAKE, REAR	TWO-PISTON, DIRECT MOUNT CALIPER, 240 MM STAINLESS STEEL, FIXED ROTOR					
	U.S.	MET.		U.S.	MET.	
8. SEAT HEIGHT***	30.5 IN.	775 MM	12. WHEELBASE**	54.1 IN.	1375 MM	
9. RAKE / TRAIL	21° / 3.3 IN.	21° / 84 MM	13. DRY WEIGHT	375 LBS.	170 KG	
10. MAX LEAN ANGLE!	50°					
11. TIRES	PIRELLI* DIABLO CORSA III					
COLORS	ARCTIC WHITE		RACING RED		MIDNIGHT BLACK	

Lightning XB9SX

1. ENGINE	984 CC THUNDERSTORM* AIR/OIL/FAN-COOLED, 4-STROKE, 45° V-TWIN					
2. PEAK HP/TORQUE FT/LBS*	92 / 70					
3. TRANSMISSION	5-SPEED, HELICAL GEAR DESIGN					
4. SUSPENSION, FRONT	43 MM SHOWA* INVERTED FORKS WITH ADJUSTABLE COMPRESSION DAMPING, REBOUND DAMPING AND SPRING PRELOAD					
5. SUSPENSION, REAR	SHOWA* COIL-OVER MONOSHOCK WITH REMOTE, UNDERSEAT RESERVOIR AND ADJUSTABLE COMPRESSION DAMPING, REBOUND DAMPING AND SPRING PRELOAD					
6. BRAKE, FRONT	ZTL2*-TYPE BRAKE, 6-PISTON, FIXED CALIPER, 375 MM SINGLE-SIDED, INSIDE-OUT, STAINLESS STEEL, FLOATING ROTOR					
7. BRAKE, REAR	SINGLE-PISTON, FLOATING CALIPER, 240 MM STAINLESS STEEL, FIXED ROTOR					
	U.S.	MET.		U.S.	MET.	
8. SEAT HEIGHT***	30.1 IN.	765 MM	12. WHEELBASE**	52 IN.	1320 MM	
9. RAKE / TRAIL	21° / 3.3 IN.	21° / 83 MM	13. DRY WEIGHT	390 LBS.	177 KG	
10. MAX LEAN ANGLE!	50°					
11. TIRES	PIRELLI* SCORPION SYNC					
COLORS	CHERRY BOMB TRANSLUCID		KICK ASH TRANSLUCID			



Firebolt XB12R

1. ENGINE	1203 CC THUNDERSTORM* AIR/OIL/FAN-COOLED, 4-STROKE, 45° V-TWIN					
2. PEAK HP/TORQUE FT/LBS*	103 / 84					
3. TRANSMISSION	5-SPEED, HELICAL GEAR DESIGN					
4. SUSPENSION, FRONT	43 MM SHOWA* INVERTED FORKS WITH ADJUSTABLE COMPRESSION DAMPING, REBOUND DAMPING AND SPRING PRELOAD					
5. SUSPENSION, REAR	SHOWA* COIL-OVER MONOSHOCK WITH REMOTE, UNDERSEAT RESERVOIR AND ADJUSTABLE COMPRESSION DAMPING, REBOUND DAMPING AND SPRING PRELOAD					
6. BRAKE, FRONT	ZTL2*-TYPE BRAKE, 8-PISTON, FIXED CALIPER, 375 MM SINGLE-SIDED, INSIDE-OUT, STAINLESS STEEL, FLOATING ROTOR					
7. BRAKE, REAR	SINGLE-PISTON, FLOATING CALIPER, 240 MM STAINLESS STEEL, FIXED ROTOR					
	U.S.	MET.		U.S.	MET.	
8. SEAT HEIGHT***	30.5 IN.	775 MM	12. WHEELBASE**	52 IN.	1320 MM	
9. RAKE / TRAIL	21° / 3.3 IN.	21° / 83 MM	13. DRY WEIGHT	395 LBS.	179 KG	
10. MAX LEAN ANGLE!	50°					
11. TIRES	PIRELLI* DIABLO CORSA III					
COLORS	SUNFIRE YELLOW		MIDNIGHT BLACK			



Lightning XB12Scg

1. ENGINE	1203 CC THUNDERSTORM* AIR/OIL/FAN-COOLED, 4-STROKE, 45° V-TWIN					
2. PEAK HP/TORQUE FT/LBS*	103 / 84					
3. TRANSMISSION	5-SPEED, HELICAL GEAR DESIGN					
4. SUSPENSION, FRONT	41 MM SHOWA* INVERTED FORKS WITH ADJUSTABLE COMPRESSION DAMPING, REBOUND DAMPING AND SPRING PRELOAD					
5. SUSPENSION, REAR	SHOWA* COIL-OVER MONOSHOCK WITH REMOTE, UNDERSEAT RESERVOIR AND ADJUSTABLE COMPRESSION DAMPING, REBOUND DAMPING AND SPRING PRELOAD					
6. BRAKE, FRONT	ZTL2*-TYPE BRAKE, 8-PISTON, FIXED CALIPER, 375 MM SINGLE-SIDED, INSIDE-OUT, STAINLESS STEEL, FLOATING ROTOR					
7. BRAKE, REAR	SINGLE-PISTON, FLOATING CALIPER, 240 MM STAINLESS STEEL, FIXED ROTOR					
	U.S.	MET.		U.S.	MET.	
8. SEAT HEIGHT***	28.6 IN.	726 MM	12. WHEELBASE**	51.8 IN.	1315 MM	
9. RAKE / TRAIL	21° / 3.3 IN.	21° / 83 MM	13. DRY WEIGHT	395 LBS.	179 KG	
10. MAX LEAN ANGLE!	50°					
11. TIRES	PIRELLI* SCORPION SYNC					
COLORS	CHERRY BOMB TRANSLUCID		KICK ASH TRANSLUCID		MIDNIGHT BLACK	



1125CR

1. ENGINE	1125 CC HELICON* LIQUID-COOLED, 4-STROKE, 72° V-TWIN					
2. PEAK HP/TORQUE FT/LBS*	146 / 82					
3. TRANSMISSION	6-SPEED, STRAIGHT CUT					
4. SUSPENSION, FRONT	47 MM SHOWA* INVERTED FORKS WITH ADJUSTABLE COMPRESSION DAMPING, REBOUND DAMPING AND SPRING PRELOAD					
5. SUSPENSION, REAR	SHOWA* COIL-OVER MONOSHOCK WITH EXTERNAL PIGGYBACK RESERVOIR AND ADJUSTABLE COMPRESSION DAMPING, REBOUND DAMPING AND SPRING PRELOAD					
6. BRAKE, FRONT	ZTL2*-TYPE BRAKE, 8-PISTON, FIXED CALIPER, 375 MM SINGLE-SIDED, INSIDE-OUT, STAINLESS STEEL, FLOATING ROTOR					
7. BRAKE, REAR	TWO-PISTON, DIRECT MOUNT CALIPER, 240 MM STAINLESS STEEL, FIXED ROTOR					
	U.S.	MET.		U.S.	MET.	
8. SEAT HEIGHT***	30.5 IN.	775 MM	12. WHEELBASE**	54.5 IN.	1385 MM	
9. RAKE / TRAIL	21° / 3.3 IN.	21° / 84 MM	13. DRY WEIGHT	375 LBS.	170 KG	
10. MAX LEAN ANGLE!	50°					
11. TIRES	PIRELLI* DIABLO CORSA III					
COLORS	ARCTIC WHITE/BLACK		RACING RED		MIDNIGHT BLACK	



Lightning XB12Ss

1. ENGINE	1203 CC THUNDERSTORM* AIR/OIL/FAN-COOLED, 4-STROKE, 45° V-TWIN					
2. PEAK HP/TORQUE FT/LBS*	103 / 84					
3. TRANSMISSION	5-SPEED, HELICAL GEAR DESIGN					
4. SUSPENSION, FRONT	43 MM SHOWA* INVERTED FORKS WITH ADJUSTABLE COMPRESSION DAMPING, REBOUND DAMPING AND SPRING PRELOAD					
5. SUSPENSION, REAR	SHOWA* COIL-OVER MONOSHOCK WITH REMOTE, UNDERSEAT RESERVOIR AND ADJUSTABLE COMPRESSION DAMPING, REBOUND DAMPING AND SPRING PRELOAD					
6. BRAKE, FRONT	ZTL2*-TYPE BRAKE, 8-PISTON, FIXED CALIPER, 375 MM SINGLE-SIDED, INSIDE-OUT, STAINLESS STEEL, FLOATING ROTOR					
7. BRAKE, REAR	SINGLE-PISTON, FLOATING CALIPER, 240 MM STAINLESS STEEL, FIXED ROTOR					
	U.S.	MET.		U.S.	MET.	
8. SEAT HEIGHT***	30.6 IN.	776 MM	12. WHEELBASE**	53.7 IN.	1364 MM	
9. RAKE / TRAIL	23.1° / 4.7 IN.	23.1° / 119 MM	13. DRY WEIGHT	400 LBS.	181 KG	
10. MAX LEAN ANGLE!	53°					
11. TIRES	PIRELLI* SCORPION SYNC					
COLORS	CHERRY BOMB TRANSLUCID		KICK ASH TRANSLUCID		MIDNIGHT BLACK	





Ulysses XB12X

1. ENGINE	1203 CC THUNDERSTORM [®] AIR/OIL/FAN-COOLED, 4-STROKE, 45° V-TWIN			
2. PEAK HP / TORQUE FT/LBS*	103 / 84			
3. TRANSMISSION	5-SPEED, HELICAL GEAR DESIGN			
4. SUSPENSION, FRONT	47 MM SHOWA [®] INVERTED FORKS WITH REARWARD OFFSET AXLE, ADJUSTABLE COMPRESSION DAMPING, REBOUND DAMPING AND SPRING PRELOAD			
5. SUSPENSION, REAR	SHOWA [®] COIL-OVER MONOSHOCK WITH REMOTE RESERVOIR AND REMOTE SPRING PRELOAD ADJUSTMENT, FULLY ADJUSTABLE (COMPRESSION DAMPING, REBOUND DAMPING AND SPRING PRELOAD)			
6. BRAKE, FRONT	ZTL [®] -TYPE BRAKE, 6-PISTON, FIXED CALIPER, 375 MM SINGLE-SIDED, INSIDE-OUT, STAINLESS STEEL, FLOATING ROTOR			
7. BRAKE, REAR	SINGLE-PISTON, FLOATING CALIPER, 240 MM STAINLESS STEEL, FIXED ROTOR			
	U.S.	MET		
8. SEAT HEIGHT***	31.8 IN.	808 MM	12. WHEELBASE**	54.1 IN. 1374 MM
9. RAKE / TRAIL	23.5°/4.8 IN.	23.5°/122 MM	13. DRY WEIGHT	425 LBS. 193 KG
10. MAX LEAN ANGLE ¹	43°			
11. TIRES	PIRELLI [®] SCORPION SYNC			
COLORS	SUNFIRE YELLOW		MIDNIGHT BLACK	



Ulysses XB12XT

1. ENGINE	1203 CC THUNDERSTORM [®] AIR/OIL/FAN-COOLED, 4-STROKE, 45° V-TWIN			
2. PEAK HP / TORQUE FT/LBS*	103 / 84			
3. TRANSMISSION	5-SPEED, HELICAL GEAR DESIGN			
4. SUSPENSION, FRONT	43 MM SHOWA [®] INVERTED FORKS, FULLY ADJUSTABLE (COMPRESSION DAMPING, REBOUND DAMPING AND SPRING PRELOAD)			
5. SUSPENSION, REAR	SHOWA [®] COIL-OVER MONOSHOCK WITH REMOTE RESERVOIR AND REMOTE SPRING PRELOAD ADJUSTMENT, FULLY ADJUSTABLE (COMPRESSION DAMPING, REBOUND DAMPING AND SPRING PRELOAD)			
6. BRAKE, FRONT	ZTL [®] -TYPE BRAKE, 6-PISTON, FIXED CALIPER, 375 MM SINGLE-SIDED, INSIDE-OUT, STAINLESS STEEL, FLOATING ROTOR			
7. BRAKE, REAR	SINGLE-PISTON, FLOATING CALIPER, 240 MM STAINLESS STEEL, FIXED ROTOR			
	U.S.	MET		
8. SEAT HEIGHT***	30.7 IN.	780 MM	13. WHEELBASE**	53.9 IN. 1370 MM
9. RAKE / TRAIL	23.8°/4.9 IN.	23.8°/123 MM	14. DRY WEIGHT	465 LBS. 211 KG
10. MAX LEAN ANGLE ¹	43°			
11. TIRES, FRONT	PIRELLI [®] ANGEL ST			
12. TIRES, REAR	PIRELLI [®] ANGEL STE			
COLORS	RACING RED		MIDNIGHT BLACK	

*North America per SAE J607; **Unladen, wet configuration (no rider, all fluids); ***Laden, wet configuration (design rider, all fluids); ¹Bottomed-out configuration (100% suspension compression)

ENGINEERED IN
— BUELL —
EAST TROY, WI
U. S. A.