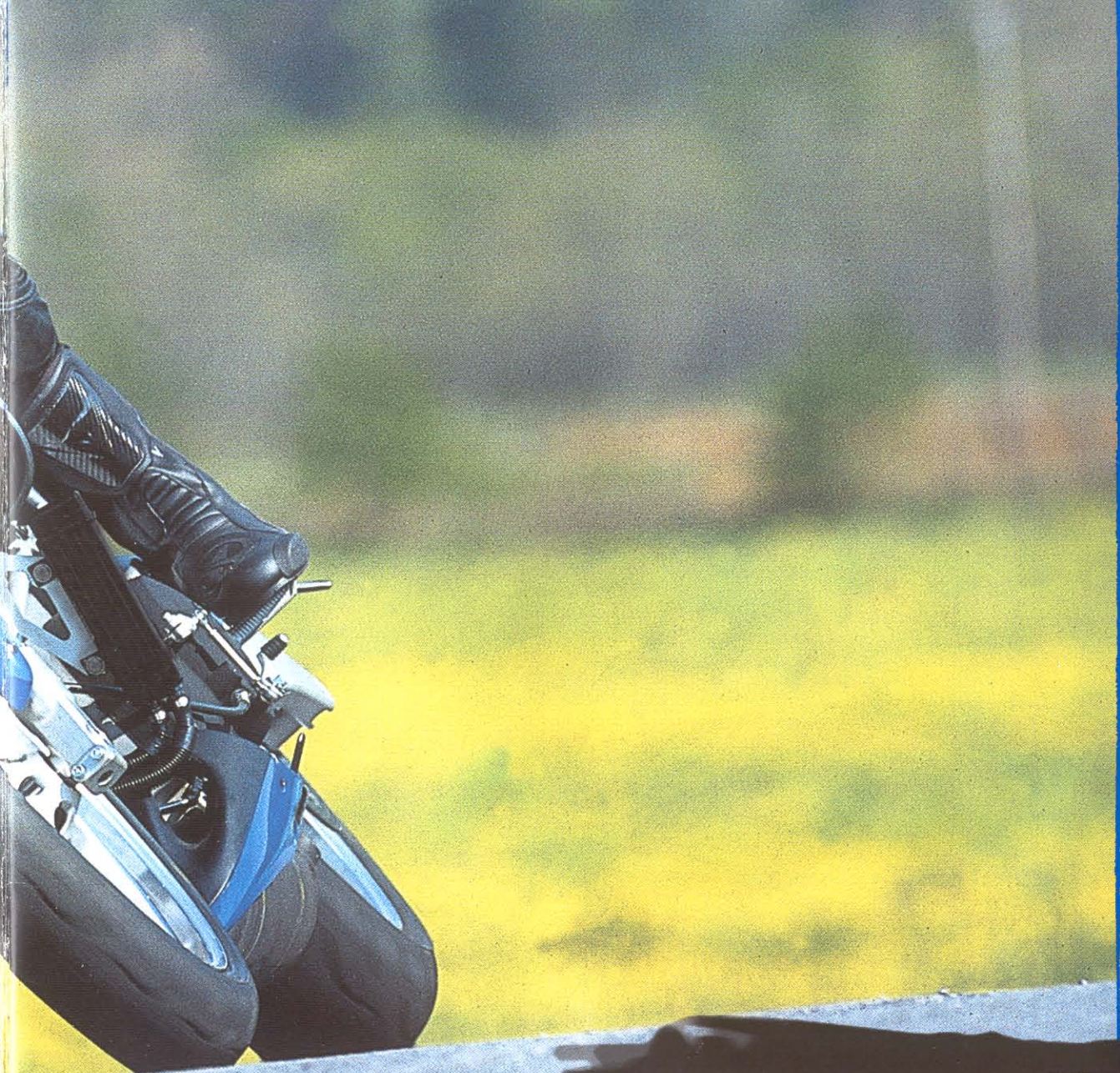




Sometimes life is a fast lane.
Just as well there are a few corners on the way.





Blinding speed is not everyone's idea of fun. For some maybe, but if you ride a Buell there's a lot more to it than that. Fun is about the total riding experience that transmits from twist grip to footrest, not just a mind-numbing blur where corners tend to come up far too soon.

When you ride a Buell the corners flow fast and smooth from one to the other... you can feel the rhythm of the road. The sound from the engine is a boom not a buzz, and it starts to release the adrenalin as soon as you hit the starter switch.

These bikes are bruisers and they make no apology for it either. The first thing that will smack you between the eyes on all our machines is the massive torquey V-twin engine with an exhaust that wraps around like a coiled snake holding back the power. These bikes literally talk to the road giving you instant feedback, whether it's tight corners, swooping bends or full on head down straights.

Motorcycles like these don't come along every minute of the day but when they do usually everybody gets to hear it. That unmistakable, aggressive, Buell growl. If that happens to be when you pull up at the traffic lights next to another rider, then you'll be taken very seriously indeed.

Buell Motorcycles 2002





Firebolt XB9R

Designing a uniquely different, radical new motorcycle was never going to be easy.

And when you've got Buell's reputation for innovation and bikes with attitude, it makes it even harder. An eyeful of the new Firebolt XB9R, though, and you know Buell got it right.

But it's a crowded market out there, with a lot of people telling you why their particular run-of-the-mill copycat machine is best for you. Is it though?



Buell research has concluded that many of today's riders want sports bike power and performance combined with streetfighter agility and attitude.

So we built what people want – and we called it a Sportfighter.

The Firebolt has got the chassis dimensions of a GP racer and is totally different from anything you've ever seen before.

It's created a new class, a whole new level of motorcycle and it's got the looks, the engineering, the character and the attitude to make that class its own.



To get an idea of where the Firebolt is coming from, we need to examine its heart – a pushrod, fuel-injected, forced air-cooled, 45 degree V-twin. It's all new – from the crankcases up – and its 984 cubic 'C's punch out a controllable 92bhp, delivered via smooth and low-maintenance belt-drive.

And to max up the XB9R's 'fun factor', we've spread a great wave of thumping torque throughout the rev range, peaking at 68 ft-lbs for real grunt you can go with.

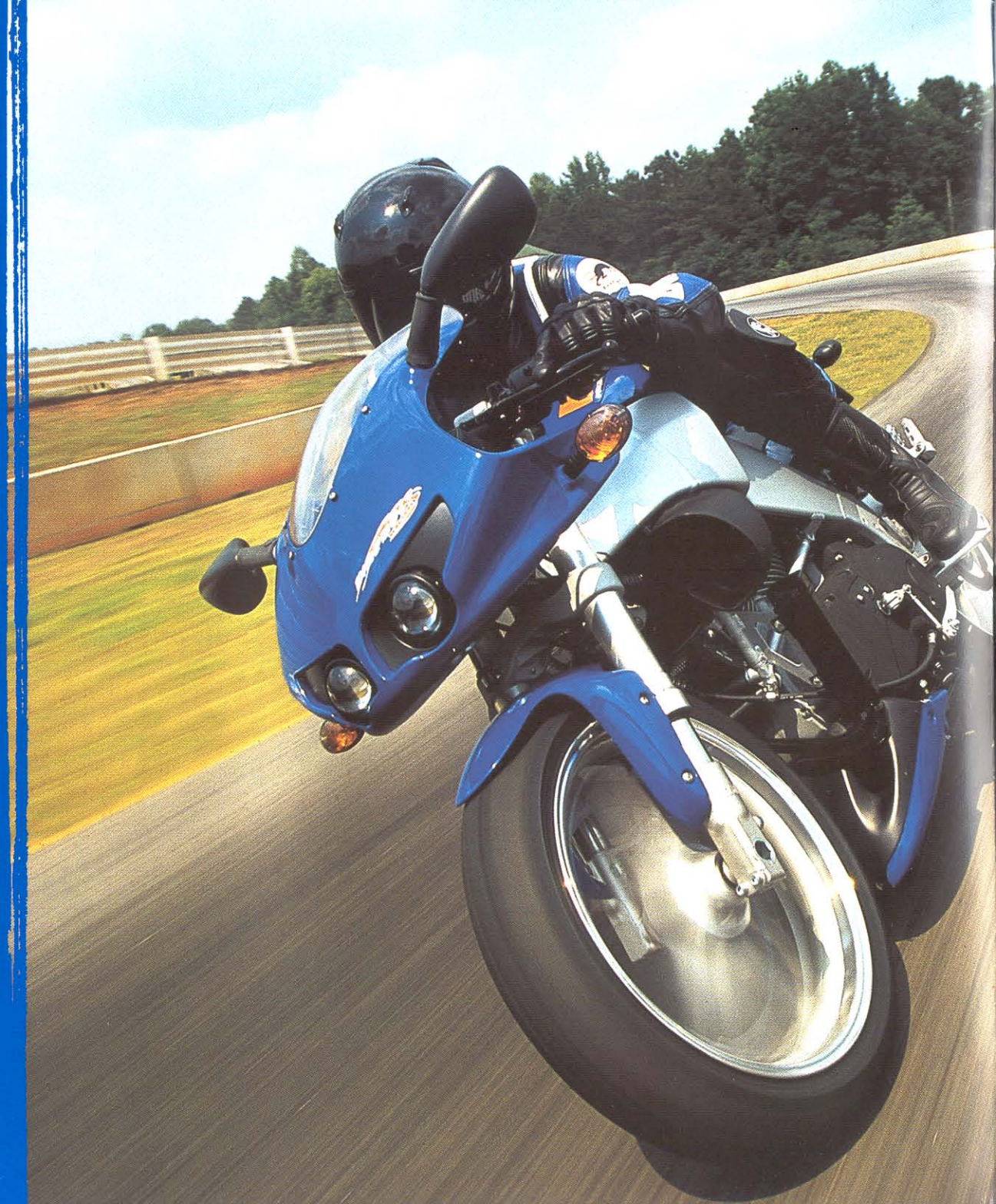
But torque and power are nothing without control – unless, of course, you like straight roads, in which case you're probably looking in the wrong brochure.

Control of the Firebolt comes from one of the most innovative and radical chassis concepts ever devised, based on the premise that a bike should become an extension of you, the rider; that it should understand and respond instantly to your every command.

Now, are you ready for this?

The Firebolt's sculptured aluminium frame doesn't just provide astonishing levels of rigidity; it also acts as the fuel tank. It's no gimmick either: the fuel is located lower and more centrally, and with it, the Firebolt's centre of gravity.

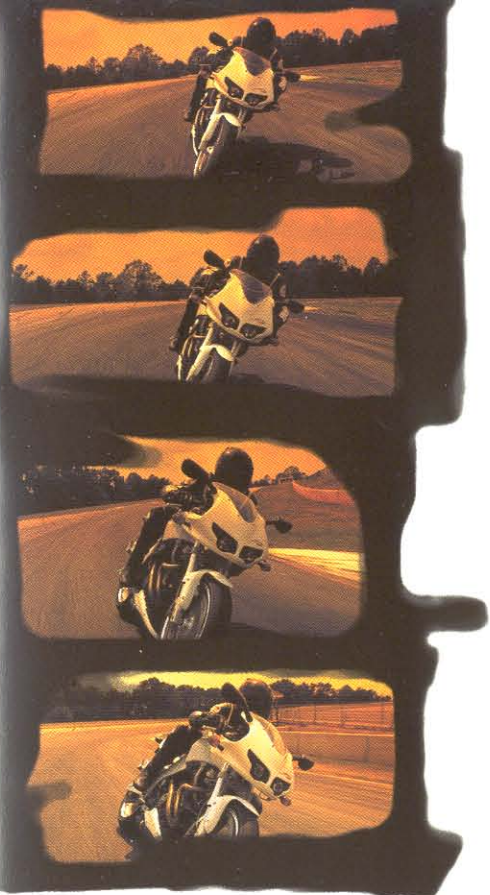
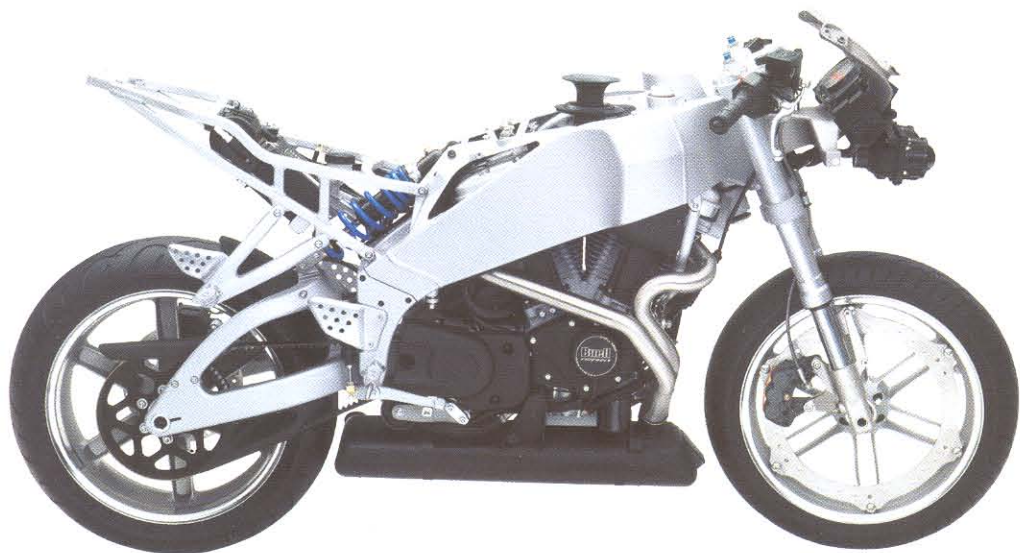
And that visual slap in the face that is the Firebolt's frame is matched by its unusual but impressive swingarm which adds yet more rigidity and whose pivot section also houses the oil reservoir.





Frame and swing arm

A multi-functional masterpiece. The Firebolt chassis is light and provides high levels of rigidity, it also stores the fuel. This unique design is combined with a swingarm that doubles as an oil tank and pivots on the rear of the engine. This not only helps keep the wheel-base to an incredible 1320 mm, but effectively lowers the centre of gravity of the machine. The Firebolt's advanced chassis delivers incredible agility and control.





Again, it's more to do with function than with form: it reduces weight and the overall size of the bike by allowing better packaging of fundamentals such as the battery and fuel injection module.

Further weight loss and effortless control is achieved through the Firebolt's lightweight wheels and axle configuration, and using breakthrough technology for a mass-produced motorcycle, a 375 mm Zero Torsional Load (ZTL) brake disc is mounted on the front wheel.

Clamped by a six-piston caliper, the Firebolt's braking forces are transferred from the disc to the wheel rim, without putting any additional loading on the spokes, thus allowing their radical, weight-saving design.

To further reduce unsprung weight, whilst giving you all the grip you need for a bike with this much performance, lighter Dunlop 207 Y Sportmax tyres are fitted as standard.

The Firebolt is suspended between fully-adjustable Showa units – a mono-shock at the rear that's mounted near-vertically between the frame and swingarm and upside-down forks up front that give a level of feedback and steering response that suggests the front wheel is mounted between the riders thumbs.

Original, compact, torquey, agile – and with styling to match – the new Buell Firebolt XB9R has been designed to ruffle feathers and go against the grain of the usual sports motorcycle.

The Firebolt is no ordinary motorcycle. But then, you're probably not looking for one of those, are you?

A massive 375mm inside – out disc combined with a six piston caliper provides exceptional braking power with that all important "feel" and feedback to the rider.











Lightning X1 / White Lightning X1W

First impressions, they say, last – and your first glimpse of Buell's X1 Lightning will burn its way into your mind. And stay.

New for 2002 the distinctive White Lightning X1W, based on the classic X1 torque beast, features a Sky White frame and wheels, exclusive X1W graphics and eye-catching blue ceramic coated exhaust headers.

It looks like no ordinary motorcycle because the X1W is no ordinary motorcycle. Along side the X1, it's been designed by perfectionists, styled to stand out and engineered to perform.

The X1 was developed with one thing in mind, sharply focused on an element of motorcycling that seems to have completely evaporated in the haze of modern look-alike sportsbikes.

That element is fun – with a capital 'F'.

The fun begins with a belt-driven, 1203cc V-twin that produces a booming 86 ft.lbs. of torque – just tailor-made for the kind of antics your mum would be ashamed of. And with 95bhp on demand, the fun doesn't stop there.

The X1's Dynamic Digital Fuel Injection provides response as quickly as you can think, turning on the performance as you skip through the smooth, five-speed gearbox to turn every corner into a gem that you want to go back to, again and again.

The single front brake disc is clamped by an arresting, six-piston caliper that brings the X1's power to heel when required – urging you to turn in, clip the apex and nail it once more.



And you won't argue, from a riding position that gives you freedom, subtle shifts of weight and balance, an easy reach to the bars with controls falling neatly to hand – the X1 is made for riders who know what they want from their machine and know how to get it.

The X1's suspension is pliant and precise. It holds the X1 to the line that you dictate, dealing with the corner you're in and allowing you to plan ahead for the next one.

The bodywork beneath you is minimal - finished in tough 'Surlyn' molded-in colour - effectively enhancing not just the X1's looks but its performance too, holding those first impressions for a long time to come.

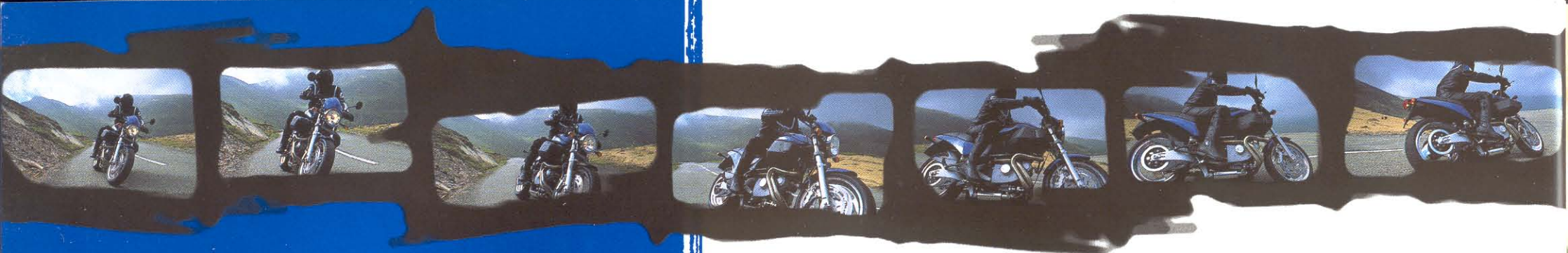


Cyclone M2

Sit back, sip your espresso at the street café and observe the admiring glances directed at the Cyclone M2 parked nearby.

Like other Buell's in the range, it's built to turn heads and to mark you out as an individual that doesn't need to follow the crowd because you're not part of it. You might be going from A to B but you're happy to go via a few other letters to get there.





Fire up the black V twin and 1203ccs of familiar emotion bark into life. Because, like all Buells, the M2 is engineered by enthusiasts, passionate about their art and with their hearts set on creating a whole riding experience, not just another bike.

You'll feel the smooth, easy gear change as you notch through the five-speed box and come alive with the waves of torque and power that wash through you. The M2 feels like such an extension of you that you don't think about the bike – just the ride.

The M2 will go where you want, do what you want and be what you want it to be. It will suit your mood, scratch with precision or chill out and cruise with you. You are the rider, you tell it how you want to ride.

With high quality suspension, the ride takes you over bumps, onto the brakes, round corners, sweepers and through the instantaneous response of thrust, making each journey a memory to store away and revisit in quieter moments.

Moments at the end of the day, when you walk away from the M2 but can't help turning to take one more look at its poise, its presence and that name – Buell – large as life on the tank.





Firebolt XB9R

Lightning X1 / White Lightning X1W

Cyclone M2

Engine:

4 Stroke, 45° V-twin Air cooled, Pushrod-operated overhead valves with hydraulic self-adjusting lifters, two valves per cylinder, Dry sump, Dynamic Digital Fuel Injection (DDFI), Inductive, Free-Breathing 2 into 1 collector, Ram Air Intake, electric starter

Bore: 88,8 mm / 3.5 in
 Stroke: 79,8 mm / 3.125 in
 Displacement: 984 cc
 Compression Ratio: 10,0:1
 Power: 69kW-92hp @ 7200rpm
 Torque: 92Nm-68ft.lbs. @ 5500rpm

Drivetrain:

Wet multi-plate clutch, Five-speed transmission, constant mesh, Kevlar final drive belt

Primary reduction: 1,68 Secondary reduction: 2,4

Suspension:

Aluminium frame with Uniplanar powertrain vibration isolation system, *Showa* upside-down front fork (adjustable spring preload, compression and rebound damping), *Showa* shock absorber (adjustable spring preload, compression and rebound damping), aluminium arc swingarm

Suspension travel: Front: 120 mm / 4.7 in Rear: 127 mm / 5 in

Brakes / Tyres:

Brakes: Front: 375 mm ZTL type floating disc brake, 6 piston caliper
 Rear: 230 mm Disc brake, single piston caliper

Tyres: Front: Dunlop D 207 FY Sportmax 120/70 ZR 17
 Rear: Dunlop D 207 Y Sportmax 180/55 ZR 17

Dimensions:

Rake: 21°
 Trail: 83 mm / 3.3 in
 Fuel capacity: 14 litres
 Length: 1924 mm / 75.75 in
 Width: 768 mm / 30.25 in
 Height: 1092 mm / 43 in
 Seat Height: 775 mm / 30.5 in
 Wheelbase: 1320 mm / 52 in
 Ground clearance: 127 mm / 5 in
 Dry weight: 175 kg / 385 lbs

Warranty: 1 year unlimited mileage warranty

Colours: Arctic White with Blue Graphics
 Arctic White with Orange Graphics
 Battle Blue with Orange Graphics

Availability:

1st Quarter 2002

Engine:

4 Stroke, 45° V-twin Air cooled, Pushrod-operated overhead valves with hydraulic self-adjusting lifters, two valves per cylinder, Dry sump, Dynamic Digital Fuel Injection (DDFI), Inductive, Free-Breathing 2 into 1 collector, electric starter

Bore: 88,8 mm / 3.5 in
 Stroke: 96,8 mm / 3.8 in
 Displacement: 1203 cc
 Compression Ratio: 10,0:1
 Power: 71kW-95hp @ 6200rpm
 Torque: 116Nm-86ft.lbs. @ 5600rpm

Drivetrain:

Wet multi-plate clutch, Five-speed transmission, constant mesh, Kevlar final drive belt

Primary reduction: 1,60 (56/35) Secondary reduction: 1,9 (55/29)

Suspension:

Tubular perimeter chrome-moly frame with Uniplanar powertrain vibration isolation system, 41 mm *Showa* upside-down front fork (adjustable compression and rebound damping), *Showa* shock absorber under engine (adjustable spring preload, compression and rebound damping), aluminium arc swingarm, cast aluminium tail section

Suspension travel: Front: 119 mm / 4.7 in Rear: 117 mm / 4.6 in

Brakes / Tyres:

Brakes: Front: 340 mm floating disc brake, six piston caliper
 Rear: 230 mm Disc brake, single piston caliper

Tyres: Front: Dunlop D 207 F Sportmax 120/70 ZR 17 58W
 Rear: Dunlop D 207 Sportmax 170/60 ZR 17 72W

Dimensions:

Rake: 23°
 Trail: 89 mm / 3.5 in
 Fuel capacity (res): 16.33 l (1,9 l after warning light)
 Length: 2070 mm / 81.5 in
 Width: 760 mm / 29.9 in
 Height: 1170 mm / 46 in
 Seat Height: 749 mm / 29.5 in
 Wheelbase: 1410 mm / 55.5 in
 Ground clearance: 125 mm / 4.9 in
 Dry weight: 200 kg / 440 lbs

Warranty: 1 year unlimited mileage warranty

Colours: Midnight Black with Nuclear Blue Frame and Wheels
 Sunfire Yellow with Designer Black Frame and Stardust Silver Wheels
 Arctic White with Nuclear Blue Frame and Wheels
 X1W White Lightning: Arctic White with Sky White Frame and Wheels, with Blue Ceramic Exhaust Pipes and Special Graphics package

Optional features / Availability:

Buell PM 3.5 x 17 front and 5.0 x 17 rear spun polished aluminium wheels
 3rd Quarter 2001

Engine:

4 Stroke, 45° V-twin Air cooled, Pushrod-operated overhead valves with hydraulic self-adjusting lifters, two valves per cylinder, Dry sump, 40 mm Keihin CV carburettor, Inductive, Free-Breathing 2 into 1 collector, electric starter

Bore: 88,8 mm / 3.5 in
 Stroke: 96,8 mm / 3.8 in
 Displacement: 1203 cc
 Compression Ratio: 10,0:1
 Power: 70kW-93.5hp @ 6100 rpm
 Torque: 113Nm-83ft.lbs. @ 5600 rpm

Drivetrain:

Wet multi-plate clutch, Five-speed transmission, constant mesh, Kevlar final drive belt

Primary reduction: 1,60 (56/35) Secondary reduction: 1,9 (55/29)

Suspension:

Tubular perimeter chrome-moly frame with Uniplanar powertrain vibration isolation system, 43 mm *Showa* front fork (adjustable spring preload and rebound damping), *Showa* shock absorber under engine (adjustable spring preload and compression damping), aluminium arc swingarm

Suspension travel: Front: 119 mm / 4.7 in Rear: 117 mm / 4.6 in

Brakes / Tyres:

Brakes: Front: 340 mm floating disc brake, six piston caliper
 Rear: 230 mm Disc brake, single piston caliper

Tyres: Front: Dunlop D 205 F Sportmax Tour. 120/70 ZR 17 58W
 Rear: Dunlop D 205 Sportmax Tour. 170/60 ZR 17 72W

Dimensions:

Rake: 24.5°
 Trail: 97 mm / 3.8 in
 Fuel capacity (res): 19 l (2,27 l)
 Length: 2050 mm / 80.7 in
 Width: 800 mm / 31.5 in
 Height: 1140 mm / 44.9 in
 Seat Height: 749 mm / 29.5 in
 Wheelbase: 1410 mm / 55.5 in
 Ground clearance: 132 mm / 5.2 in
 Dry weight: 197.3 kg / 435 lbs

Warranty: 1 year unlimited mileage warranty

Colours: Carbon Black with Designer Black Frame and Stardust Silver Wheels
 Volcano Grey with Blazing Orange Frame and Wheels
 Blue Streak with Designer Black Frame and Stardust Silver Wheels

Optional features / Availability:

Buell PM 3.5 x 17 front and 5.0 x 17 rear spun polished aluminium wheels
 3rd Quarter 2001

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