

LIQUID-COOLED 1125CR STRETCHES THE NAKED SPORT CATEGORY

Sophisticated Aggression from a 21st Century Café Racer

OXFORD, UK. (July 22 2008) – Part sportbike and part street, the 2009 Buell® 1125CR™ combines the soul of the classic Café Racer with the thrilling performance and advanced technology demanded by today's most passionate rider. The 1125CR joins three XB Lightning® models in the 2009 Buell Street line-up. Each delivers a belligerent attitude backed by potent American V-Twin muscle. The XB Lightning line-up has been simplified to three models (XB12Ss, XB12Scg, XB9SX), offering attitude and ergonomics to riders of all sizes. The XB12Ss Lightning® Long has roomier ergonomics and longer travel suspension while the XB12Scg has a low seat height and reduced travel suspension that has been specifically retuned to retain Buell's legendary sportbike handling prowess. Abundant lean angle on the XB12Scg is not compromised.

Buell Street motorcycles put the rider over a motorcycle distilled from the three elements of the Buell Trilogy of Technology – chassis rigidity, centralised mass, and low unsprung weight – that responds instantly to rider input. The styling is aggressive and deliberately displays the mechanical elements of Buell's innovative design. The broad powerband of a Buell V-Twin engine keeps abundant torque on tap at all times, in all gears and in any situation.

What's New in the Buell® Street range for 2009

Blacked-Out Component Styling – To reinforce the aggressive styling of the Buell Street range, a new black powdercoat finish is applied to the frame, swingarm, engine, fork tubes, triple clamps, brake calipers and other components.

ZTL² Front Brake – Two XB Lightning models powered by the 1203 Thunderstorm™ engine are now equipped with the ZTL² front brake. The eight-piston caliper design offers a larger pad surface, optimises heatdissipation capability and allows even pressure distribution over each of the four pads in the caliper. A single 375mm stainless steel rotor mounted directly to the wheel rim produces outstanding stopping power, weighs less than a dual-disc system, and permits the use of a very lightweight front wheel that helps reduce steering inertia and unsprung weight.

Improved Drive Belt – A new Veyance Hibrex® drive belt with Flexten® Plus technology, based on the belt developed for the Buell® 1125R™, is stronger and more durable than the previous drive belt.

Buell® 1125CR™

Naked styling and clubman-style handlebars give a respectful nod to the nostalgic era of Café Racers, but styled in a thoroughly modern package. A 146-hp liquid-cooled V-Twin engine is geared down for optimum acceleration. Sinister styling. Sophisticated technology. The 1125CR, Erik Buell's 21st century interpretation of the classic Café Racer, is a new motorcycle that defies convention.

Positioned behind the black-anodised, tapered aluminium handlebars and streamlined headlight and flyscreen, the rider has a wide-open view forward that intensifies the sensation of speed. At 170kg, the 1125CR is the lightest litre-class naked street motorcycle on the market, and combined with 146 horsepower, it offers the best power-to-weight ratio in the category.

The Buell 1125CR offers liquid-cooled technology and responsive handling from a proven platform based on the Buell Trilogy of Tech principles. The Buell Helicon™ 1125 powertrain provides the foundation for this riding experience. This 1125cc DOHC V-Twin engine features a compact, 72-degree design and is rated at 146 crankshaft horsepower and 82 ft. lbs. / 111 Nm of peak torque. Buell DDFI3 closed-loop EFI produces smooth throttle operation and better fuel economy. A ram-air system pressurises the 12-litre air box for a gain in peak performance. Twin side mounted radiators within aerodynamic cowlings lower the centre of gravity and centralise mass. The exhaust system features a large-volume muffler mounted below the engine to optimise cg location and mass

centralisation. An HVA (Hydraulic Vacuum Assist) Slipper Action clutch features hydraulic actuation from the hand control with assistance from engine vacuum for lighter clutch effort. Low 76/27 (2.815:1) final-drive gearing produces outstanding acceleration.

The engine is rigid-mounted as a structural component of the Buell Intuitive Response Chassis (IRC) that has outstanding torsional stiffness, yet is compliant in the planes required to help absorb mid-corner chatter, and doubles as a 20.1 litre fuel reservoir. To enhance control under acceleration, the cast-aluminium swingarm is 5mm longer than the Buell 1125R swingarm. Showa® 47mm inverted forks and a Showa rear shock absorber are both fully adjustable. Positive braking performance is provided by the Buell ZTL² front brake system. The rear brake caliper is mounted directly to the inner surface of the swing arm and weighs 0.7kg less than a typical rear-brake design.

All this performance is packaged in a motorcycle that is visually stunning. A narrow headlight pod incorporates a clipped flyscreen, while a hard cowl covers the passenger seat section. The blacked-out frame and chassis components contrast with red highlights on the front brake caliper, wheel rims and rear shock spring. The Buell 1125CR will be offered with Racing Red or Midnight Black bodywork. For riders who prefer our traditional streetfighter bar we are launching a new black anodised handlebar as a P&A offering – contact your local authorised dealer for further details and availability.

Buell 1125CR highlights

- Buell Helicon 1125 liquid-cooled 72-degree V-Twin engine
- 146 peak hp / 148 PS / 109 kW @ 9800 rpm (per EU Standard EC95/1)
- 82 ft. lbs. / 111 Nm peak torque at 8000 rpm (per EU Standard EC95/1)
- Large-volume muffler with Helmholtz chamber
- DDFI III Electronic Fuel Injection ECM
- Ram-air pressurised air box
- Twin side-mount radiators
- HVA (Hydraulic Vacuum Assist) Slipper Action clutch
- ZTL² 8-piston front brake
- Fully adjustable 47mm Showa inverted fork
- Fully adjustable Showa rear shock absorber
- Fuel-in Frame 20.1 litre capacity
- Dry Weight: 170kg
- Wheelbase: 1385mm
- Seat height: 778mm
- Pirelli® Diablo® Corsa III tyres
- Pre-wired for easy installation of accessory Heated Grips

Buell® Lightning® Long XB12Ss

With a 1375mm wheelbase, the Lightning Long XB12Ss offers an expanded cockpit for the rider, a larger passenger position and 16.7 litre fuel-in-frame capacity for extended range. For 2009, the ride gets enhanced as suspension travel front and rear is extended to 143mm. A new, sculpted Streetfighter saddle maintains seat height at 776mm and covers a handy storage compartment. The new Buell ZTL² eight-piston front caliper enhances braking performance. A fuel-injected Buell Thunderstorm 1203 V-Twin engine with Buell InterActive Exhaust pounds out the power. The Lightning Long is available with Midnight Black, Cherry Bomb Translucent or Hero Blue Translucent bodywork.

Buell Lightning Long XB12Ss highlights

- Buell Thunderstorm 1203 air/oil/fan-cooled V-Twin engine
- 94 peak hp / 95 PS / 70 kW @ 6800 rpm (per EU Standard EC95/1)
- 77 ft. lbs. / 104 Nm peak torque @ 5500 rpm (per EU Standard

- EC95/1)
- Buell InterActive Exhaust
- DDFI III Electronic Fuel Injection ECM
- Eight-row oil cooler with Jiffy-tite fittings
- **New** stronger Veyance Hibrex drive belt with Flexten Plus technology
- **New** fully adjustable 43mm Showa inverted fork
- **New** fully adjustable Showa rear shock absorber
- **New** Buell ZTL² front brake with eight-piston caliper
- Dry Weight: 181kg
- Wheelbase: 1375mm
- Seat height: 776mm
- Fuel in frame 16.7 litres
- Cosmetic Frame Protectors
- Pre-Wired for Accessory Heated Grips
- Pirelli Diablo T tyres
- Available with Translucent bodywork
- **New** black engine, frame, swingarm, powertrain and forks

Buell® Lightning® XB12Scg Lowered suspension and a reshaped saddle drops the seat height of the XB12Scg to just 726mm – for a lower centre of gravity and a shorter reach to the ground – with no compromise to handling or performance. The powerful Buell ZTL² eight-piston front brake caliper is new for 2009. Blacked-out engine, frame, swingarm, fork and other components give the XB12Scg a menacing new look. The muscular Buell Thunderstorm 1203 V-Twin backs it up with pavement-pounding power. Available with Midnight Black, Cherry Bomb Translucent or Hero Blue Translucent bodywork.

Buell Lightning XB12Scg highlights

- Buell Thunderstorm 1203 air/oil/fan-cooled V-Twin engine
- 94 peak hp / 95 PS / 70 kW @ 6800 rpm (per EU Standard EC95/1)
- 77 ft. lbs. / 104 Nm peak torque @ 5500 rpm (per EU Standard EC95/1)
- Buell InterActive Exhaust
- DDFI III Electronic Fuel Injection ECM
- Eight-row oil cooler with Jiffy-tite fittings
- **New** stronger Veyance Hibrex drive belt with Flexten Plus technology
- Fully adjustable 43mm Showa inverted fork
- Fully adjustable Showa rear shock absorber
- **New** Buell ZTL² front brake with eight-piston caliper
- Dry Weight: 179kg
- Wheelbase: 1320mm
- Seat height: 726mm
- Cosmetic Frame Protectors
- Pre-Wired for Accessory Heated Grips
- Pirelli Diablo T tyres
- Available with Translucent bodywork
- **New** black engine, frame, swingarm, powertrain and forks

Buell® Lightning® CityX XB9SX A Street bike for the middle-weight class, the CityX was designed especially for the urban environment. The torque and broad powerband of the Buell Thunderstorm 984 V-Twin engine lets the CityX pull briskly away from traffic and accelerate past pesky cabs, while an upright rider position, wide Supermoto-style handlebars and intuitive handling help the CityX scat around potholes and dodge through back alleys. A new saddle shape for 2009 drops the seat height by 33mm to 764mm. Hand deflectors, dual headlight grilles, and frame pucks

fend off minor cosmetic damage. Pirelli® Scorpion® Sync® tyres grip all road surfaces and add aggressive style. Available with Cherry Bomb Translucent or Hero Blue Translucent bodywork.

Buell® Lightning® CityX XB9SX highlights

- Buell Thunderstorm 984 air/oil/fan-cooled V-Twin engine
- 80 peak hp / 82 PS / 60 kW @ 7500 rpm (per EU Standard EC95/1)
- 58 ft. lbs. / 79 Nm peak torque @ 4500 rpm (per EU Standard EC95/1)
- DDFI II Electronic Fuel Injection ECM
- Eight-row oil cooler with Jiffy-tite fittings
- **New** stronger Veyance Hibrex drive belt with Flexten Plus technology
- Fully adjustable 43mm Showa inverted fork
- Fully adjustable Showa rear shock absorber
- Buell ZTL front brake
- Dry Weight: 177kg
- Wheelbase: 1320mm
- **New** Seat height 764mm
- Pirelli Scorpion Sync T tyres
- **New** black engine, frame, swingarm, powertrain and forks
- Translucent bodywork
- Supermoto-style crossbar handlebars with deflectors
- Headlight grille
- Cosmetic frame pucks
- Pre-Wired for Accessory Heated Grips

To learn more about Buell motorcycles, visit your local Buell dealer today and experience the pure streetfighter attitude, style and performance only found on board a Buell. For the Buell dealer nearest you, pull into www.buell.com.

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