



BUELL BACK ON TRACK



Buell XBRR features:

- 1340cc (81.7 cid) Thunderstorm Powertrain:
- 4.079 inch (103.6 mm) bore and 3.1 inch (79mm) stroke
- 12.5:1 compression ratio
- Dual 62 mm down-draft fuel-injection throttle bodies
- WAVE-analyzed header and mass-centralized muffler
- 150+ peak engine horsepower at 8000 rpm (per SAE J607)
- 100 ft. lbs. peak engine torque at 6500 rpm (per SAE J607)
- Black 6-Spoke Cast Magnesium Racing wheels:
- Front: 3.5 inch (88.9mm) x 17 inch (431.8mm) wheel with 120/70R-17 tire
- Rear: 5.5 inch (139.7mm) x 17 inch (431.8mm) wheel with 190/55R-17 tire
- Buell ZTL2 reversed rotor front brake with eight-piston Nissin caliper
- Ram Air system integrated with full racing fairing
- Carbon fiber bodywork
- 43mm Ohlins adjustable front suspension with inverted forks

Way back in 1983 Erik Buell built his first racing motorcycle: the RW750 Road Warrior. He was already a well-regarded racer and had left his employment at Harley-Davidson to pursue that career, and but for the AMA stopping Formula One racing – the one class where the 2-stroke square-four motor was legal, he may well have never ended up building a sportbike round Harley's surplus stock of XR1000 motors. They wouldn't have evolved into the Thunderbolts, Lightnings and Cyclone of the Nineties, which wouldn't have paved the way for the revolutionary XB-series that now comprise the Buell model range.

He may well have still been building race bikes, but it is doubtful they would have been much like this: Buell's new race bike. The XBRR.

Externally it might have done, actually, because aerodynamics were high on the young Erik's list of priorities, and this is the first fully enclosed Buell since the RR1200 in 1988/89, but what lurks beneath the bodywork bears a closer resemblance to the current Firebolt and Lightning than the Road Warrior.

It will annoy the hell out of a lot of people that it is still a pushrod, OHV 45-degree v-twin motor, because they can't get used to the idea that Erik might know what he's doing, for beneath the its flowing curves the panels conceal a modified Thunderstorm motor from an XB9, bored out to 103.6mm to give a very short-stroke motor with a swept volume of 1340cc, producing 150hp@8,000rpm at the crank aided by a monumentally high 12.5:1 compression ratio and dual 62mm downdraught throttle bodies.

It also runs an XB fuel-in-frame chassis, and still carries its oil in the swing-arm, but has been modified to take a chain, and has billet axle adjusters to allow chain adjustment: a purely practical means of changing the final drive gearing quickly and easily to suit different circuits. The suspension gets a boost, with a fully adjustable Ohlins remote reservoir shock at the back, and their inverted 43mm forks up front.

Wheels are cast magnesium, offering a weight saving of 33% over the already light road wheels, and the front brake has been beefed up, replacing the 6-pot caliper with a new 8-pot Nissin gripping the rim-mounted, ZTL brake.

The only disappointment is that there are no announced plans to release a road-going version of it, and it's not EPA certified for road use ... still, it will get a lot of XB9 owners thinking.

- Ohlins fully-adjustable rear suspension with coil-over monoshock with remote reservoir
- 55-degree lean angle (hard contact)
- 30.5-inch (775 mm) seat height
- 21-degree rake and 3.4-inch (86 mm) trail
- Cast-aluminum swingarm with billet axle adjustment system
 - Center position wheelbase 52.8 inches (1341 mm)
 - Range wheelbase 51.8 – 53.8 inches (1315 mm – 1367 mm)
- Buell Racing paint scheme
- To accommodate eligibility in a wide variety of racing classes, an engine modification kit will be available to help conform the XBRR to a wide range of class regulations.

Fifty XBRR motorcycles were produced in a short initial run in late February and the balance will made in April, and they have already drawn blood at their debut meeting at Daytona 2006, with German Rico Penzkofer winning the CCS Supertwins race, beating the Ducati 999RS of Dario Marchetti on the last lap in traffic.

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