DIMENSIONS	IN	MM
Wheel Base	55.30	1404
Overall Length	78.00	1981
Overall Width	23.25	591
Road Clearance	5.10	129.5
Overall Height	49.25	1251
*Saddle Height - Low	25.50	648
*Saddle Height - High	27.50	698

* Buell Blast has two seat options available.

WEIGHTS	LB	KG
Wet Weight	380	172
GVWR	780	353
GAWR Front	280	127
GAWR Rear	500	226
Load Capacity	400	181

NOTE

Gross Vehicle Weight Rating (GVWR) and corresponding Gross Axle Weight Ratings (GAWR) are given on a label located on the frame steering head.

CAPACITIES	US	METRIC
Fuel Tank: Total (including reserve) Reserve	 2.80 gal. 0.55 gal.	 10.6 liters 2.08 liters
Oil Tank (with filter)	2.0 qts.	1.89 liters
Transmission/Primary	32.0 oz.	946.35 ml
Front Fork (each - wet capacity)	9.2 oz.	272.08 ml

NOTE

Wet weight is the total weight of the motorcycle including fuel, oil and primary fluid. GVWR is the Gross Vehicle Weight Rating (maximum allowable loaded vehicle weight). GAWR is the Gross Axle Weight Rating (maximum allowable loaded weight per axle). Load capacity is the amount of weight (including the rider) that can be carried on the motorcycle without exceeding the GVWR.

ENGINE		
Number of Cylinders	1	
Type	4-Cycle, four stroke, single cylinder, air cooled	
Compression Ratio	9.2:1	
Bore x Stroke	3.50 x 3.125	88.9 mm x 79.375 mm
Engine Displacement	30 cu.in.	492 cc
Torque - ft.-lbs	27 ft.-lbs@3200 rpm	

IGNITION SYSTEM	
Ignition Timing	Timing Advance at 1200 RPM 20° BTDC
Battery	12 Volt, 12 amp/hr., 200 CCA
Spark Plugs	Harley-Davidson No. 10R12
Size	12 mm
Gap	0.038-0.043 in. (0.97-1.09 mm)
Torque	11-18 ft.-lbs. (15-24.4 Nm)

TRANSMISSION	
Type	Constant Mesh, Foot Shift
Speeds	5 Forward
Ratio	1.60:1

NUMBER OF SPROCKET TEETH	
PRIMARY	
Engine	35
Clutch	56
FINAL	
Transmission	27
Rear Wheel	80
Belt	139

GEAR RATIOS	*OVERALL	**FINAL
First	12.74	2.69
Second	8.77	1.85
Third	6.79	1.43
Fourth	5.60	1.18
Fifth	4.74	1.00

*Overall gear ratios indicate the number of engine revolutions required to drive the rear wheel one revolution.

**Final Gear Ratios indicate the number of mainshaft revolutions required to drive the output sprocket one revolution.