

# News & Products

# V-ROD WITH ZEEL



different to each other shows what can be achieved with Harley's VR, and I reckon more people should put apehangers on their V-Rods.

While the Bobber has a mirror finish disk wheel – disturbingly smooth on one side but for a simple, flush-fitted boss – the Pro Street uses more conventional Weld Racing's wheels – if you can call an 18x14-inch wheel conventional.

Don't get used to the idea that Zeel have gone too mainstream yet, however, their next International Biker Build Off bike will be unveiled at Daytona in March, and Michael tell us it will be as good, or better than Phenom. Watch this space.

**Zeel Design +1 450 772 5962**  
[www.zeeldesign.com](http://www.zeeldesign.com)



Remember Zeel and Phenom? Silly question really. Seems that Ben and Michael do a lot of playing around with V-Rods too, and not just a bit of messing about either. It's sickening really, that so much talent can be concentrated in two guys, but a real eye opener too.

These two bikes show their new mono swing-arm kit for V-Rods with big tyres, and they stand some close scrutiny. The Bobber, for want of a better description, has a 280/300 section rear tyre, is a the kit developed for Ricks Motorcycles in Germany while they did the 360 Pro Stock for themselves. Both kits feature longer belts from Gates, and bearing offset plates and pulleys from Ricks, but the big claim to fame is that they are the first mono swing-arm kits for big tyres, with a hidden mono-shock and a new fuel tank with increased capacity. That the two bikes look so



**Editor:**  
[andy.hornsby@american-v.co.uk](mailto:andy.hornsby@american-v.co.uk)

**Features Editor:**  
[rich.king@american-v.co.uk](mailto:rich.king@american-v.co.uk)

**Staff Photographer:**  
[derek.grimshaw@american-v.co.uk](mailto:derek.grimshaw@american-v.co.uk)

**Contributors this issue:**  
 John Davey and Onno Wieringa

**Design:**  
[dean.cooper@american-v.co.uk](mailto:dean.cooper@american-v.co.uk)

**All editorial enquiries to:**  
[editorial@american-v.co.uk](mailto:editorial@american-v.co.uk)

**Advertising Manager:**  
 Doug Howard: 0845 644 2091

**Circulation Manager:**  
 Peter Johns: 01283 742960

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**American-V, PO Box 336,**  
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American-V was born on line, in a haze of bourbon and bonhomie, and at times of deadline we wish we'd stayed there. The pre-2003 archives continue to live at [www.american-v.co.uk](http://www.american-v.co.uk) alongside as much of the paper editions as we can get permission to reproduce ... or will do when we get chance to update it again. Ahem.

This issue was brought to you in great haste. E&OE ...

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## DYNA 6-SPEED RECALL

There has been a recall on 2006 6-speed Dyna models manufactured between 9th June and October 19th 2005 to deal with a technical fault on the gearbox. The problem is one of a false neutral and not the type that almost all gearbox suffer from, but one that is close to the real neutral: close enough to illuminate the neutral light, but far enough away that the bike could slip back into gear.

Owners of all affected bikes will have been notified, all bikes still in the dealer network will be fixed before going out and all bikes manufactured after 19th October last year have the new parts already in them – notably a new shifter cam, detent arm and neutral switch.

If you have any concerns at all about it slipping into gear in traffic, holding the bike on the front brake will make sure that the engine will stall. There had been two – yes, just two



– reported failures at the time of writing on the 13,400 bikes affected by the recall, neither of which resulted in rider injury. See editorial.

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