



TWISTED STEEL V-ROD BODY KITS



If you're one of those who love the V-Rod for its power and turn of speed, but not its looks – as opposed to one who loves the look but want it to still feel like a Harley – you might be interested to know that Dave French has put his thinking cap on, plugged in an electric knife and had a lot of fun with a block of styling foam. The net result is a styling kit that he describes as one of the most radical V-Rod styling kits in the world. And having had the briefest of peaks under the covers, it's no understatement. We can't show you what it looks like, because it will be officially launched at the Pro Custom Bike Show in Newark on the Nick Gale Custom Cycles stand, but we can tell you that the kit will be called the Cobra and will comprise Airbox cover, rear mudguard with integral LED rear light, front mudguard, replacement headstock vented covers and frame and tank covers. There will be Cobra cut wheels available soon to complement the kit, and tie the whole lot together.

If you can't get to Newark, check out next issue for full details along with pics and prices or keep an eye on Twisted Steel's website for this and many other crazy ideas.

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BIG BLEEDER

Would have killed for one of these when we were trying to belled up the new calipers on Rich's Road King, rather than messing around endlessly with the old fashioned system. And that was the front! Anyone who has sweated blood, and trying to sort out a rear caliper – loads of fun because the slave cylinder is higher than the master.

A professional kit, it would hopefully be the last brake bleeding system you'll need to buy, unless of course that last attempt to do it the old fashioned way was the last time you were ever going to sully your hands with the damn stuff.

Sixty quid is a lot until you count the hours you've lost in the past, and it's one of those things that you always remember you meant to get a couple of hours after you started, in which case it is a bargain, but it really is more for those people who do a lot of their own maintenance.



www.motrax.co.uk

E85 SWEDISH MOTOR

Do you remember the doom-mongers whittering on about how the end of the air-cooled motor when the V-Rod came out? More to the point, have you heard any of them apologise for overdramatising it since the new generation Dyna came out: cleaner, and more powerful with a very happy fuel injection system? Course not.

And even if they'd still been in the wings moaning on, there's still another technology which hasn't been fully developed as yet, but will be cleaner still, and without compromising performance, and it's come from Motospeed of Sweden.

It works on Ethanol – E85 Ethanol to be precise – which is also a potential new source of fuel which will shut up the other bunch of whining gits sitting on the other side of the stage.

E-85 is an Oxygenate (thought that would impress you), which as we all know has a high oxygen content, burns more completely and pollutes less: every one a winner. The bigger news is that Motospeed have converted a performance Harley motor to run on it, and with 13:1 JE Pistons, 'Wild Things' billet heads, Kuryakyn 57mm injection throttle body, Dynojet commander, S&S oversized barrels and Andrews cams, rods and their gear cam drive, it is producing 139hp and 163nm of torque at the back wheel from a 1638cc / 100-inch.

Okay, so there's a lot of money in that, but that is one performance shop with restricted R&D budgets. If they can do it, the Motor Company will be able to do it. There's life in the long stroke, air-cooled V-Twin yet.

www.motospeed.se



DOUG KEIM TOP FUEL FRAME

If you're in the market for a Pro-Stock style chassis with good lines, you might want to take a look at Doug Keim's Top Fuel frame. Stretched 8-inches in the backbone and 4-inch in the downtube, it has a 40-degree rake and is designed to take a zero-offset RSD gearbox and Metzeler's 280-section tyre. The chassis comes as a kit including steel oil tank with a billet bung, swing-arm and one-inch rear axle.

Also available to suit are the chromed billet front end with raked yokes to correct the trail, chrome one-and-a-quarter handlebars, kickstand and chromed billet wheels from Weld Racing all as seen in the pic: that's a 21-inch up front.



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SUPERSLIM CATSEYE TAILLIGHT

One of the big improvements afforded by the use of LED lights, is the scale of the housings can now be reduced to a minimum previously impossible because of the sheer size of the bulb. This pair of Catseye taillights are a case in point, and measuring less than 15mm from the front to back of the chrome housing, they'll be easy to accommodate on even the most ultra clean custom.

Something else they allow, the variety of colours they can emit means we can use clear lenses more easily, which is why there are two options,



Zod. 160634 LED Taillight with red lens
Zod. 160649 LED Taillight with clear lens