



KURYAKYN LED BULLET INDICATORS

A neat way to finish off your fender struts, if you've got an '84 to '04 FX Softail or Dyna with the 5/16 fender strut hole – which means Deuce owners don't need to apply – are these Kuryakyn LED mini bullets. Inexplicable available with a clear lens – unless you've fallen for the Meteor Motorcycles-supplied reverse gear conversion – they are thankfully supplied with either a red or an amber pair of lenses in the box too, to act as marker lights or indicators.



I'm sure with a bit of imagination they could be used on the front too, or match an existing item but they don't say, and my MCS catalogue is at the office.

MCS# 544929: with amber and clear lenses
MCS# 544930: with red and clear lenses

Motorcycle Storehouse, Netherlands
www.mcseurope.nl

2007 EFI SPORTSTER ON THE BENCH.

Kitech Performance have joined forces with Mayors Motorcycle Care in Southampton to fit the UK's first Fuel injection controller to the new Harley-Davidson 2007 Sportster. The controller, powered by Dobeck Performance's GEN3 technology allows for easy programming of the fuel curve on modified Fuel injection Sportsters. The control units wiring harness simply plugs into the existing injectors and O2 sensors and is programmed by using three button pads located on the units front panel. Measuring only 11mm thick the unit is easily located under the seat or behind the side panel.



Dru Rumball of Kitech tells us that the GEN3 ushers in the latest in tuning science – replacing is the old throttle position and RPM (Alpha-N) based tuning with a powerful and highly effective load-based tuning method, which can account for the different loading on the engine produced by different gears, noting the difference and delivering the right amount of fuel for every gear, in every situation.

Wayne Mayor has got a 2007 straight off the boat from Milwaukee and between the two companies, the potential offered by the new Fuel Injected XLs will be interesting.

We're hoping that we'll have results from the collaboration for next issue.

Kitech Performance: www.kitechperformance.com
08707 606 258
Mayors Motorcycle Care: 023 8066 8877

NEW RANGE OF OCC AND CHOPPERS INC AT METEOR MOTORCYCLES



Gloucester's only Harley and custom specialist, 'Ye Olde Chopper Shoppe' tells us they've got the first UK stocks of new Orange County Choppers, and Chopper Inc 2006/7 T-shirts, hoodies, hats and gifts.

Available on-line, through ebay or at their retail store and workshop in Birdlip Hill, east of Gloucester, that is a small part of the extensive merchandise ranges stocked, which sits alongside the usual suspects in terms of aftermarket catalogues, and some unusual ones, including the UK agency for Champion Products of California's reverse gear for big twins, for those who fancy a sidecar or trike.

www.meteormotorcycles.co.uk: 01452 864983

YOU WANNA START SOMETHING?

Now here's a thing, and a bloody obvious one when you think about it. Why piggy-back your starter motor onto the clutch drum, and back feed that energy through the primary chain or belt to the motor. Why not put a motor into the primary drive and run it directly onto the end of the crank.



Then again why change a working system?

First up, it's not been done before because the primary chaincase is a hostile environment, and there's no where to mount it especially well, and because the technology wasn't really there. The hostile environment bit is take care of by it's suitability for an open belt-drive primary, which it is supplied with.

Why bring us to the other why, which is answered by the fact that it more than halves the cranking requirements from 280-300 Amps on a stock Evo or TC88 to 120 Amps. A brilliant idea for a big inch motored custom that is struggling with the twin dilemma's of where to put a battery big enough to crank the motor, and general unattractiveness of a starter motor sitting on top of the gearbox. Until people get used to seeing them around, you could put a kicker on and no-one would be any the wiser that you weren't some sort of fundamentalist anti-technologist ... until they saw you in shorts.

Technically, it has a third generation starter motor with a 6:1 planetary reduction gear, giving a 54:1 starting ratio at the crank courtesy of a 78-tooth starter ring on the primary's front pulley. Aren't you glad you asked?

Zodiac 722538: Primo D2S with 3D flamed belt guard
Zodiac 722539: Primo D2S with smooth belt guard

Zodiac International BV, Netherlands
Zodiac-uk@zodiac.nl www.zodiac.nl



REPLICA 4-SPEED BOXES



Building an old-school and want as close to the original transmission as possible? Or maybe your 4-speed 'box is starting to slacken off now it's been round the world a couple of times? Either way, if you don't want to (re)build it up yourself, you can cut your losses and just bolt in a ready-to-roll replacement. They come complete with ratchet top, kicker with pedal, clutch hub nut, sprocket nut and speedo drive.

Gear ratios are as per the FL, and the speedo drive ratio is 2:1 pre 1970 and 1:1 thereafter

W&W# 74-121: 1936-64 for tin primary (pre Electric start)
W&W# 74-122: 1965-69 for aluminium primary, 2:1 speedo drive gear
W&W# 73-123: 1970-84 for aluminium primary, 1:1 speedo drive gear

W&W Cycles, Germany.
www.wwag.com

