



NEAT TANK-TOP, RICK

If you like the top of your fuel tank to be uncluttered by dashboards, and like the shape and style of the original tank, you're going to be pretty fed up with EFI motors by now, what with its high-tech electronics beneath the dash, and enlarged access beneath that to get to the fuel pump.

Ricks have the answer to all your problems, though, with this conversion that repositions the ECO beneath the tank, together with the fuel pump access, and even has a pre-cut sheet of metal to cover the original access point to give a clean top.

Don't even think about doing this at home, unless home is a fully equipped workshop and you have the specialist skills required to carry out such a conversion, but at least you now know you can specify it as a solution, and it'll only be a matter of time before they'll be available as exchange items, or people fit them to new steel.



W&W 35-014

Rick's Gas Tank Conversion EFI Clean

www.wwag.com

OVERDRIVE 6TH OR DIRECT DRIVE?



That's a question that few have really answered, but Baker has just introduced their Direct Drive 6-speed Conversion and have taken the time to explain why.

In simple terms, regular overdrive boxes have a taller top speed above the normal 1:1 fifth gear, while direct drive gearboxes have a 1:1 sixth, and increase their overall gearing by messing with the primary ratios – which is exactly what Harley did with their Cruise Drive 6-speed.

And why would you want a 1:1 sixth gear? Because anything other than 1:1 saps power, and when you're pulling top gear, you need every last bit of power your engine can call upon: that's the big test of roll-on power.

If, of course, your intention is to ride in first to fifth, and drop it into sixth only for cruising, dropping back to fifth for pulling away sharply, you want an overdrive box. If, however, you want to use the box to get to sixth and then let the torque of a big twin do the work – thought so – a direct drive is better.

The Baker DD6 has helical cut gears on 4th, 5th and sixth for reduced noise in the main driving gears and easier shifting, and comes with a larger 28 tooth compensating sprocket. It offers a choice of first gear ratios – lower to make life easier on loaded dressers – and comes absolutely complete, although W&W recommend installation is performed by a qualified mechanic only.

W&W 74-384

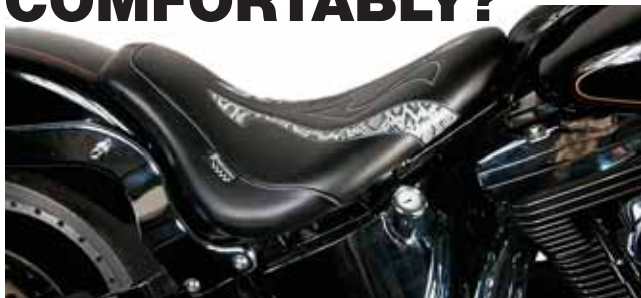
Baker DD6 Builder's kit with 2.94:1 first gear

W&W 74-385

Baker DD6 Builder's kit with 3.24:1 first gear

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ARE YOU SITTING COMFORTABLY?



If not, perhaps you might be happier on a Granucci seat. Custom Cruisers UK are pleased to tell us that they are now stocking the ever increasing range of fantastic Granucci Seats, for both metric cruisers and Harleys, including the 2007 model ranges.

Give them a bell, or drop into their Alfreton shop for more details.

Custom Cruisers UK Ltd: 01773 835666

MOMO FIGHTER HELMET

We've been wearing Momo helmets for a couple of years now, since Bikers Line were their distributor – Rich's 'Devil' is almost his trademark now, and my Carbon 'Komposite' is my constant companion, replacing my flip in all but the nastiest weather – but they never really settled down in the UK market.

But they're back, and are using this limited edition metallic silver and hand-stitched tan leather model to try and lever themselves back into the UK. Comprising a lightweight shell, a

Dupont deluxe anti-allergenic/anti-sweat lining, quick release buckle and an optically excellent curved visor, that mimics the thermally shaped visors of the helicopter pilot helmets that inspired them, they come individually numbered, in sizes from XS to XL for £179.99 including a helmet bag.

Presumably they also offer other models from their range: its worth asking.

MomoDesign Helmets: 0800 369537

