

BUYER'S GUIDE TO COMMUNICATORS)))

# MOTORCYCLE *Cruiser*



## FUTURE SHOCK!

RIDING VICTORY'S  
BOLD NEW  
VISION

**SPECIAL  
PREVIEW  
SECTION  
'08 BIKES**

**TESTED  
KAWASAKI MEAN  
STREAK 1600**

**2008 H-D CVOs**

**VTX BUDGET  
TURBO CUSTOM**

**THE REALLY COOL  
AMERICAIDE TOUR**

**ENGINE TECH: THE BASICS**

**VENTED BOOTS—RATED**



OCTOBER 2007

ISSUE #194 (OCT. 16, 2007)



\$3.99 USA  
\$4.99 Canada

0 70989 34828 8

PRIMEA Publications MOTORCYCLESOURCE.COM

## LONG-TERM BIKES

### 2007 HARLEY-DAVIDSON ROAD KING CUSTOM

**CARETAKER:** KAY

**ODOMETER:** 7,558

**MILES RIDDEN:** 889

**MODIFICATIONS:** Heli Horizon bars,  
Küryakyn ISO-Grips, ISO-Throttle Boss,  
Boss Blades

Well, the Beast has been tamed (somewhat): The stock handlebar is gone, replaced by the new Horizon bars from Heli Modified, Inc., whose first foray into the cruiser market is a hit. The Horizons are adjustable for height, fore-aft position and angle. The environmentally friendlier trivalent chrome finish is beautiful, and the



design of the bars meshes with the bike. Key was the fact that I now had the bars exactly where I wanted them, with wrists in a neutral position. I reeled off 180 miles after installation and could easily have rid-

den many more. The additional control transforms the Harley from a boulevardier to a highway hellhound.

I also threw on a set of Küryakyn ISO-Grips with the ISO-Throttle Boss, plus some Boss Blades levers. The grips are fantastic cushiony bubbles of down under my size-medium hands, and the Throttle Boss (a wrist rest) is very useful on longer highway jaunts. The Boss Blades look great but didn't provide much functional benefit; then again, with the thicker grips, it was a bigger stretch to the levers. All in all, though, the ergonomic tweaks make the Harley much more rideable.