

Power pack for Harley

By **TREVOR HEDGE**

PERTH-BASED specialist motorcycle tuner Vee-Two recently became part of the Australian Automotive Components group that owns and operates Sprintex Superchargers.

Vee-Two head Brooke Henry is world-renowned for his expertise in tuning Ducati motorcycles, but in recent times he has been doing a lot of work with AAC and its Sprintex Supercharger division.

The fruits of this collaboration are starting to take shape in the form of a supercharger kit for Harley's V-Rod.

After riding a kitted machine, I came away quite excited about the potential hinted at by the prototype.

On the dyno, it easily broke the magic 100kW mark — or 136hp to those of us who are more comfortable with the old scale.

The numbers tell only half the story because the real on-road benefits come from a huge influx of torque throughout the rev range.

It is the instant urge that the supercharged bike produces at the slightest stroke of the throttle that makes it such a performer. From traffic lights, the machine jumps out of the blocks with the front wheel skimming the tarmac.

Out on the highway, it is even

more impressive. Top gear roll-ons are outstanding, with instant surge always on command for overtaking.

With the power production sorted, development focus has now switched to improving the low-speed running of the prototype.

During our time with the machine, the idle was high and sometimes erratic with a pronounced lope at idle and low rpm.

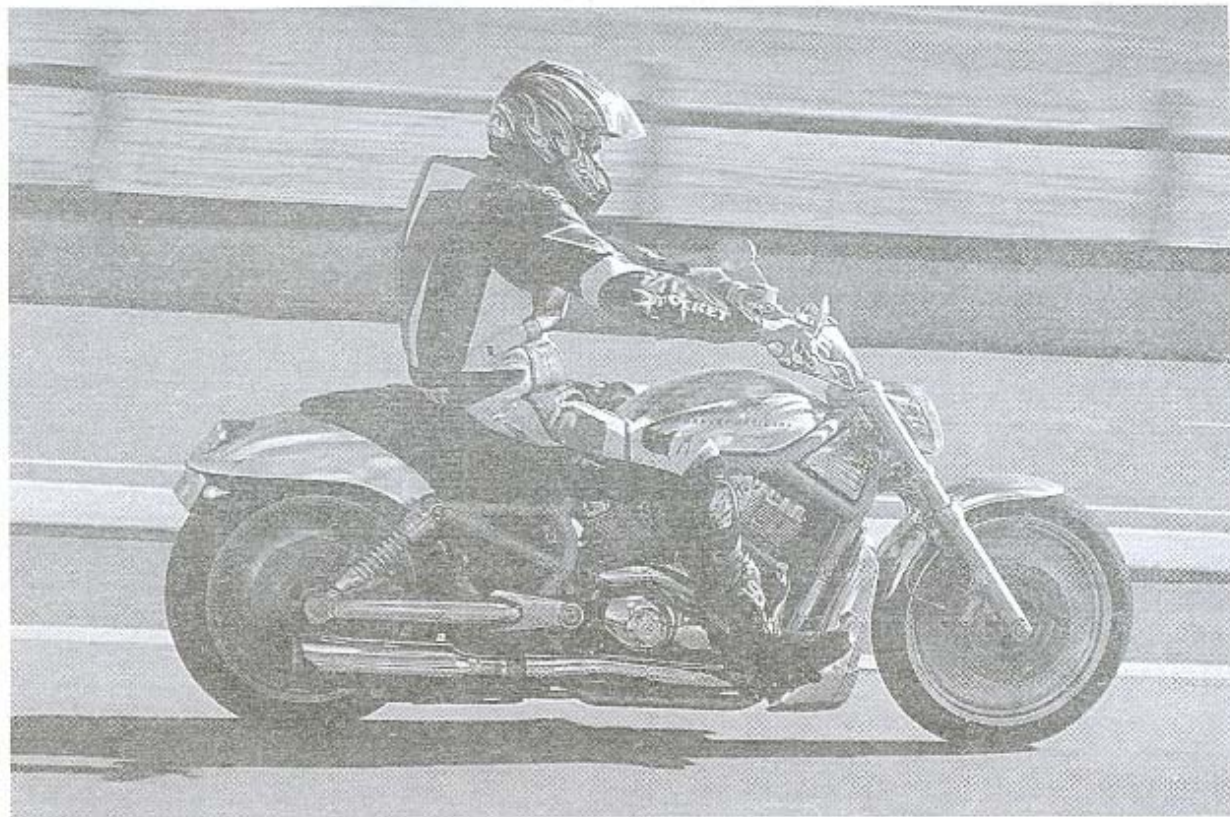
The problem is the standard twin-throttle body set-up, which in a forced induction application causes problems with cylinder biasing.

Because of various factors in the standard-intake system, forced induction under pressure can cause one cylinder to receive more boost than the other — which doesn't make for a smooth-running motorcycle at low revs.

To cure this AAC plans to ship a new single-throttle body as part of the kit and is confident that it can provide customers with road manners rivaling that of the standard bike before the kit is finalised.

Most of the components found on the prototype have been hand-milled from solid 6061-T6 aluminium billets.

When all the final specifications are locked in, AAC's megabuck CNC milling machine will produce the components from the same



The supercharged Harley-Davidson V-Rod on the road.

Picture: KARLO PERISIC

stock under accurate computer control.

I was impressed with the visuals of the conversion because nothing looks out of place or tatty.

Instead, it has that "factory" look. In fact I can imagine some owners wanting to put a clear window in the tank so they can show off the supercharger.

This would be easily accomplished because the fuel cell on the V-Rod is between the frame rails under the rider. AAC is receiving plenty of interest in the kit as word gets around about its work, with many inquiries flooding in from Germany, Japan and the US.

It hopes to start shipping the kits from October and will appoint various authorised fitting centres.

After the V-Rod project is finalised and in production, AAC's focus will switch to producing an all-new Vee-Two SuperSqualo naked bike powered by a supercharged version of Ducati's 999 Testastretta engine.

Wipe that dribble off your chin!



The supercharger atop the Harley's V2 engine.