

2018 First Look

Harley treads into larger waters, and Indian retouches two favorites



CVO Limited

2018 Harley-Davidson CVOs and Specials

When we hear CVO, it's instantly apparent that dedicated and exceptional craft went into molding that specific machine's performance and aesthetic. Such is always the case when H-D's Custom Vehicle Operations team begins to get its wily fingers on a production motorcycle. Each model year typically brings with it a set of three different CVO models. But today isn't a history lesson, at least not entirely; we're looking to the future, ever fragile as it is promising. We're documenting all the ways the two major American manufacturers are trying to not only stay relevant but continue leading the charge into this new landscape. Much of this issue of *AIM* is dedicated to both companies' offerings for the future. That said, allow us to introduce you to the three new CVOs and two new Specials for the 2018 model year.

Let's begin with the CVOs, where you'll see the CVO Road Glide, CVO Street Glide, and CVO Limited on show-

room floors. Last year's CVO Street Glide and CVO Limited featured the new Milwaukee-Eight 114, with the full brawn of the 114" motor. Guess what: there's more packed into the 2018 models. Bulking up to the biggest production motor it has ever unveiled, H-D loaded in the Milwaukee-Eight 117, with a Screamin' Eagle Stage IV kit available for those who want even more performance from H-D's largest displacement motor. The engine retains the same layout as the 107 and 114 platforms—four valve heads, dual spark plugs, precision cooling, single cam, and counterbalancer—with standard ABS on all three; the Road Glide and Limited offers standard cruise control.

Interestingly, the CVO Road Glide is the only model equipped with a 21" front hoop, a quirk that lends itself to an air of exclusivity even from its CVO counterparts and an extra measure of the custom feel to a production bike. The CVO Street Glide rolls on 19" up front and 18" out back, while the CVO Limited is smaller yet at 17" up front and 16" out back.

Each bike is offered in three unique colors. The CVO Road Glide: Black Earth/Vivid Black, Orange Lava/Dark Alloy, Gunship Gray. The CVO Street Glide: Dark Alloy/Black Denim, Orange Lava/Black Denim, Gunship Gray. The CVO Limited: Burgundy Cherry Sunglo Fade, Black Earth Fade, and a special for the Limited only, the 115th Anniversary paint.

With all the work the CVO team puts into these models, they obviously come with higher than usual price tags. The CVO Street Glide will run you \$40,699, the CVO Road Glide \$40,999, and the CVO Limited \$43,299.

As for the two Spe-

CVO Road Glide



CVO Street Glide



CVO Limited Anniversary Edition





Street Glide Special and Street Glide

Specials this year, Harley is rolling out the Street Glide Special and Road Glide Special. We tested and reviewed the Road King Special. You know all about that blacked-out, custom-inspired production bike. But it's important to note the blacked-out pieces because that's what carries over to these Special models, as black is, well, the new black. Harley is hoping to curate more custom-styled models in its production offerings, blacking everything out and offering exclusive products such as the black Talon wheels, 19" and 18" front and rear, on both models. As with the Road King Special, these two models come equipped with the Milwaukee-Eight 107 doused in a heaping of black, with chrome accents peppered throughout to really make the motor pop. ABS and cruise control run standard on both models.

Of course, if chrome is still your bag, Harley has you covered, as the Road Glide and Street Glide are available in their more basic forms this year also. The Road Glide Special is available in four different colors: Vivid Black, Wicked Red, Bonneville Salt Pearl, and HC Hot Rod Red Flake. Keeping it simply black will lighten your pockets by \$26,299, while the color options run \$26,799. The Street Glide Special is available in Vivid Black, Twisted Cherry,

Bonneville Salt Denim, and HC Hot Rod Red Flake. Black will cost \$25,999, and sprucing up the colors to mix and match with your blacked-out forks, handlebars, and exhaust will cost \$26,499.

2018 Indian Roadmaster Elite and Springfield Dark Horse

Hello, darkness, my old friend. Continuing with its theme of releasing a blacked-out edition of its production models, Indian has introduced the Springfield Dark Horse. Black is in, clearly. It features an open fender, hiking up the skirt to tantalize onlookers with its brand-new 19" 10-spoke front wheel, also blacked-out. The windshield is detachable, offering both cruising comfort and instant minimalism at the click of a tab. Prices start at \$20,999.

The Roadmaster Elite comes from the factory with a custom-style two-tone paint scheme, which is finished by hand and real 23K gold leaf badging. The Elite comes with all of Indian's bells and whistles, including the Ride Command system, a 300-watt premium audio system, passenger armrests, billet aluminum, driver floorboards, and touring console. The Roadmaster Elite costs \$36,999, as the top-of-the-line touring model offered by Indian. **AIM**



Springfield Dark Horse



Roadmaster Elite