

# 2017 H-D Street Rod

*Will Harley's revolution start small?*



**H**ow do you do, fellow kids? In an episode of *50 Rock*, an undercover Steve Buscemi approaches high school students wielding a skateboard and wearing a T-shirt that says *Rock Band* in the classic AC/DC font, hilariously failing to fit in. Harley-Davidson's Street lineup, formally introduced in 2013 but arriving in 2014, features two lightweight models, the 500 and 750, in a platform that doesn't aim to play coy with the target consumer. It's Harley's offering for the entry-level rider, equipped with the 60-degree, liquid-cooled Revolution X (494cc and 749cc, respectively), a motor in the same mold as the V-Rod's Revolution, with differences such as a single overhead cam and single internal counterbalancer. The lineup has been met with mixed reactions, though the most positive results stream in from the South Asian markets, specifically India. Yet in an effort to push the lineup forward within the North American market, Harley has introduced a new addition to the Street family, the Street Rod, an effort aimed at the urban demographic where scramblers, café racers, and naked standards have re-emerged as *la moto du jour*. Let's have a look.

H-D's lead designer, Chetan Shedjale, wanted this bike to look tough and aggressive. The front end is comprised of 43mm inverted forks, a new speed screen cowl, and a lightweight aluminum triple clamp, and the fork rake angle has been tightened from 32 to 27 degrees, offering quicker, responsive handling. A drag bar coupled with a 29.4" seat lurches the rider forward, creating a more aggressive posture best-suited for jaunts around the city, and bar-end mirrors offer a clean, sleek, Instagram-ready look.

The air intake is a surpercharger-inspired piece meant to

draw attention to the new High Output Revolution X motor. Wait, hold up. *New* High Output Revolution X? That's right. With that urban market set square in the crosshairs, the design team revamped the Revolution X, achieving 18 percent more horsepower and 8 percent more torque. It still rocks the SOHC, but now features a larger air box, dual-throttle body, revised four-valve cylinder heads and high-lift camshafts, and a more voluminous muffler; compression gets a bump from 11:1 to 12:1. The motor thrives between 3000-5000 rpm, and thanks to liquid-cooling, city folks will have the power and performance needed for denser traffic.

The Street Rod rolls on two brand-new 17" Split 7-Spoke black cast wheels and new Michelin Scorcher 21 radial tires. Coil-over rear shocks have an external reservoir to increase fluid capacity and improve control, increasing rear suspension travel to 4.6". Higher ground clearance offers more control, with lean angles at 37.3 degrees on the right and 40.2 degrees on the left. Stopping power is handled by dual 300mm front disc brakes, and ABS comes standard. Chief engineer Mathew Weber proclaims the Street Rod the most nimble motorcycle currently in the H-D family: "Tires, wheels, suspension, and frame geometry are engineered to work together."

The spread of colors available is quaint: Vivid Black, Charcoal Denim, and Olive Gold. A simple design that puts the rider in an aggressive stance, allows for him to rep the Bar and Shield, and comes stocked with a revamped motor and modern amenities? The starting point is hooking entry-level riders, but the sticking point will be attracting a sizeable chunk of the urban-rider demo. Will the Street Rod be more than the old fella in an outdated T-shirt? **AIM**