

REVIEW: Harley-Davidson Street Glide



At first glance, the all new Street Glide and all motorcycles in the touring line-up, appears very similar to the 2008 models, but the changes lurking beneath the surface are massive. The frame and swing arm have been completely redesigned to make them much stiffer and stronger. These bikes can now support much higher passenger and luggage loads. The way the engine is mounted in the new touring chassis has also been revised slightly to reduce vibration at idle.

The Street Glide sports a new 18 inch front wheel from 2010 with lower profile rubber. The wider rear tyre not only adds visual impact, it contributes to the handling improvement brought about by the stiffer frame and swing arm. Suspension has been re-tuned to work with the new chassis, wheels and tyres.

One thing that sets the Street Glide apart from the rest of the Touring models is the short smoked windshield on the fork mounted Batwing fairing. This is a great way to protect you from the wind and provide the engine, fuel, speed and tacho information at a glance while not obstruction your view. Included in this cluster is also an AM-FM-CD player stereo and cruise control. What more could you want?

Riding the Street Glide has always been one of my favourite rides from the Harley line. Now it just got better. I rode many other Harleys in the past and as I climbed on the Street Glide; I could not get over how nimble it felt as I put the Durban Dealership in the mirror.

I can't believe there is that much improvement with the 2010 Street Glide, but this was a killer ride. The solid V-Twin rubber mounted engine is and always has been a smooth and quiet power plant. It doesn't vibrate as much at idle now, as it did in the past, because of the four motor mounts as opposed to the previous three motor mount configuration. When underway, this V-Twin is very smooth and solid; ask my Suzuki and Honda mates who rode with me to Vereeniging in the Freestate. Operating in traffic was a breeze. This Street Glide's ability to change lanes in traffic and scoot around slower moving cars was fun and exciting. Now with the lower gearing, it seemed a little more responsive. I could not believe this was a touring bike that cracked the scales at 355kg.

Equally fun was riding around some of the long smooth corners on the N3 down from the Midlands. I found the Street Glide predictable and exciting. I never even scraped a foot board. Dips, bumps and pot holes in the road were easy to power over or avoid. The fly-by-wire throttle, isolated drive system and ABS are included as standard equipment. With the deep pockets of torque, it was fun powering around corners. It was about as stable as any ride that I have been on, with the exception of maybe the V-rod or Fat Bob in the Harley line-up. No, it was not meant to lay it down in a bend and scrape bling, but with the casual ride through the KZN bends, I felt very comfortable. Braking was smooth, solid and dependable without any surprises thanks to ABS.

Once you find a comfortable speed, it is nice to step into number six and settle in for a very smooth low RPM cruise. I had no problem spending the week-end on this fine machine doing more than a 1000km with my trip up to the Vaal.

Let's not forget the panniers, standard on this Street Glide, when going on trips such as this and adding to this you also get different seat options making your ride even more comfortable. Options are endless ...

In closing it is hard to imagine, but all these improvements made this Street Glide a more fun machine to ride. I can't say enough about an already great motorcycle, so if you like the big bikes in the Harley line-up, don't live in regret, go and ride the Street Glide.

Price: R272 000.00 - Incl. 14% VAT



HARLEY-DAVIDSON DURBAN
Tel: (031) 767 5350
7 Old Main Road
Gillitts