



TOURING 2014

UNITED BY INDEPENDENTS

Harley-Davidson



LET'S RIDE

THE WORLD

LIKE WE'VE NEVER RIDDEN IT BEFORE

★PROJECT★
RUSHMORE

How can anything else compare? The road stretches out before us and the pictures take our breath away. And we are privileged, because we aren't just seeing it, we're sensing it, feeling it, hearing it, relishing it and living it from the enviable seat of a Harley-Davidson™ motorcycle. We have the world at our feet, our mates at our side and a Harley in our hands. It just can't get any better. Or can it?

This year sees changes and improvements to our touring classics that have been inspired by countless miles of riding and thousands of hours of conversation and consultation with riders across the globe. From today our journey will be taken with more comfort, more power, more confidence and more convenience than ever before. Forget what you thought you knew this is a brave new world.

Go to www.harley-davidson.eu/testride to book a test ride or find out more at www.harley-davidson.eu/rushmore



WE'VE SPENT MORE TIME HERE

HERE

HERE

SO YOU CAN SPEND MORE TIME HERE

HERE

HERE

HERE

AND HERE



HIGH-OUTPUT TWIN CAM 103™

Through all its guises through all the years, the unmistakable look and sound of our V-Twin has been at the very heart of everything we do. And now our heart beats even faster. Our latest Twin Cam 103™ engine features new cams and a redesigned air cleaner, giving us more mid-range torque and passing power. The Ultra Classic™, Ultra Limited® and the Tri Glide® Ultra Classic™ also benefit from Precision Twin-Cooling, cleverly hidden so as not to spoil their looks, but beautifully engineered, to enhance your ride.



REFLEX™ ELECTRONIC LINKED ABS BRAKES

Come to rest with absolute confidence. Apply the front brake at speeds over 30mph and the system automatically operates precisely the right amount of braking to the rear, and vice-versa. Apply them under 30mph and they know to work independently, maintaining low speed control and total manoeuvrability.



FIRMER FRONT END

Coupled with the recently redesigned chassis, new, more muscular 49mm telescopic front forks provide better handling, feel and responsiveness.



RIDER AND PASSENGER COMFORT

Rider and pillion comfort are greatly enhanced with re-sculptured seats. They are now wider and longer, the shape and angle of the armrests have been carefully re-crafted and the backrest offers better lumbar support. Controls have been more ergonomically laid out and our new wind tunnel tested fairings, make for better aerodynamics and thermal management.



INFOTAINMENT

And whilst you're relishing the ride, why not enjoy some sounds? Both our best-in-class infotainment systems have improved audio and new features. On the Ultra Limited® for example you'll find a larger, easy-to-use touchscreen and sat nav as standard.

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NEW ELECTRA GLIDE® ULTRA LIMITED®

This undisputed King of the long haul benefits from so many improvements it's hard to know where to start. From the muscled-up Twin Cam 103™ engine, to the one touch luggage controls, we believe we've really delivered on the wish list we were given. As well as the many, leading engineering advancements mentioned on the previous page, the Ultra Limited® now glides on chrome Impeller cast aluminium wheels. At the rear there's a redesigned Tour Pak™ with sleeker looks and yet more room. At the front there's an infotainment system that's state-of-the-art and all your hand controls have been ergonomically contoured and intuitively positioned and now nestle inside a re-crafted Batwing fairing which incorporates a splitstream air-duct and shorter windscreen. So heads will most definitely turn, but yours will be 'buffet free'.

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NEW STREET GLIDE®

Style and function in perfect harmony, whether you're making your way to the office or cruising to the south of France, the Street Glide® and you will feel completely at home. Just like its brothers, it benefits from a host of new features. A punchier Twin Cam 103™ engine, beefier front forks, a brand new infotainment system, dual halogen lights and a lower re-contoured seat to name but a few. And, housed within the elegant confines of its wind tunnel tested Batwing fairing, you'll find a whole new layout of controls with larger, easier to read gauges. As well as an all-new Boom Box 4.3 audio system. Music to your ears all round we think.

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NEW ROAD KING® CLASSIC

It may look like it's just cruised straight out of the 1950's with its whitewall tyres, classic-styled saddlebags and 'boulevard looks' but don't be deceived. This Classic tourer sports all the 2014 advancements that make our new Touring range so very special. We've streamlined the front fender, to show off more of its delicious wheel. The controls have been completely redesigned, they're better laid out making them easier to reach and read. The new high output Twin Cam 103™ engine allows you to accelerate with an improved level of confidence, just as the ABS and the electronically linked brakes will bring you to a comfortable halt. The 2014 Road King® Classic looks like we've raised the bar yet again.

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NEW ELECTRA GLIDE® ULTRA CLASSIC™

Many of this year's history making technical and styling advancements can also be enjoyed (by both rider and passenger) aboard the Ultra Classic®. It too sports the new Twin Cam 103™ engine with Precision Twin-Cooling. The hydraulic clutch is new and more consistent in all conditions. The fuel tank holds over 22.7 litres so you can go longer between stops. The list of improvements goes on and on. In fact, to get the complete picture the best thing you can do is get yourself round to one of our dealerships and let one of our guys talk you through it. That'll be an hour very well spent.

FIND OUT MORE AT
WWW.HARLEY-DAVIDSON.EU/RUSHMORE

Left to right: New Electra Glide® Ultra Limited®, New Street Glide®, New Road King® Classic, New Ultra Classic® Electra Glide® and Tri-Glide® Ultra Classic™



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THEY SAY

THREE'S A CROWD

WELL IN OUR CASE IT CERTAINLY DRAWS ONE

ALL NEW TRI GLIDE® ULTRA CLASSIC™

And why wouldn't it? It is after all making its international debut. It all begins with a uniquely designed chassis that provides the ultimate riding comfort not to mention spot on handling, which is further enhanced by its lengthened, muscled-up forks and new steering damper. Of course our three-wheel tourer also benefits from the countless improvements that have come about this year.

A more powerful Twin Cam 103™ engine, LED Daymaker™ lights, a re-crafted fairing (following rigorous wind tunnel testing), redesigned controls that are easier to reach and read, more comfortable passenger accommodation, vastly improved storage and so much more. Take a long look at the Tri Glide® Ultra Classic™, everyone else will.

WWW.HARLEY-DAVIDSON.EU/TRI-GLIDE



THE JOURNEY WE TOOK

TO MAKE GREAT GREATER



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It was, as we have already touched on, a journey of epic proportions. Hardly surprising, given our start point was far from lacking. But that was the challenge we gave ourselves under the banner of Project RUSHMORE.

The aim was to fundamentally improve the riding experience for owners of Touring models, to listen to riders on a scale we've never attempted before, to take that input, act on it and find new ways to exceed the expectations of our global riding community. We rode with our riders, spent thousands of hours testing and retesting, and travelled endless miles to find the information we needed. As you can imagine, we gathered an enormous amount of feedback and that's when the hard work began.

Making it happen

The whole Harley-Davidson organisation was involved but two departments in particular, Engineering and Styling, were tasked with the job. And they worked tirelessly. Going over the bikes from fender tip to fender tip. Making it work better, making it look sleeker, building in countless improvements. Whilst never letting go of what has always been great, remembering that form should always follow function and that both should report to emotion. From great to greater, and here's how.



The technology of light

From the information we gathered we knew that riders wanted to see and be seen better. So the engineering thinking caps went back on. Hundreds of hours went into the geometry and development of the reflector materials and beam pattern, optimising the distance and spread. Prototypes were developed, utilising different constructions, materials and all the latest technologies were harnessed to test condensation properties. Now, powerful new LED Daymaker™ headlights (that offer 2,136 daylight-simulating lumens) fog lamps and tail lights on some models and dual halogen lights on others, let us see further and be seen easier.

The desire for power

We all want it, but the tricky bit is how do you balance power with all the other things we want such as better fuel economy, improved emissions and, specifically, more confidence-boosting passing power in the mid range? Well, you start with a classic Harley-Davidson® V-Twin, develop it for decades and then by listening to the hearts and minds of riders across the globe you design a brand new High-Output Twin Cam 103™.

It has a new airbox for increased airflow and more space around the riders legs and a new cam to optimise low-end torque. This new engine provides the fastest 60mph to 80mph 5th gear roll on ever achieved on a Harley®

And we didn't stop there. The Ultra Classic™, the Ultra Limited®, Tri Glide® Ultra Classic™ and CVO™ Ultra Limited® now combine air and liquid cooling, so seamlessly integrated into the bike you can barely see it but you will feel it. For as well as helping to maintain optimum engine performance, the design of our twin cooling helps to redirect engine heat away from the rider. Chalk another one up for comfort.





The science of cheating the wind

Our iconic batwing fairing has been all over this since it first appeared on our Electra Glide® at the end of the sixties. Today however Harley® science involves: fluid mechanics, algorithms, high speed super computers and thousands upon thousands of wind tunnel tests with riders of all shapes and sizes in the saddle. And that's before we even take it outside. There we subjected our new designs to the real world of gusting winds, blowing sands and every form of rain mother-nature could muster.

Air pressure on heads, hands, arms, torsos and legs were measured and ranked, and one of the largest engineering discoveries made, was how to manage pressure differentials in and around the bike, redirecting airflow, as well as pushing air up and over the rider. And now we have it, a new take on our classic design that delivers smoother airflow and drastically reduced head buffeting, largely due to the pressure equalising duct on the front that opens and closes at the touch of a button. We call it a splitstream vent.



Making it work on a Harley®

The last thing you need when you're riding is to be fiddling about trying to find and operate buttons on your handlebars. And of course, unlike a driver, you're wearing gloves.

So our engineering teams painstakingly gathered data and measurements on what size, shape and feel of buttons and switchgear performed most intuitively to a gloved hand and offered the least amount of distraction.

We made the shape more ergonomic, made the 'click' more positive and located and angled them to fall right under your thumbs.

And on the touchscreen too, the buttons are 5 times larger than before.

Little things, big difference.



The wish for infotainment to be best in its class

"Why can't my infotainment system be even better than those in cars?" It was a fair question, albeit a tough one. After all putting that level of kit into a car is one thing, making it work for a rider on a motorcycle is a whole different ball game. But you did ask, so we did it.

Now on Electra Glide® Ultra Limited® and Tri Glide® Ultra Classic™

Our Boom Box 6.5 GT comes with a full colour touch screen that puts all the information in front of you bigger and clearer than ever, with modern graphics, colours you can dial in, and auto and manual dim. It gives you voice recognition for hands free operation of your mobile phone, GPS and music and it's Bluetooth capable.

The Jukebox opens with one touch and includes a USB connection which accepts: iPhone, iPod Touch, non-iPod imitators and SD card and other USB compatible devices. All our other tourers feature a slightly different spec Boom Box 4.3 GT system.

The art of comfort

Clearly this has always been an essential element of the Harley® experience but of course, it's a very hard concept to measure and evaluate, unless you're us, and you begin the process by designing new ways to do just that.

Comfort isn't just about good aerodynamics. Heat management, passenger space, back rests, seat textures, leg room and hand controls are all vital components. And they all went under the Project RUSHMORE microscope.

Once again, exhaustive testing was carried out by riders, resulting in ergonomically redesigned saddles and armrests that provide improved comfort for both rider and passenger with more room front to back and side to side. And we moved the saddlebag guards down to give passengers legs more space. Controls were also given the ergonomic treatment to give them greater functionality.



Making it sound great

Sound is now delivered front and rear by 5.25" speakers driven by a factory tuned graphic equaliser that puts out 25 watts per channel at just 1% distortion, giving a bigger audio capacity that's cleaner and sharper.



The need to take your stuff

However light we like to travel, there's certain amount of necessities we all need to take. And the further we go, the more we likely need. Our challenge then was to find a way to make it possible for our tourers to carry more but still look sleek.

So our engineers began by creating an evaluation protocol. They assembled a selection of items, that our listening had told us, you needed to carry, from clothes to computers, from boots to toothpaste. Both the new Tour-Pak™ and saddlebags are now roomier (the Ultra Limited® and Ultra Classic™ can now carry two full-face helmets) but at the same time sleeker. There's a new document and toolkit pouch, the lock is integrated into the latch so your key doesn't damage the premium paint job and the new hinges work better and look sharper.

The need to open with one gloved hand

Every compartment cover and saddlebag lid on our new touring line now conforms to a new standard. Not one person we talked to wanted to put something down so they could open their luggage to then put it away. So, if it can't be opened with one touch (with your gloves on) it no longer goes on these bikes.



WE WEREN'T BORN TO FOLLOW. WE WERE BORN TO LEAD.

CVO™. THE ULTIMATE CUSTOM MOTORCYCLE COMES DIRECT FROM HARLEY-DAVIDSON® TO YOU.



CVO™ ROAD KING®



CVO™ ROAD KING

ON TOP OF THE COUNTLESS IMPROVEMENTS THAT PROJECT RUSHMORE HAS ENDOWED UPON THIS MACHINE ALREADY, THE CVO™ ROAD KING® GOES EVEN FURTHER. IT GLIDES ON AGITATOR SEVEN SPOKE MIRROR CHROME WHEELS, DRIVEN BY OUR TWIN CAM 110™ ENGINE, CUSTOM SADDLEBAGS AND A NEW MATCHING LOW-PROFILE SEAT ENSURE IT'S READY TO GO THE DISTANCE IN THREE CVO ONLY PAINT OPTIONS. THE LIST GOES ON. AS DOES THE REIGN OF THE ROAD KING.



CVO™ ULTRA LIMITED®



CVO™ ULTRA LIMITED®

YOU SAY YOU WANT IT ALL? OKAY HERE GOES: TWIN CAM 110™ ENGINE, NEW BOOM BOX 6.5 INFOTAINMENT SYSTEM, 17 INCH TEN SPOKE IMPELLER FRONT WHEEL, DAYMAKER™ LED HEADLAMP WITH LED FOG LAMPS, BRIGHT NEW LED TOUR-PAK™ LIGHTING, CUSTOM SUSPENDED DUAL CONTROL HEATED SEAT, RESTYLED BATWING FAIRING TO REDUCE HEAD BUFFETING AND SADDLEBAGS YOU CAN OPEN WITH ONE HAND, A SCORCHING PAINT JOB AND ACRES OF GLISTENING CHROME. BREATHLESS? YEAH YOU WILL BE.

MODELS FEATURED ARE US DOMESTIC SPECIFICATION. FOR FULL SPECIFICATIONS PLEASE VISIT WWW.HARLEY-DAVIDSON.EU

TRANSFORM YOUR TOURER



TAKE A LOOK AT SOME OF THE EXCITING ACCESSORIES AVAILABLE FOR THE NEW MY14 TOURING MODELS



DAYMAKER™ LED REFLECTOR HEADLAMP & AUXILIARY LAMPS



NEW CUSTOM FAIRING TRIM



NEW BOOM!™ AMP & SPEAKER KIT



NEW CUSTOM HAND CONTROLS



RIDERS SPOKE

AND AS RIDERS OURSELVES, WE HEARD YOU LOUD AND CLEAR. AS PART OF PROJECT RUSHMORE, WE'VE TAKEN OUR TOURERS AND GIVEN THEM TOP-FLIGHT PERFORMANCE AND SERIOUS ATTITUDE LIKE YOU'VE NEVER SEEN. WE'VE SELECTED SOME HIGHLIGHTS FEATURED ON THIS STUNNING BIKE - ELECTRA GLIDE™ ULTRA CLASSIC™ - TO SHOWCASE A FRACTION OF THE NEW PRODUCTS THAT WILL BE IN DEALERSHIPS THIS SEASON.

FOR FURTHER INSPIRATION, VISIT YOUR DEALERSHIP NOW TO FIND OUT MORE, OR GO ONLINE TO THE 'MY DREAM HARLEY' WEBSITE (WWW.HARLEY-DAVIDSON.EU/MYDREAMHARLEY).

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2014
TOURING
HARLEY-DAVIDSON®

ROAD KING® CLASSIC



STREET GLIDE®



ELECTRA GLIDE®
ULTRA CLASSIC™



ELECTRA GLIDE®
ULTRA LIMITED®



TRI GLIDE®
ULTRA CLASSIC™



CVO® ROAD KING®



CVO®
ULTRA
LIMITED®



★ FOR FULL SPECIFICATION VISIT WWW.HARLEY-DAVIDSON.EU ★

TAKE A FREE TEST RIDE

OK. You've reached the end of the book. But here's where your own story begins... Which of the 7 models we've introduced to you has made the strongest connection? Which bike speaks to your soul? It's time to meet that bike in the metal. A test ride is the only true way to discover if it's a relationship you want to take further.

And it couldn't be easier to arrange. Just follow these four simple steps and you'll find an email in your inbox confirming the time and place. Where the story goes from there is up to you...

WWW.HARLEY-DAVIDSON.EU/TESTRIDE

1
2

GO TO WWW.HARLEY-DAVIDSON.EU/TESTRIDE
AND SELECT THE BIKE YOU WOULD LIKE TO
TEST RIDE.

FIND YOUR LOCAL DEALER.

3
4

TELL US THE DATE AND TIME YOU'D LIKE TO
TAKE YOUR TEST RIDE AND THEN PROVIDE A
FEW DETAILS.

SHOW UP, SADDLE UP AND ENJOY WRITING
PAGE ONE OF YOUR NEW ADVENTURE.

★ VISIT OUR WEBSITE TO FIND YOUR NEAREST AUTHORISED DEALER WWW.HARLEY-DAVIDSON.EU



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