

DYNO DIGS

This Special Feature Sponsored By The Motorcyclist

s Post

Test Bike: '07 Harley-Davidson Road King

Modifications: None-brand new

Owner: N.F. Sheldon's Harley-Davidson/Buell

Odometer: 578 miles

Ambient Temp: 70

Fuel Used: Shell 93 octane

Results: As the dyno graph indicates, the Road King has what we consider a very flat torque curve, producing between 70 and 90+ ft-lbs from just above idle to the rev limiter which is set to cut out the fire a little over 5500 rpm. Harley has designed this engine to produce the most muscle right in the rev range between 2000 and 4000 rpm. The smoothness of the torque curve is a good indication that this machine has a very well mapped fuel injection/engine management program.

Test Note: Harley redesigned the mufflers of the new 96 cubic inch model lines to produce a more throaty exhaust note; this made possible due to the overall noise reduction of the new engine/transmission. We removed the right side muffler to enable the insertion of the exhaust gas analyzer we typically use to monitor the fuel/air ratio. The interesting thing to note here is that the engine produced nearly identical torque and resultant horsepower with the muffler removed as it did installed. The new engine management system, incorporating dual oxygen sensors, seems to be able to effectively compensate for the change in exhaust backpressure caused by the removal of the muffler. This is good news for those that may wish to modify their bike by installing a high-flow air filter or aftermarket mufflers; it may not be necessary to re-calibrate the engine management system as in the past.

