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TECH STUFF

Balance your engine, Reduce Vibration

How many of you have spent oodles of money making your Harley faster and more powerful, only to climb on when it's done, and find out the beast wants to vibrate your feet right off the footpegs? We can solve that problem for you. The rotating assembly of your engine needs to be balanced. The Harley industry will try to tell you this can't be done. Well, we're telling you that it can!!

Balancing your engine will give you longer bearing life, smoother operation, and added horsepower and torque. We took a brand new Road King Classic Twin Cam, and put miles on it. Then we took it in for a base line Dyno test and an EVA test. This test measures vibration at different RPM's and positions on the bike. One measurement was taken on the left floorboard bracket and one measurement was taken on the engine. The vibration is measured in G forces.

Then we assembled the engine and balanced it. We do the balancing on a two-plane

system on our computerized balance machine. The flywheel was 28 grams out of balance on the left side flywheel, and 34 grams out of balance on the right side flywheel. We stayed with the stock piston, but we found a 60 gram spread in the weight of after-market pistons. Some are up to 30 grams heavier than the stock piston while others are up to 30 grams lighter than stock. Now add this additional weight difference to the already out of balance flywheels. That's where your vibration problem is coming from. If you can't imagine how bad this can be, try putting a 5 oz. weight on the tire of your car or truck and drive down the road at 70 mph. It would be like unbearable! Remove that weight, and your ride is smooth as silk. We also got an additional 6 horsepower and 8.4 ft/lbs. of torque. That's an additional 10% and 11% increase respectively. We got all

this just by eliminating the out of balance. Everybody's always looking for that little extra to give them the edge over thier buddies. No matter what other modifications you make to your engine, the results won't be as high unless you balance your engine. Come on in and see what we can do for you!

B&A Cylinder Head
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EVA RPM	1	2	3	4	5	6	7	8	9
G'S MOUNT 1 ENGINE									
ENGINE BEFORE	0.37	0.88	0.99	1.63	2.56	3.2	3.48	3.47	3.47
ENGINE AFTER	0.24	0.58	0.92	0.92	1.97	?	?	?	?
G'S MOUNT2 FOOT PEG									
BEFORE	0.14	0.34	0.24	0.58	0.71	1.39	3.47	3.42	3.47
AFTER	0.1	0.24	0.34	0.48	0.69	?	?	?	?

