

NEW HARLEY-DAVIDSON V-TWIN ADVENTURE BIKES

Well-known for its cruisers, Harley-Davidson is no stranger to dirt, having gone into business over 100 years ago, when little was paved. Where better to turn for a new pair of bikes that are equal parts refined and intuitive ride experience, rugged and confident facing major adventure, powerful and technologically advanced?

The Harley-Davidson Pan America 1250 is Harley-Davidson's explore-it-all machine for riders who see touring as detouring, on road and off—designed from the ground up to be capable and fun wherever the road may take you.

The Pan America 1250 Special is a premium adventure touring motorcycle loaded with exclusive features, including electronically adjustable semi-active front and rear suspension and an industry-first innovation, Adaptive Ride Height (ARH) suspension that automatically changes from a low stopped position to optimal ride height when the bike is in motion.

Both are powered by the all-new Revolution Max 1250 engine (see specs), a liquid-cooled V-Twin with a broad powerband, specifically tuned for these models, with an emphasis on smooth low-end torque delivery and low-speed throttle control applicable to off-road riding.

A focus on weight reduction in vehicle and engine architecture, lightweight materials and aggressive component design focuses on an optimized power-to-weight ratio. To minimize overall motorcycle weight, the engine is integrated into the vehicle as the central member of the chassis. Lightweight materials helps achieve a desirable power-to-weight ratio. The Revolution Max 1250 engine is assembled at the Harley-Davidson Pilgrim Road Powertrain Operations facility in Wisconsin.

Watch for 20- to 30-minute demo opportunities at major adventure touring, overland and rally events, to experience the capabilities of the Pan America on- and off-road, with sign-ups on site; or sign up in advance (check H-D's website or check with your local dealer) for the Harley-Davidson Pan America Motorcycle Demo Tour, which kicked off in mid-April (with its third stop in Glendale from April 30 to May 2). A few key dates coming up in our region include:

May 5-9.....H-D-hosted Demo, Las Vegas NV
 Jun 25-27....Outside Adventure Expo, Salt Lake City
 Sept 24-26 ..Overland Expo West, Flagstaff AZ
 Nov 6-7.....Howling At The Moon, Prescott AZ
 Age, license and safety requirements apply; your own proper personal riding gear is required. Dates and locations are subject to change. ■

2021 Harley-Davidson
 Pan America 1250 and
 Pan America 1250 Special



SPECIFICATIONS

ENGINE.....Revolution® Max 1250cc 60° V-twin, liquid-cooled, single-piece aluminum cylinders w nickel silicon carbide-surface galvanic coating; four-valve cylinder heads; dual spark plugs; DOHC; VVT; offset connecting rod journals; forged aluminum pistons; hydraulic lash adjusters; dry sump oiling system w triple oil scavenge pumps; dual-downdraft throttle bodies; lightweight magnesium rocker covers, camshaft covers & primary cover

BORE X STROKE.....4.13 in (105mm) x 2.83 in (72mm)

HP/TORQUE.....150 hp / 94 lb-ft

PEAK RPM.....9500

COMPRESSION RATIO.....13.0:1

CLUTCH & TRANSMISSION.....unitized powertrain, engine & six-speed transmission housed in a common case; mechanically actuated clutch w large-diameter cable, eight friction plates; clutch slipper function for downshifts w/o overspeeding, slipping or hopping; compensation springs in primary gear; semi-dry transmission cavity reduces parasitic power loss & increases fuel economy

CHASSIS.....powertrain is a stressed member of the chassis, eliminating traditional frame; three elements (front frame, mid frame & tail section) bolt directly to powertrain for reduced weight, stiff chassis, precise handling; cast-aluminum swingarm minimizes unsprung weight

WHEELBASE...62.2-inch, ideal for touring (esp w passenger and luggage) & agile off-road handling;

WHEELS/TIRES.....cast alum (19" front, 17" rear) for paved roads & unpaved surfaces; Michelin Scorcher Adventure tires, w aggressive "knobby" tread Michelin Anakee Wild tires available

BRAKES.....Brembo w radial monoblock 4-piston (30 mm) caliper; dual 320mm front brake rotors; single 280mm rear-brake rotor; new lightweight front brake master cylinder for adjustable lever response

SUSPENSION.....premium passive front & rear, fully adjustable for pre-load & compression/rebound damping; travel front & rear 7.48 in (190mm); front SHOWA® 1 by 1 47mm inverted cartridge fork; rear SHOWA Piggyback reservoir shock w adjustable hydraulic preload; rear linkage system for progressive feel through stroke, comfortable ride on-road, superior support off-road

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