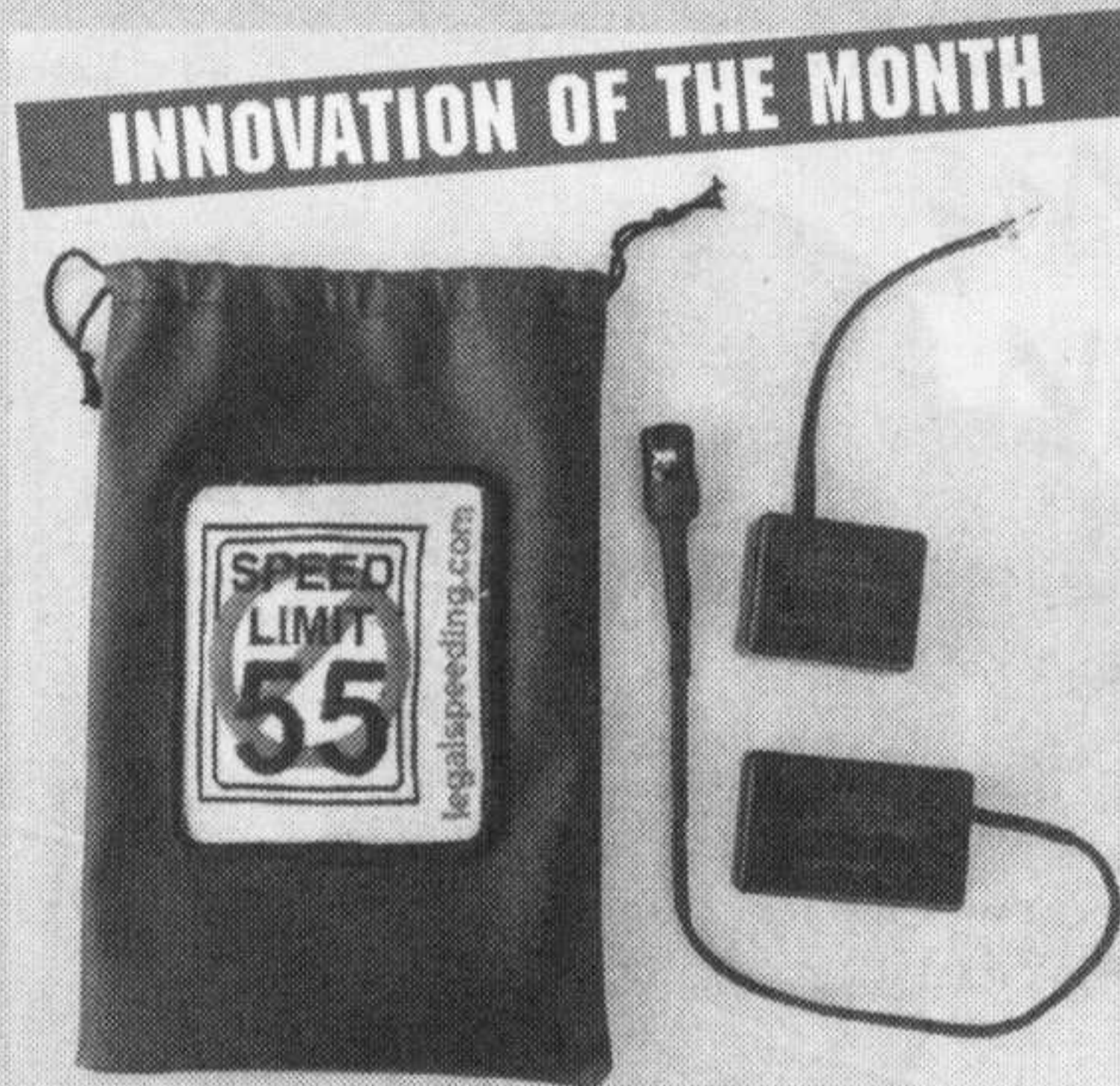


H.A.R.D.

Let's face it, none of us want a speeding ticket. In the car, my Valentine One radar detector has saved me several times when my speed, uh... *accidentally* crept a bit too high. But it always seemed out of the question for my bike. When you're wearing earplugs and a helmet, how are you going to know when your detector is going off?

The new H.A.R.D. Radar Light solves the problem. It stands for Helmet Assisted Radar Detection, and consists of two devices: The first is the H.A.R.D. transmitter, which plugs directly into your radar detector. The second device is a small wireless receiver that tucks into the liner of your helmet, which has a small LED light positioned at the end of a 4" flexible stalk. You fit the stalk between the cheek or side padding of your helmet so the LED is positioned just off to one side, where it won't be in the way, but where it *will* be visible in your peripheral vision. When the radar detector goes off, the LED starts flashing, alerting you to check your speed.

Connecting the transmitter to the detector I'd already installed on



the bike took only a few minutes, and once I'd found a good spot in my helmet for the receiver, I was ready to go.

The first test was a 1700-mile trip from Salt Lake City to Minneapolis, through the police and bike traffic of Sturgis, S.D. It took a bit of getting used to. The system is not designed to scream, "Hey, your detector is going off!" and when driving directly into the sun, it can even be somewhat hard to see. If that happens, you may want to position the LED closer within your peripheral vision.

But with no cables to tangle or connect, no uncomfortable audio earplugs or difficult-to-install helmet speakers, and no expensive modifications to the radar detector, this device is just brilliant. The H.A.R.D. system works with the Valentine One detector or the Escort 6800, 7500, or 8500 detectors. And, at \$149.95 (plus \$10 S&H), it's probably far cheaper than a speeding ticket.

—Steve Larsen

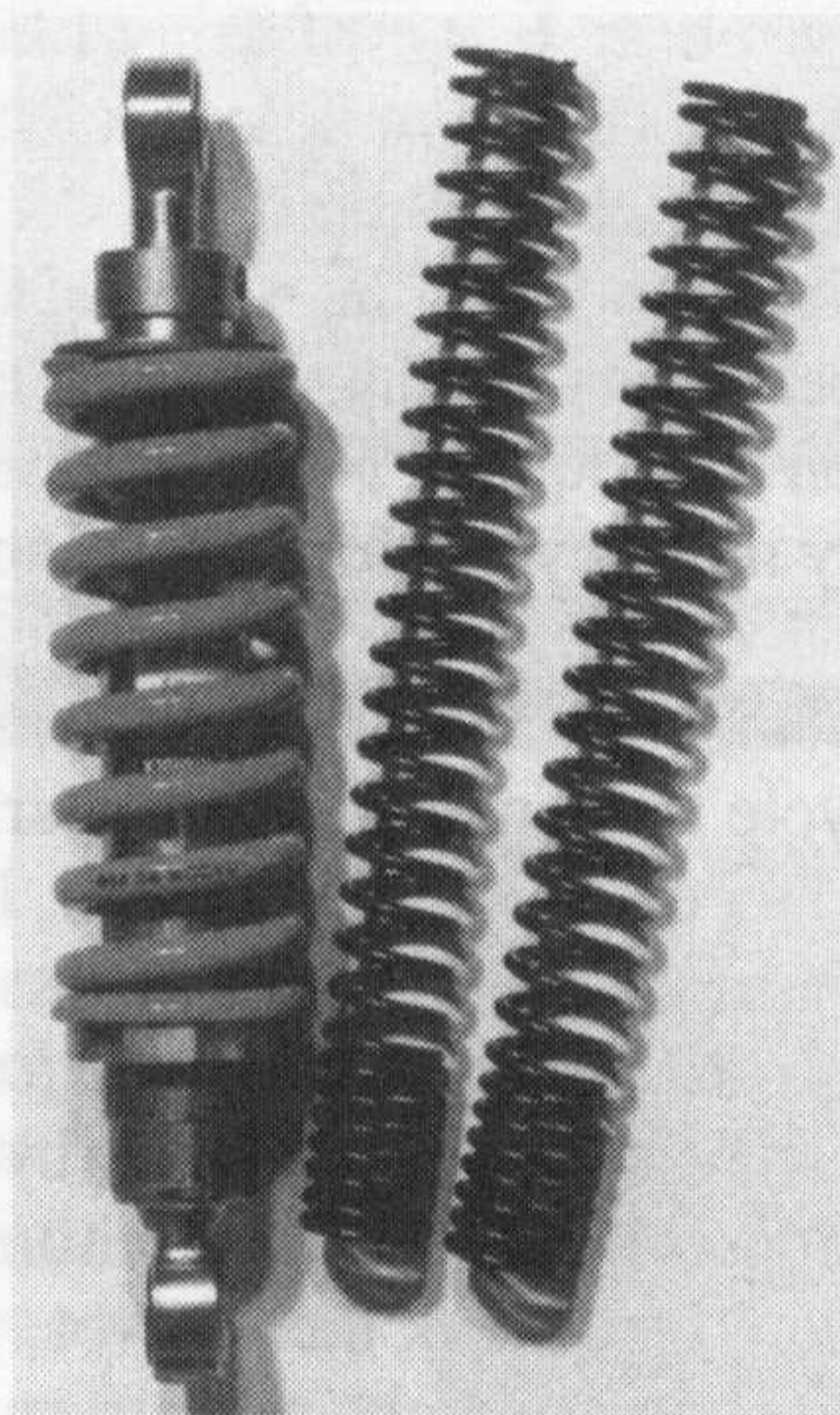
Legal Speeding Enterprises—P.O. Box 9, Blue Ridge, TX 75424; (www.legalspeeding.com); Also available from CycleGadgets (www.CycleGadgets.com)

Hagon Suspension

The handling of most motorcycles can be improved by replacing the shocks and fork springs with aftermarket varieties. Unfortunately, brand names like Penske, Ohlins or Fox can also make a serious dent in your wallet, and unless you frequent the race track, top-shelf components may be unnecessary. Fortunately, Hagon makes a variety of shocks/springs that are both wallet-friendly and superior to worn out stock components.

For a mere \$390, Hagon shocks are adjustable for preload and damping, fitted with springs to suit different bike/rider weights. Those who wish to add ride-height adjustability can do so by paying an additional \$40. But, for the budget-conscious, Hagon sells a shock with preload-only adjustment for \$280. The company rebuilds the shocks for a modest \$134, making the purchase good for the bike's life. All shocks carry a two-year warranty.

We find the fit and finish excellent, and only the absence of a



remote reservoir belies the fact that the Hagon is a distant cousin of the more expensive alternatives. They also manufacture progressive-wound front fork springs, starting at \$56/pair—far cheaper than US-made alternatives.

Combining new fork springs with their rear mono-shock, we found our older, non-adjustable forked M900 to have been transformed from a stiff bump-jumper to a remarkably plush ride. And now, after almost a year of riding, the shock has lost none of its damping, and continues to soak up all the bumps we can throw at it. In fact, when ridden back to back, it's hard to tell the difference between the Hagon and a Fox Twin-clicker that cost a friend \$200 more.

With a complete suspension revamp for less than \$450, we marvel at how far the frugal British can stretch our dollar.

—LT Snyder

Hagon Products—7 Roebuck Rd., Hainault Industrial Estate, Hainault, Essex IG6 3JH, UK; Phone: +44 (0)208 502 6222; Fax: +44 (0)208 502 6274; www.hagon-shocks.co.uk



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***** 5-DIGIT 55346
5422-E Paul Stephen Larsen
7123 Haward Lane COMP
EDEN PRAIRIE MN 55346-3050 S0389



Next Month

- ▶ Indian Chief Vintage Evaluation
- ▶ Triumph Speed 4 Evaluation
- ▶ R1150R Rockster 1st Impression
- ▶ Daytona Happenings