



*Grandma has changed since she started dating that old biker...*

## Next Month

- ▶ H-D 883 vs. Honda Shadow RS
- ▶ KTM's hooligan 690 Duke tested
- ▶ Modular Helmets Tested

# Motorcycle

## CONSUMER NEWS

41-09

PERIODICALS MAIL

## Canyon Dancer Bar Harness II

**T**HE NEED to transport bikes is a regular thing at MCN; picks-ups and deliveries to the various manufacturers that loan us bikes for testing, trips to our secret high desert proving grounds and occasional forays to the track. While some bikes, like cruisers or standards, make the job of tying the front end down easy, those with lots of bodywork like sportbikes or tourers are nearly impossible to secure without the use of specialized equipment. For years now, Canyon Dancer's Bar Harness has been an indispensable tool.

The original Bar Harness design used a pair of interlaced straps, each with a broad sleeve attached at each end that you'd slip over the handlebar grips. Tightening the straps would cause each sleeve to pull tightly against the other, allowing the securing loops to extend from the ends of the bars without touching the bodywork. Although this design works very well on the great majority of machines, we'd have occasional problems: The fabric sleeves would sometimes twist and compress the grips or the cross straps could contact the controls, risking damage to buttons and switches.

Canyon Dancer's new Bar Harness II solves these issues by the use of molded cups that fit over the ends of the handlebars. As the tie-downs are cinched tight to stabilize the motorcycle the Bar Harness II's cups put pressure on the bar ends instead of the grips and control housings. The new cups also keep the harness cross straps farther away from the controls so they are less likely to make contact. Plus the new design better adapts to a wider variety of fairing configurations.

The cups are sized to fit even the largest hand grips without damaging

them. The Bar-Harness II also has a built-in safety feature in the form of a steel D-ring molded into the cups that internally connects the webbing to the handlebar. If the cups ever become damaged or broken, the D-ring serves as a safety backup, keeping the bike steady. The Bar Harness II also uses heavier thread and more stitching for even greater strength than the standard Bar Harness. The construction quality appears to be excellent.

Available Bar Harness II sizes are 28", 32", 36" and 40" widths (handlebars end-to-end). We ordered the 32"-wide harness so it would accommodate a variety of motorcycles and tried it out on both a Yamaha FJR1300 and Triumph 675 to see if it was an improvement over the standard Bar Harness.

The molded cups on the new harness use a rubber pad inside that keeps the cups from damaging the bar ends. However, these pieces kept falling out when the harness was removed from the bike. It doesn't create a problem as long as you remember to put them back before the next use. Canyon Dancer advised us that, on some bikes, you may want to consider removing the bar end weights because they are usually attached to the handlebars with a small diameter fastener that may not take the pressure of the cups without bending. While this would certainly not be a convenience, the Bar Harness II does have the advantage that contact with or moving/damaging the control housings is no longer an issue.

We offer a word of caution: When strapping down a motorcycle via the handlebars, if you overtighten, it is possible to bend the bars. Use common sense, and



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tighten just enough to supply stability during transportation.

Overall, the Canyon Dancer Bar Harness II works as advertised, retails for a reasonable \$29.95 and is available at many motorcycle dealers and online.

—Tracy Martin

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