

# Korea's Harley killer

## New Hyosung has all the tricks

### WHAT ON EARTH IS THIS?

IT'S Korean manufacturer Hyosung's latest cruiser, the oddly-named Aquila. And if it looks like something from outer space then that's entirely deliberate.

Firstly, Aquila is a constellation in the Milky Way near Aquarius and Serpens Cauda.

Secondly, there's the Dan Dare-meets-V-Rod styling best shown by the wacky instrument pod – a chrome and green LED binnacle that looks like a film prop.

### SOUNDS LIKE A JOKE

NO, no, no. It might be easy to mock but the Aquila is a very impressive piece of kit.

At its heart is the respectable 647cc liquid-cooled dohc V-twin from the firm's able SV650-alike GT650 – but this is no cut and paste job.

The GT's chain has been swapped for a custom-style belt to reduce noise, overall gearing been dropped and there's a lot more besides.

The chassis is solid and authentic as well. From the raked-out beefy inverted

forks to the chunky rear wheel and twin shocks, everything is long, low andukka heavy metal cruiser.

### IMPRESS ME...

WELL, that motor delivers a claimed 70bhp – more than a big twin Harley – through its slick five-speed gearbox. It sounds decent, too.

From the low-slung comfy saddle, it's a natural reach to chunky, splayed bars which have effective and attractive mirrors, while the digipod has all the info you could ever need: speedo, fuel and temperature gauges, dual trip meters and a clock.

There's more. The footrests are adjustable, the wheels are light alloys, the USD forks and twin rear shocks are adjustable and the large twin discs are more sports bike than cruiser.

### HOW DOES IT GO?

BETTER than expected. Big and bulky it may be, but the Aquila is still a very easy novice-friendly bike with brisk and flexible engine performance that is, for a middleweight cruiser at least, invigorating.

Handling is steady and assured and the braking makes a mockery of most bikes in this class. This thing will run rings round your average Virago and happily carve up most Harleys and a lot of bigger cruisers, too.

### ANY BAD POINTS?

THE styling takes a little getting used to, but you have to admire its brashness. Be prepared for everyone going "Hyosung who?" and, at £4799, it wasn't quite as cheap as I'd expected. But you do get an awful lot of cruiser for the money and the two-year warranty should give peace of mind.

### SO WHY SHOULD I BUY ONE?

SIMPLY because this is the best performing and best equipped middleweight cruiser around. In fact, not much can even come close.

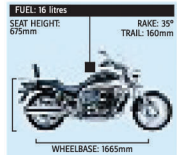
The Aquila is a grand less than Yamaha's Drag Star and more potent. It's easier to ride, quicker and better equipped than a Harley 883 and Honda, Kawasaki and Suzuki no longer offer anything in the class.

### HYOSUNG AQUILA



**£4799**  
**72bhp**  
**45.5ftlb**  
**210kg**

**Available:** Now  
**Colours:** Blue, silver, black  
**New for 2006:** New model  
**Insurance group:** 9 (of 17)  
**Info:** 01869-326400



### TECHNICAL SPEC

**Engine:** Liquid-cooled dohc 647cc (81.5 x 62mm) 90° V-twin. Five gears. Belt final drive.  
**Chassis:** Tubular steel frame. USD forks with compression and rebound adjustment, twin rear shocks with pre-load adjust. Brakes: 2 x 290mm discs with twin-piston calipers, single 220mm rear disc with twin-piston caliper. Tyres: 120/70 x 18 (F), 180/55 x 17 (R).

### VERDICT

**YES, so it looks odd. But if you can live with the styling and the badge on the tank, the Aquila has an awful lot to offer. If this is a hint of Hyosung's future then the Japanese need to start worrying. If you're after an easy to ride, well-equipped middleweight cruiser it's worth a look.**



**EASY rider, Korean-style: New Aquila is comfortable, quick and well put together**