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Issue 362

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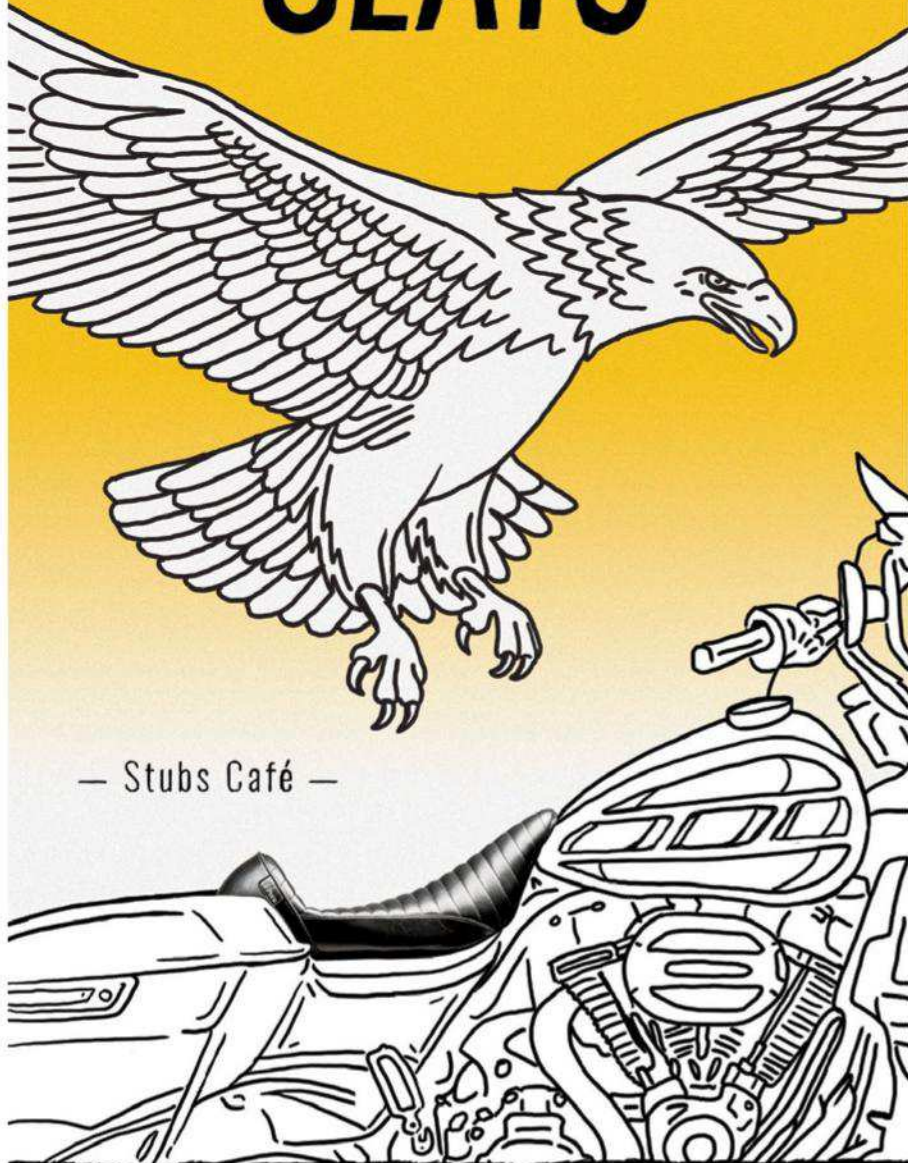
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Motorcycles As Art?

I really enjoy the growing number of talented photographers in the motorcycle industry

I can't be the only one who views motorcycles as a wide-open form of rolling art. Sure, a great motorcycle is designed to carry you from one place to another. But aren't they so much more than that? I love this line I saw on a T-shirt: "A car moves the body, but a motorcycle moves the soul." My requirements of a motorcycle include dependability, functionality, and form. If it's not dependable enough to get from Point A to Point B, it's not for me. I need it to function well and not be a problem to operate. And I want a bike to look good, whether it's parked or going down the road.

I consider moto photographers special people, as it's their job to find and record these rolling sculptures so we can then share them in print and online. I really enjoy the work of the growing number of talented photographers in the motorcycle industry. Often working long hours for little compensation or fame, these men and women have a keen eye for design, angle, and light. And they have to have real passion for motorcycling. You'll recognize the names: Jim Dohms, Don Kates, Michael Lichter, Dino Petrocelli, Pam Proctor,

Don Rogers, and Mark Velasquez.

One of the pioneers in motorcycle photography as art has to be Michael Lichter. Combining a keen eye, nonstop energy, and the knack for being at the right place at the right time, Michael has been recording and documenting the motorcycle lifestyle for decades. In addition, he loves to promote the culture. Every year he partners up with Woody at The Chip in Sturgis to curate a show combining handcrafted motorcycles and more traditional motorcycle-related art during the Sturgis Rally.

This year's show is called Passion Built—Garage to Gallery. The free show is hosted at the Buffalo Chip Event Center near the East Gate. It will be open August 4-10. Described as a "one-time collection of professional-quality custom motorcycles built by passionate non-pros who are driving this industry," I expect it will be as impressive and interesting as all the others in the past. I know it's a long time out, but if you plan to be at this year's Sturgis Rally & Races, this is a must-see event.

Expansion into video

I like to think our team has a pretty good handle on

the print motorcycle media. We pack in a lot of material publishing this magazine every four weeks (13 issues a year) and our all-tech and DIY *American Iron Garage* (bimonthly) plus our annual *American Iron Salute*. So, you might ask, what is American Iron doing in the digital space? Glad you asked. In addition to our AIMag.com web page and *American Iron Magazine* Facebook page, we launched something online that you might enjoy.

In mid-February, we created the American Iron Videos Facebook page. Basically, it is a fun and free way to share your family-friendly videos related to American motorcycles. Right from the first day many of you shared some great videos. Events, rides, tech and how-to, cool customs, classic bikes, and more. In full color with sound—something we can't do in print.

I feel our team does a great job sharing the kind of editorial you want and expect. And we are always looking for ways to improve. So, I see this expansion into the new Facebook page as an innovative way for all of us to share our experiences and stories with others. And isn't that what it's all about?

Ride safe, ride smart, have fun.



Buzz Kanter
Publisher/Editor in Chief



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New Blood

...not to worry, the same regulars you know and love will remain with us

It's been an exciting few weeks around here, at least from the point of view from my desk. Not sure you realized it, but we have only four weeks between issues; that's not a lot of time, and we sometimes can barely get the issue done. Throw in the production of our sister publication, *American Iron Garage*, and it gets even tighter. We try to work a few months ahead, and that can lead to a monotonous assembly line process. But we also don't want the content of *American Iron Magazine* to become stale. So, the goal was set to bring some new talent to our ranks. Flip a few more pages and you'll notice a new guest columnist, Brittney Olsen, on page 24. Adding her to the rotation of guest columnists was Buzz's idea for a new perspective, and we're glad Brittney has taken up the challenge to write about her vintage racing adventures. Seriously campaigning a racing effort takes tons of time and energy, which seems to be in short supply for everyone these days. So, we want to take a moment and thank Brittney for bringing us along for the ride.

In the quest for bringing on new writers, I had a harebrained idea a few issues ago to run a small ad in the back of Issue #360 (page 61) to attract new writing talent to *American Iron Magazine*. My hope was that a professional-appearing

advertisement would attract professional talent and be more effective than just some vague post on social media stating: "Send in your pictures and stories" (which never really yields anything useful). And, dare I say, it's paying off.

My email inbox has new names popping up every day. While some incoming emails are vague ("Yo, I wanna write for you guys") with no mention of credentials or accomplishments and no demonstration of writing talent, others take the opportunity seriously and seek us out prepared to present. I especially appreciate the queries from professional writers who have legitimate story proposals attached.

There is a learning curve on the part of the new writer to figure out how we need material presented and to become familiarized with our style. That means a bit of hand-holding while I'm trying to get what we need.

Meeting this new crop of talented potential contributors has me excited about what stories we'll see coming in soon. I've actually turned the situation around; instead of doling out assignments, I'm asking writers to come up with the story ideas. I'm hoping for some fresh, entertaining material to present to you, our readers.

For those who are averse

to change, not to worry, the same regulars you know and love will remain with us. Donny's Techline, Dain's new bike reviews, Babchak's classics, Hog Helpline, and even former editor Chris Maida are still in the mix. Actually, Chris was in town for a visit and stopped by the office not long ago. It was like he never moved away. And he's growing his beard back! Only long time readers of *American Iron Magazine* will know what he looks like now.

Check out page 62 for the David Mann Chopperfest event report from talented West Coast motojournalist Ed Subias. Even though the event was held on the nation's newest pseudo-sales-holiday, Super Bowl Sunday, it didn't stop Ed from attending the event. I had the pleasure of hanging with Ed at Bonneville Speed Week last year. Ed summed it up, "Yeah. Good times." He can shoot pictures, he can do interviews, he can get the story. I'm stoked to see Ed's name in our pages, and we're expecting another piece from Ed real soon. Stay tuned.

Brittney's and Ed's contributions are the start of some good times for *American Iron Magazine* readers as well. I dare not write the names of any of the other new writers we're courting out of fear of jinxing myself, but like I said at the beginning, it's been an exciting couple of weeks around here. And with that all-too-short four-week turnaround, you'll be seeing their word-shipment and photography on these pages real soon.



Steve Lita
Editor



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Harley-Davidson Flat Track Team Solidified for 2018



THE HARLEY-DAVIDSON Factory Flat Track Racing Team will combine veteran savvy with youthful potential at contesting the 2018 American Flat Track (AFT) Twin series. Returning rider Brandon Robinson will be joined by seasoned pro Sammy Halbert and rising star Jared Vanderkooi on the Harley-Davidson Factory squad for the coming season. The Harley-Davidson Factory Team will engage in flat track battles aboard all-new Harley-Davidson XG750R competition motorcycles at the 19-race AFT

Twins series and the Harley-Davidson Flat Track Racing event at ESPN's X Games Minneapolis. The racing season opened during Daytona Bike Week at the March 15 AFT Daytona TT on the new, enlarged course constructed inside Daytona International Speedway. The XG750R flat tracker used by the Factory Team is powered by a race-modified, liquid-cooled, fuel-injected 750cc Revolution X V-twin engine, an engine originally engineered for the Harley-Davidson Street 750. The race-modified Revolution X engine and a racing frame for the XG750R were developed in collaboration with Vance & Hines Motorsports.



Making Amends

In Issue #362, we ran a story about a summertime destination event at the Military Aviation Museum in Virginia Beach, Virginia. We overlooked crediting the photographer of all those fine pieces of aviation history; Art Norfolk provided the photography. Assistant Editor Stephen Long has been flung from the plane with no parachute as a result.

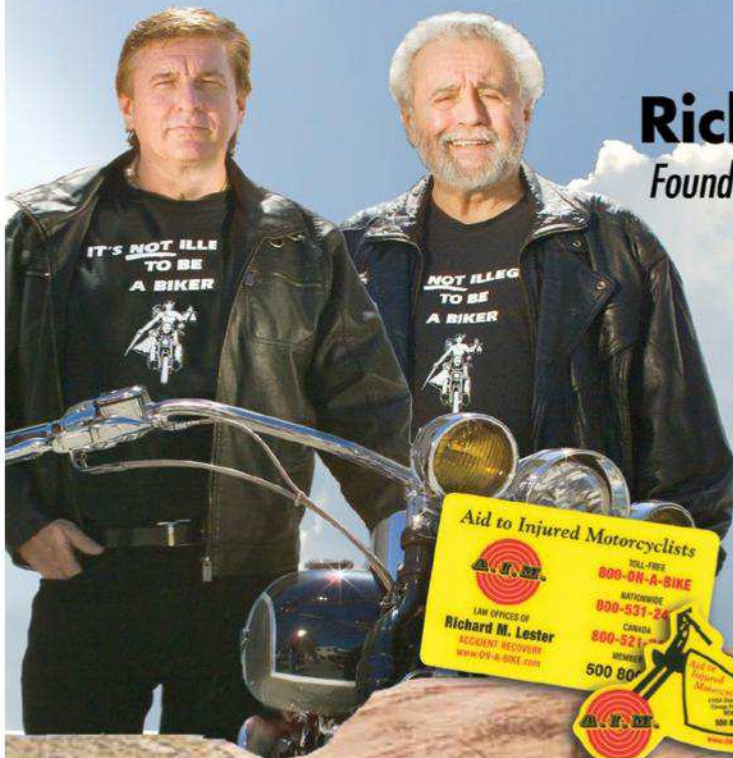
USCRA Road Racing at New Hampshire Speedway, May 21 and June 9-10

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Rest In Peace, Mathew Hintz

MATHEW HINTZ, THE OFFICIAL ARTIST OF DAYTONA Bike Week, died unexpectedly at the age of 41 on December 24, 2017, leaving his wife and four children ages 6 to 13. His 2018 Daytona Bike Week painting was the last piece of artwork he completed before his death. Friends of his family are asking the motorcycle community to share messages of hope and consider donating to a gofundme page that they set up to help with child care, meals, and future college expenses: [gofundme.com/MathewHintz](https://www.gofundme.com/MathewHintz). Enthusiasts can also visit his website, [HintzStudios.com](https://www.HintzStudios.com), to purchase prints and exclusive paintings, such as Willie G's '36 Knuckle, American Muscle, Rushmore, and Daytona Blue. Hintz worked as a contract artist to the Harley-Davidson Styling and Creative Services Departments, working closely with Willie G. Davidson and others to create motorcycle paint designs, helmet graphics, and tank medallions. In addition to Harley-Davidson images, Hintz worked with Ford Images and also created sports art for Steiner Sports, painting athletes like Derek Jeter, Ryan Braun, and Mike Tyson.



Anyone who attended Daytona Bike Week from 2015 to 2018 may be wearing the artwork of Mathew Hintz on a patch or T-shirt. Hintz's artwork was featured on the Official Daytona Bike Week poster for the Daytona Chamber of Commerce from 2015 to 2018. Hintz' artwork was also on the cover of the official Daytona Bike Week guide for 2017 and 2018.

Hintz was passionate about leveraging the power of his art for good works. As a father of four, he was focused on assisting children in need. His artwork was auctioned to support the Muscular Dystrophy Association (MDA) through Harley-Davidson, the MakeA-Wish Foundation, and Curing Kids Cancer through Mecum Auctions Company. Rest in peace, Mathew Hintz.

Wild Ones Weekend at the H-D Museum, July 14

CELEBRATE HARLEY-DAVIDSON'S motorcycle heritage with a vintage 1940s-style motorcycle rally at the H-D Museum, Milwaukee. In partnership with the Antique Motorcycle Club of America (AMCA), the H-D Museum will host a 70th anniversary celebration of the legendary Panhead, featuring a timeline of these historic motorcycles dating back to 1948 and running through 1965. Panhead fans from the world over are invited to Milwaukee to show off these iconic rolling sculptures. Additionally, the 16th Annual Knucklehead Company Reunion features an antique motorcycle ride-in show, and the AMCA Badger Heritage Chapter hosts authentic motorcycle field games (slow race, plank ride, barrel race, T-ball, ball on cone and weenie bite), with proceeds benefiting Make-A-Wish Foundation of Wisconsin. **AIM**



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Community Leadership

I enjoyed Steve's column in issue #359 about what we can do to attract more riders to the fold. I am the president of a chapter of the American Legion Riders (Post #925). We are a veterans-based social organization open to all members of the American Legion who ride. We are located in the far northern area of New York state, where the riding season is a bit limited. As our members get older, it is important for us to try to maintain a steady stream of newer members, while keeping our senior ones. Our approach is pretty basic: we ride and we support others who ride. We organize one charity ride every year, which puts some money into a local charity, we solicit donations from local businesses, and our ride stops in support of local businesses. We also make sure to send a few of our members to every charity ride in the area. By letting the



community see the good we do and by supporting other riding groups, it broadens the positive image around the area. It connects various people together so that you have connections between many diverse groups. In my

opinion, these are positive things the average rider can do. Get out and do some charity rides and small group rides. Support local riding groups.

Thomas Morrison
Potsdam, NY

Counting Every Mile

This is my 1997 Road King (FLHR) that I bought new in December of 1996. It currently has 212,600 miles on the clock. The motor went through the Harley-Davidson remanufacture program in 2006 with 82,000 miles on it. The rebuild is still running strong and has always averaged 40 mpg. Eighty percent of the miles are accounted for my 80-mile round-trip commute in Northern California. Most other repairs were minor and were done by myself. It's fully stock other than jetting and a mild cam. Still running the original drive belt. This bike has been an excellent ride, and I have had more than a few adventures riding it over the past 20 years.

Larry Scott
Gilroy, CA

Going Up?

In response to Steve's column in issue #359 and the Give A Shift info he provided, I have one thought on what we need to do to promote motorcycling.

I think each of us needs an elevator speech on why we ride. So often we go right to the dangers and the associated stats. We need a positive two-minute story on why we ride so we leave the person with a sense of our passion and the joy we get out of riding. Not something brief like "Yes, it is really dangerous, but I do it anyway."

Steve Autera
Via Internet

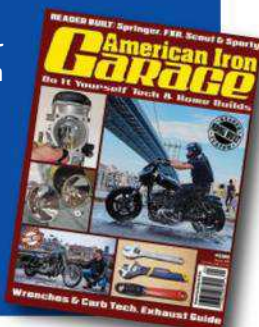
Neglected Segment?

With all the recent discussion about trying to maintain or grow rider numbers, I would like to point out a downside of recent Harley changes that could disenfranchise a segment of ridership. My wife and I are in our 60s and both immensely enjoy riding. At the age of 48, Shirley (my wife) decided she wanted off the back of my bike to see what the road ahead looked like for a change. Finding the right bike has been an ongoing adventure for her. After a year and a half on a Suzuki S 50 at 443 pounds, she found an improvement in a 2008 Nightster at 545 pounds. Despite



SIDEWALK BUILD

American Iron Garage, our sister publication dedicated wholeheartedly to DIY and home garage tech and homebuilds, is always looking to feature home built customs like Nick Partin's. Nick didn't even build this bike in a garage—he built it on a Brooklyn sidewalk! And, honestly, we're quite impressed. Issue 218 features Zach's build plus a Tour-Pak-filling amount of tech stories, theories, and home builds. Pick up your copy today, and maybe you'll feel inspired! Available on newsstands or at Greaserag.com.





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LETTERS

the increase in weight, she found the parking lot maneuvering greatly improved, as she could reach the ground better with both feet. Eventually the hardtail-style ride with the small gas tank and grinding the frame on speed bumps grew old, and she discovered a 2013 FLS at 701 pounds. With a seat height of 23.8", she found it even easier to push around and maneuver than the Sportster and a much better ride.

So, when we put our bikes in winter storage at the dealer we found a shiny showroom of new 2018s. Shirley quickly gravitated to a new FLS. Our friendly salesman frowned and de-

clared, "You are not going to like the changes." He was correct. The books seem to claim 41 pounds lighter, but the seat comes in now at a height of 25.5". The oil tank dipstick no longer sits under her right thigh at 210 degrees, which is an improvement, but the positioning of the primary case puts the widest part directly under her left knee. This combined with the higher seat makes it virtually impossible for her to reach the ground even on tip-toes. Hopefully Harley will reconsider shorter riders in their future designs.

James Dugan
Saranac Lake, NY

Snow, Snow, Go Away

As the snow piles up and we can't ride, these are the memories of what we are and what makes us bikers. This photo captures the passion of my father, his great friend, and me, all enjoying those Black Hills of South Dakota on Iron Mountain Road after seeing Mt. Rushmore.



Mr. Hering
Via Internet



She's A Dirty One

With all the clean, shiny bikes in the mag, I thought I would submit one of my Dirty Girl, a 2005 Super Glide somewhere in the Yukon, after a couple days riding in pouring rain through road construction, chip seal, and general muck and mud. The Alaska Highway is a fantastic ride, but one must be prepared for the worst. I've ridden my Dirty Girl there twice and loved every mile, er, kilometer.

Jim "Rango" Russell
Florence, MT



Ho! Get The Bikes, Get The Bikes

Here's a photo of me and my buddy Mike. This was taken on a mild January afternoon. I'm next to my 2005 Softail Deluxe and Mike is next to his 2017 Road Glide. Thanks for the great mag!

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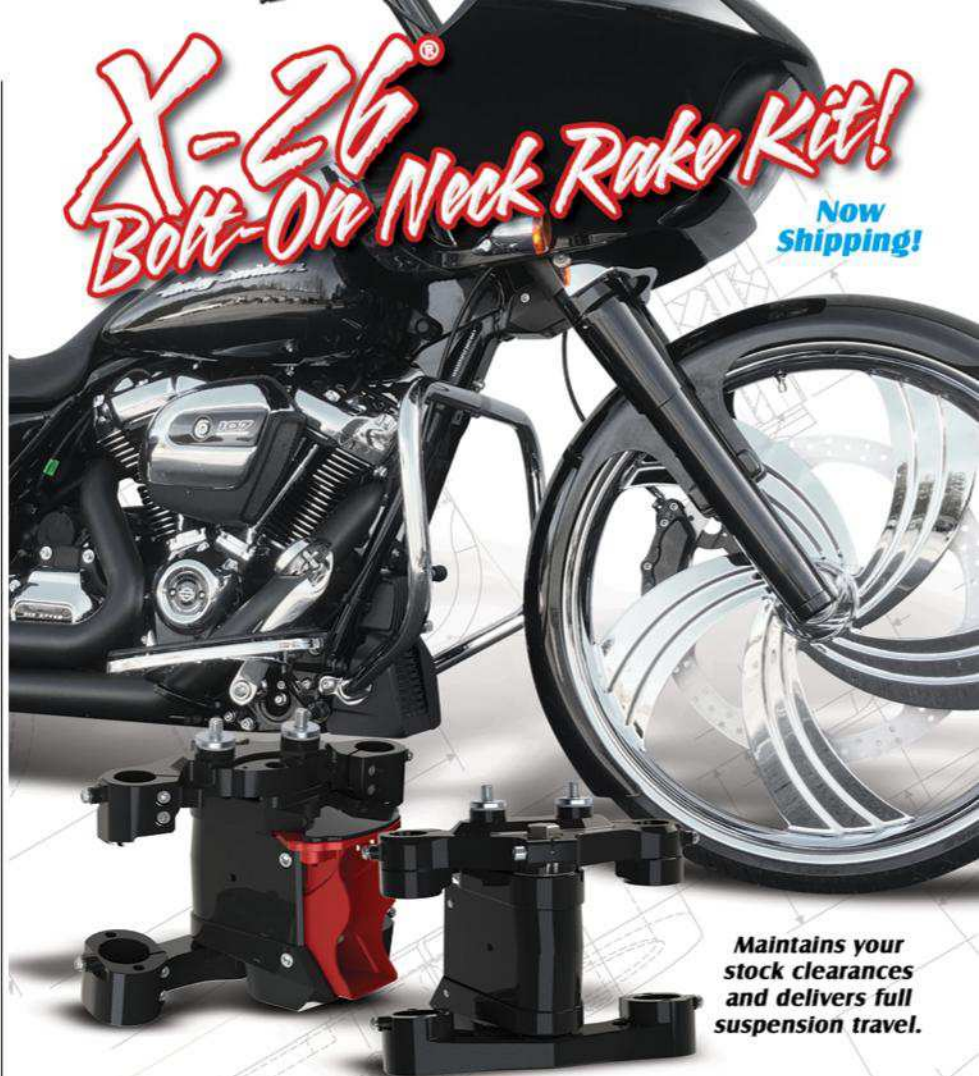
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...doing the near impossible is eternally rewarding

Ever wonder what it must have been like to race or even ride motorcycles during the early 20th century? Only a small percentage of the actual motorcycle enthusiast population knows that feeling. I'm Brittney Olsen, antique motorcycle racer, founder of 20th Century Racing, and co-founder of The Spirit of Sturgis Vintage Festival. Perhaps you know my uber-talented husband, Matt Olsen, who is renowned for restoring antique and vintage motorcycles with his father Carl. Our family owns and operates Carl's Cycle Supply in Aberdeen, South Dakota.

I met Shirley Muldowney at the age of 3, a meeting that sparked my love for racing. Before motorcycles, I drag raced old cars in high school and raced four-wheelers in my pre-teen years before I obtained a driver's license. In 2013, I began racing motorcycles, riding a 1923 Harley-Davidson J Model boardtracker to be exact. By 2014, I became a mother to a fearless little daredevil named Lockheed. With the help of family and friends (my baby with us in the pits), I went right back to doing what I love—racing old bikes!

I've been told by many that doing the near impossible is eternally rewarding. And achieving the impossible while winning races—and being a woman and a mother—is absolutely the greatest satisfaction. Sure, people told me my racing days would be over once that baby came.



Little did they know it only gave me more motivation than ever!

You see, I had women like Shirley Muldowney and Laura Klock as role models, who had shown the world that one can be a mother, professional racer, and business woman. One of my greatest mentors, Cris Sommer Simmons, would tell me throughout my pregnancy and the months following Lockheed's birth, "You can do it all! Don't cut your hair, quit riding, racing, or being you!" Those inspiring words still push me to continue doing what I love to this day! It's not easy, and, yes, at times it breaks the bank. I wouldn't have life any other way.

When we started building my first race bike, named Little Sure Shot, a 1923 Harley boardtracker, we also bought a used 2003 Kawasaki 125KX from a family friend. I practiced riding circles on the Kawi in the field where our house now stands. I put out some cones and markers and basically began

learning how to crash. First, I could barely touch the ground. Second, it was the middle of winter and I rode on snow, then wet grass, then muddy ice. My riding gear was well-worn, both clutch and brake levers broke, and I really thought about how hard it was to keep this dirt bike from crashing all the time! I constantly thought this bike was not set up for flat tracking, and even if it were, would it be a good bike for this? Most likely not!

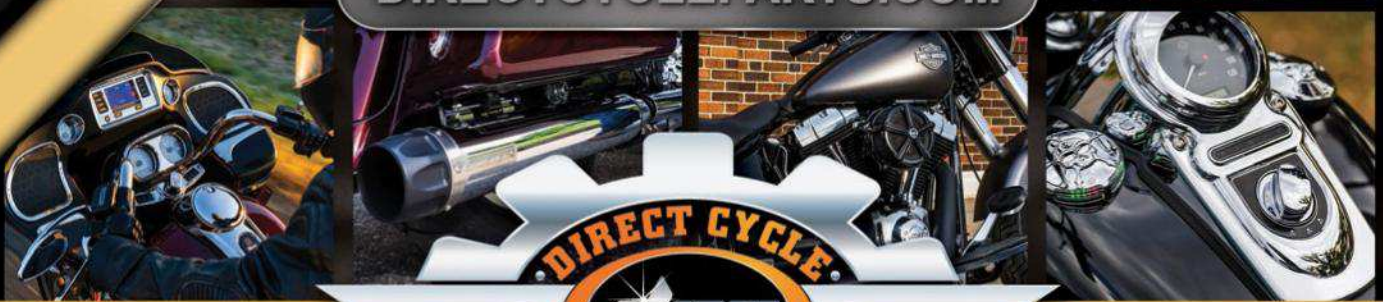
Many nights, I'd lie in bed

trying to fall asleep thinking "If I can't keep this dirt bike on two wheels, how in the world am I going to keep a 1920s race bike under control?" I would wake up in the middle of the night dripping sweat because of the surreal dreams that would make me feel like I'd just let go of my race bike at 70 mph—hello, falling-off-the-cliff feeling! I thought about how nice it would be to have a bike set up for me and my height, something easy for riding practice. Then came the day when the boardtracker was complete and ready for the maiden voyage down the old oil road in front of our shop. My nerves were electric, my spirit filled with faith and joy as my dreams transformed into reality. I prayed so hard, asked the late board-track racing greats like Joe Pertrali, Jimmy Davis, Maldwin Jones, and my late grandfather to all be with me for this moment, because, let's face it, I'd never ridden an antique, brakeless race bike without a transmission.

With a long rope gripped tightly, I was towed down the road until we reached starting speeds. I dropped the rope and let go of the decompression lever and grabbed a handful of throttle. The rest is history! I had lost so much sleep, letting my fears and doubts get to me all winter, but riding the antique race bike that was built specifically for me was easier than riding a scooter!

In closing, the pain and anxiety of making dreams come true may feel or seem bigger than they really are. However, when you get over all your fears and doubts, you'll realize it's not so bad after all. Don't give up! Be willing to analyze, improvise, adapt, and ultimately overcome your challenges to make those dreams come true. And never believe anyone who tells you it's impossible! I am Brittney Olsen, wife, mother, antique motorcycle racer, and motorcycle enthusiast! **AIM**

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Harley-Davidson Vibration Shakedown

Part VI: M-8 Touring model counterbalancer

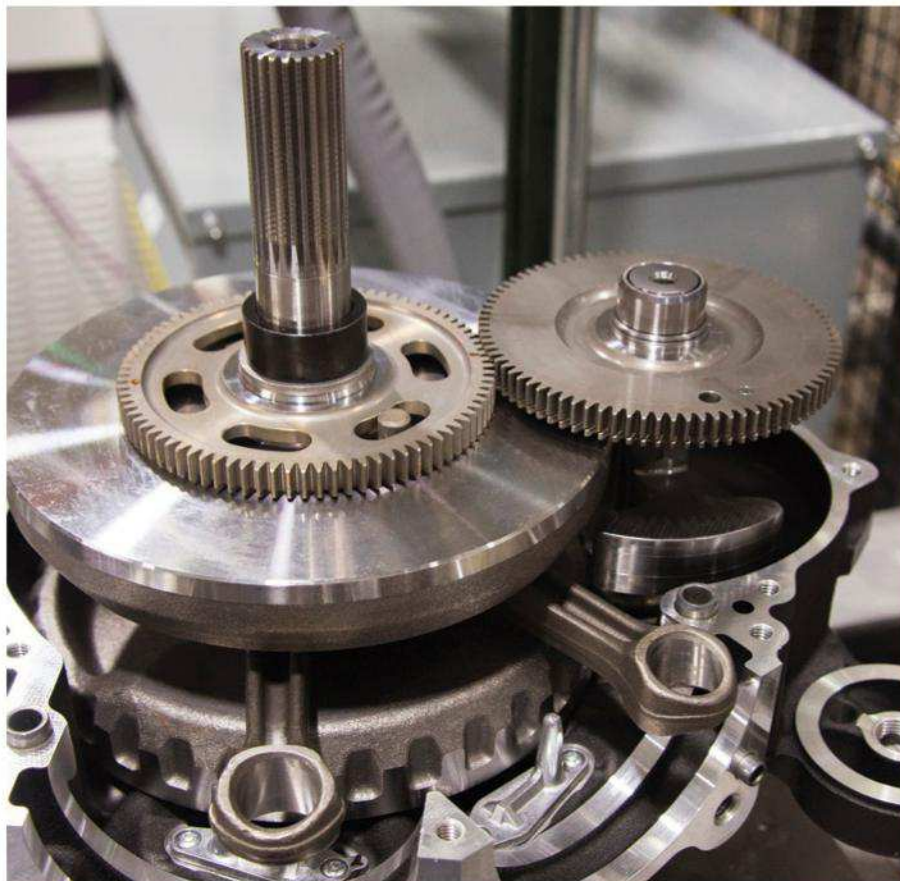
Rubber-mounting an engine masks vibration. It still occurs, but the engine, transmission, primary chaincase, and rear fork are separated by rubber-mounts from the chassis, including the frame, front forks, and handlebars. This allows liberalization of flywheel component truing specifications, which saves money in manufacturing.

Here's the issue: if the parameters for truing each flywheel as perfectly as possible to the other with the connecting crankpin are relaxed, then a wobble develops at the flywheel outer rims. Furthermore, the flywheel shafts will not rotate true within their support bearings. This will extend to the pinion shaft end, which rotates in the cam support plate bushing. The bearings and pinion bushing are fixed and are incapable of moving with untrue shafts. Therefore, parts wear out sooner than they would if components were precisely trued. So, vibration is not only annoying to a rider in a rigid-mounted-engine powertrain, but it also reduces parts' longevity.

Where am I going with this? Balancing the H-D flywheel assembly is the time-honored way for mechanics to reduce Harley engine vibration, the curse of the uneven firing order (315-degree and 405-degree flywheel rotation in a 720-degree cycle of four strokes: intake, compression, power, exhaust) of the 45-degree cylinder configuration. Flywheel truing is the first step in the balancing process. It is exceedingly difficult to balance an untrue flywheel assembly.

However, H-D wants the partially unbalanced reciprocating flywheel components (connecting rods and piston pack) that go up and down to create some vibration to satisfy, shall we say, peculiar needs of the Harley rider.

Counterbalancing an engine does not mask the shake, it actually cancels



The Milwaukee-Eight engine bottom end, flywheel assembly, and counterbalancer rest in the right side (pinion) engine case.

the vibration. A separate but connected pork chop-shaped counterweight rotates in tandem, timed with the flywheel assembly. Visualize vibration like a wave with peaks and valleys. The steeper and more pronounced the depth/height of the peaks and valleys, the more intense the vibration. A flat line would indicate zero vibration. Use of a counterbalancer can be tuned to cancel or reduce these peaks and valleys.

H-D would never take the most practical vibration reduction modification or total solution on its Touring models, the 2018 Softails, or even the

dying-breed Sportster for that matter. This involves changing the cylinder angles to 56 degrees or 60 degrees, as on now defunct models like the V-Rod. The V-Rod was the most progressive motorcycle Harley ever built. However, H-D screwed with the formula for success by changing cylinder angle, eliminated the beloved pushrods, and converted the engine to liquid-cooling; all this led to failure in the traditionalist marketplace.

The ultimate solution is to position

Continued on page 97



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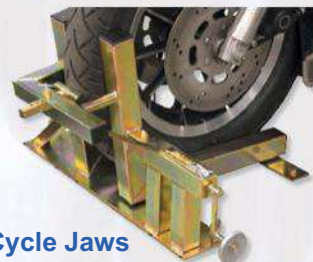


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Snow and cold inspire creativity

By Greg Williams
Photos by Don Kates/Shooters Images

WINTER PRESENTS A PARTICULAR PROBLEM for motorcyclists in many areas of North America. The farther north the habitat, the more likely cold and snow are in the daily forecasts, and that means no riding.

But if you're a builder, chances are you'll seize the opportunity to retreat to the workshop in the darker months and focus on what you love doing. That's exactly what Steve Dubois and Jeff Uhl of Die Hard Customs do in the Canadian city of Winnipeg, Manitoba.

"We lock ourselves in the shop on October 1 and come out some time in March," Steve laughs.

Last winter, the pair turned out this custom 2017 Harley-Davidson Road Glide with a wide 21" front wheel, representing something of a departure for them. Previously, their custom baggers have featured taller 26" or 30" front wheels followed by intricate bodywork. With this machine, however, they wanted to create something a little simpler, something that would still feature stunning lines to accentuate an understated paint job.

In October 2016, a brand-new Harley-Davidson Road Glide rolled into their shop. They stripped it down and began adding and finessing parts and pieces to create their vision, starting with new suspension front and rear. Up front, a set of Pickard six-degree triple trees provides clearance for a 23" wheel. Die Hard chose to run what was then SMT's brand-new 5-1/2-21" Sinful front wheel with a 180/50R-21" Vee Rubber tire; in terms of overall height, the measurements were about the same as a 23" wheel and tire combination.

Forks were treated to a set of American Suspension cowbells and lower fork legs, while the single brake caliper is a six-piston unit from HHI. Thanks to Russell brake line fittings and ABS banjo fittings from MC Baggers, the HHI caliper squeezes an SMT Sinful rotor. Steve says that thanks to a compensating bearing, the factory ABS works as intended.









“A perfect solution to block off the unused right-side caliper hole at the ABS module is a 10mm oil drain plug from a Honda lawnmower,” Steve says, adding, “Don’t laugh, try it!”

Inside the fork tubes are American Suspension 49mm pistons. Out back, bumps are absorbed through a set of Dirtyworks Dirty Air Aluminum shocks. Air to operate the system is supplied by a 100C Viair compressor. Once under pressure, that air is stored in a Deadline Customs aluminum tank with safety valve. Dana Hallberg, the owner of Deadline, also supplied the manual air valves to control the system. When everything is aired down and the Road Glide is parked, the machine is supported by an electric center-stand built by Matt Risley Innovations.

Atop the fork is a set of HHI 12" Speed King Bars with custom Die Hard Customs black brake and clutch levers, Avon billet grips, and Ness mirrors. A blacked-out Harley-Davidson keyed fork lock and ignition switch trim complete the look.

Next came the bodywork, and this is where Die Hard Customs shines. Steve, who grew up in a family immersed in the automotive industry, helped his drag racing brother with all of the dirty chores when it came to building a racecar. He’d run the brake lines, set up the lubrication system, and also did all of the fiberglass work. Jeff, a Die Hard Customs partner, is also creative and has an eye for altering lines and changing the shape of parts to achieve Die Hard’s goals.

On this Road Glide, they started with components from TOL Designs of Las Vegas, including a stretched gas tank cover that was cut and reshaped to suit a seat pan made by Steve’s wife, which was then sent out for foam and a cover by Butch Watson at High Rollers. On top of the tank, a TOL dash was trimmed to fit perfectly, and a chrome pop-up gas cap complements it.

The flowing lines of the tank carry into the TOL side covers that were stretched farther down to cover more of the frame and then shaped to clear the right-side Covington Destroyer with billet-tip 2-into-1 exhaust system. Steve says they wanted the bags to match the proportions of the 21" front wheel and feels these scalloped TOL bags suited the build and were molded to the side covers.

TOL also provided the rear fender, and Die Hard Customs molded in a set of Harley-Davidson CVO taillights controlled by a Badlands Illuminator run, brake, and turn signal module.

At the time of the build, Steve says no one yet offered a front fender to cover the wide 5-1/2-21" wheel. Die Hard Customs made an FL-style fender using a blank meant to cover a 23" wheel. Steve cut it down the middle, widened it, cut it to length, and glassed it all back together. For it to have clearance on the machine, however, the oil cooler bracket had to be modified so the cooler would sit more vertically.

Finally, Die Hard Customs molded a Dirty Bird headlight bezel into the stock outer fairing and removed the windshield, instead reworking the top cap to look like a windshield and installing Road Glide trim that was painted gloss black.

For foot controls, Die Hard Customs put together a combination of CycleSmiths' banana floorboards coupled with an Arlen Ness 10-gauge solo shifter arm, inner shifter lever, shifter rod, and brake arm. Performance Machine Contour rear passenger footpegs were mounted on black Harley-Davidson passenger floor peg mounts.

Perhaps in a nod to winter colors, the bike was painted Ford Avalanche Gray by Mike Wanner at Fargo Customs. Steve says the final pieces to make the bike, which "look like they came from The Motor Company this way," were the chrome and black 2009 Harley-Davidson CVO Ultra Classic gas tank emblems.

The engine was left stock, but it was dressed up with an Arlen Ness 10-gauge contrast-cut air cleaner and an Alloy Boltz stainless steel 12-point engine bolt kit. Winnipeg Harley-Davidson supplied finned head bolt covers and a Harley-Davidson black narrow outer primary cover with a matching Arlen Ness 10-gauge derby cover. To make parts such as the engine stabilizer link, motor mount, inner shifter arm, and kickstand disappear, they were all powdercoated black.

Proving there's nothing cold or frigid about the build, at Sturgis in 2017 Steve says this machine received as much or more feedback than any of their other customs, including their baggers with 30" front wheels.

He says, "It just seems more people could relate to the 21" wheel; it was a popular bike." **AIM**



Tech Sheet

Owner/builder	Die Hard Customs, Steve Dubois and Jeff Uhl
Year/model	2017 Harley-Davidson Road Glide
Cost to build	New bike cost plus \$30,000
Time to build	Three months
Chromer	The Plating House, Toronto, Ontario
Polisher	Die Hard Customs
Powdercoater	Paul the Powdercoater Guy, Winnipeg, Manitoba
Painter	Fargo Moorhead Custom & Collision/Mike Wanner
Color	2017 Ford Avalanche Gray

Powerplant

Engine	2017 Milwaukee-Eight 107
Displacement	107"
Horsepower	91
Air cleaner	Arlen Ness 10 gauge
Exhaust	Covington Destroyer with billet-end tip
Primary cover	Black H-D with Arlen Ness 10-gauge cover
Transmission	Stock six speed

Chassis

Frame	2017 H-D
Rake	26 degrees with Pickard six-degree trees
Front forks	Stock w/American Suspension lower legs and 49mm air pistons with Dirty Air Pistons
Rear suspension	Dirty Air Aluminum Touring
Front wheel	5.5-21" SMT Sinful

Rear wheel	5.5-16" SMT Sinful
Front brake	HHI six-piston caliper
Front tire	180/50- 21" Vee Rubber
Rear tire	180/60R-16" Avon
Front fender	Die Hard Customs
Rear fender	TOL modified
Saddlebags	TOL scalloped modified
Fender struts	H-D powdercoated

Accessories

Headlight	H-D Daymaker
Taillight	H-D CVO
Fuel tank	TOL modified
Handlebars	HHI 12" Speed King
Risers	H-D modified plus 3/8"
Seat pan	Die Hard Customs, foam and cover by High Rollers
Pegs	Arlen Ness and Performance Machine
Dash	TOL
License bracket	Custom Dynamics
Mirrors	Arlen Ness
Hand controls	H-D with Avon grips
Foot controls	Arlen Ness
Floorboards	CycleSmiths
Levers	Die Hard Customs
Front signals	Dave Dupor
Horn	H-D hidden under right-side cover
Amp	Soundz SC 4-100 Amp
Speakers	Soundz Carbon 65 front speakers Soundz Iron 69.2.5 carbon fiber 6 x 9s



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ITEM 60637/61615
95275 shown

Customer Rating **★★★★**

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Air delivery:
0.6 CFM @ 90 PSI
1 CFM @ 40 PSI

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MODEL: PCF202025
86515016
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2000 WATT SUPER QUIET INVERTER GENERATOR

Customer Rating **★★★★**

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ITEM 64032/64030/64033 shown

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MODEL: 23222
ITEM 63054/62858 shown

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LIMIT 5 - Coupon valid through 9/24/18*

WARRIOR SUPER COUPON

• Drill 28 hole sizes from 1/8" to 3/4"

Customer Rating **★★★★**

3 PIECE TITANIUM HIGH SPEED STEEL STEP BITS

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MODEL: 15044F3M
ITEM 69087/60379/91616 shown

86523308
LIMIT 7 - Coupon valid through 9/24/18*

PREDATOR SUPER COUPON

6.5 HP (212 CC) OHV HORIZONTAL SHAFT GAS ENGINE

Customer Rating **★★★★**

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COMPARE TO HONDA **\$119.99** **SAVE \$20** **\$39.99**

MODEL: G200T0202
ITEM 60363/69730
ITEM 69727 shown
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86523048
LIMIT 4 - Coupon valid through 9/24/18*

HaulMaster SUPER COUPON

Customer Rating **★★★★**

12 VOLT MAGNETIC TOWING LIGHT KIT

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MODEL: TL21PK
ITEM 98800

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LIMIT 5 - Coupon valid through 9/24/18*

BRAUN SUPER COUPON

845 LUMEN UNDERHOOD RECHARGEABLE WORK LIGHT **NEW**

• Rechargeable Lithium Ion battery

Customer Rating **★★★★**

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MODEL: SLR-2120
ITEM 63990

86525413
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• Lift range: 5-1/2" to 17"

Customer Rating **★★★★**

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COMPARE TO BIG RED **\$89.99** **SAVE \$44** **\$114.06**

MODEL: 106751X
ITEM 61632
60536 shown

86526309
LIMIT 4 - Coupon valid through 9/24/18*

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3/8" X 50 FT. RETRACTABLE AIR HOSE REEL

Customer Rating **★★★★**

NOW \$59.99

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MODEL: 30T4IR194
ITEM 69265/62344/93897 shown

86526754
LIMIT 4 - Coupon valid through 9/24/18*

HaulMaster SUPER COUPON

Customer Rating **★★★★**

ALUMINUM MOTORCYCLE WHEEL CLEANING STAND

• 500 lb. capacity

SAVE 53%

COMPARE TO EDGE **\$387.00** **NOW \$179.99**

MODEL: 97-1001
ITEM 98800

86526931
LIMIT 5 - Coupon valid through 9/24/18*

Bunker Hill Security SUPER COUPON

60 LED SOLAR SECURITY LIGHT

Includes 6V, 900 mAh NiCd battery pack.

Customer Rating **★★★★**

NOW \$29.99

COMPARE TO EATON **\$48.94** **SAVE 38%** **\$29.99**

MODEL: MSL61020V
ITEM 62534
69643 shown

86529450
LIMIT 5 - Coupon valid through 9/24/18*

SUPER COUPON

Customer Rating **★★★★**

4 PIECE ANTI-FATIGUE FOAM MAT SET

• Each pad measures 25" x 25"

NOW \$6.99

COMPARE TO NORSK **\$19.99** **SAVE 65%** **\$6.99**

MODEL: 001119346
ITEM 61607/62389
94635 shown

86529491
LIMIT 5 - Coupon valid through 9/24/18*

CENTECH SUPER COUPON

12 VOLT DELUXE BATTERY MAINTAINER AND FLOAT CHARGER

Customer Rating **★★★★**

NOW \$14.99

COMPARE TO BATTERY TENDER **\$39.99** **SAVE 62%** **\$14.99**

MODEL: 022-0192
ITEM 63161
62813/61911 shown

86530031
LIMIT 5 - Coupon valid through 9/24/18*

CENTRAL MACHINERY SUPER COUPON

Customer Rating **★★★★**

8", 5 SPEED BENCHTOP DRILL PRESS

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COMPARE TO BUFFALO BLACK **\$102.99** **SAVE \$53** **\$67.99**

MODEL: 8P5DL
ITEM 62390/62520/60238 shown

86532941
LIMIT 4 - Coupon valid through 9/24/18*

HaulMaster SUPER COUPON

400 LB. RECEIVER-MOUNT MOTORCYCLE CARRIER

Customer Rating **★★★★**

SAVE \$60

COMPARE TO ULTRA TOW **\$159.99** **NOW \$99.99**

MODEL: 965378
ITEM 99721/62837 shown

86533595
LIMIT 5 - Coupon valid through 9/24/18*

drill master SUPER COUPON

Customer Rating **★★★★**

1500 WATT DUAL TEMPERATURE HEAT GUN (572°/1112°)

NOW \$8.99

COMPARE TO BLACK & DECKER **\$28.06** **SAVE 67%** **\$8.99**

MODEL: HG1300
ITEM 62340/62546
63104/96289 shown

86535406
LIMIT 7 - Coupon valid through 9/24/18*

VOYAGER SUPER COUPON

Customer Rating **★★★★**

12" TOOL BAG

NOW \$4.99

COMPARE TO AWP **\$19.98** **SAVE 75%** **\$4.99**

MODEL: SL-2216
ITEM 62163/62349
61467 shown

86535893
LIMIT 5 - Coupon valid through 9/24/18*

drill master SUPER COUPON

Customer Rating **★★★★**

4-1/2" ANGLE GRINDER

NOW \$9.99

COMPARE TO PERFORMAX **\$25.00** **SAVE 61%** **\$9.99**

MODEL: 2411-1
ITEM 69645/60625 shown

86537351
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2018 Harley-Davidson FXFBS Fat Bob 114

The 114" engine leaves no room for second thoughts

First impressions are always important, and the first impression by Harley-Davidson's reinvented 2018 Fat Bob is...its rectangular headlight. Huh?

Welcome to the Motor Company's bold new world, where for perhaps the first time ever America's number one motorcycle manufacturer offers a model that doesn't boast a traditional-style round headlight. Here's why: the folks in Milwaukee are casting a wider net to catch more customers, another way of saying that they want their demographics to reach deeper into motoring's youthful market segment. Right or wrong, the guys in Harley's styling department feel that something other than a round headlight might help gain some of the younger crowd's trust and attention, never mind that the Fat Bob 114 carries a hefty suggested retail price of \$18,699.



Good or bad, ugly or stylish, forget about the square-shoulder headlight and focus instead on the bike itself. Then you'll realize that the FXFBS Fat Bob 114 is probably the meanest, toughest, and baddest hombre of the new Softail models. To be sure, the Breakout and Fat Boy, with their beastly rear tires and muscular 114" engine options, might present more sinister poses, and the Deluxe and Low Rider certainly exhibit remarkable steering and handling manners when traveling back roads or across town. But in comparison, the Fat Bob 114 is just plain bad to the bone; it runs hard in a straight line like the Breakout and Fat Boy 114s, yet willingly carves through corners with the welcomed predictability of the Deluxe and Low Rider.

So let's be honest, the Obese Bob's bad-boy persona has nothing to do with that odd-shaped headlight, and everything to do with its new-for-2018 tighter chassis and top-shelf 114" Milwaukee-Eight engine, which displaces 7" more than the Milwaukee-Eight 107 that powers the standard FXFB Fat Bob, so you expect a little more bang for the buck. And speaking of bucks, the FXFB's MSRP is \$2,000 less than the Fat Bob 114. Taking into

account more relevant figures, which is to say peak torque, Harley-Davidson's dyno figures boast 107 ft-lbs. for the 107" compared with the 114's white-knuckle 118 ft-lbs. (both at 3500 rpm). And even though the Breakout 114 and Fat Boy 114 engines produce slightly more (119 ft-lbs. at a subdued 3000 rpm), try bending either of those bikes into a turn at the same rate of velocity that you can the Fat Bob. It ain't gonna happen, because by all accounts the Fat Bob steers much easier and more predictably than either the Breakout or Fat Boy, which is why the big Bob qualifies as the big boy, the top gun, in the new Softail lineup.

That big, bad engine will also bring out the bad boy that lurks within you, much like it did for me during a ride through my favorite back road. With no other vehicle in sight and the road lying flat and straight before me, I called on the Fat Bob's three massive disc brakes to haul me to a stop. Pause now as engine speed returns to idle;

place both boots firmly on the pavement, settle against the sculpted saddle's butt stop, and then drop the hammer! The electronic fuel injection meters proper doses of fuel through the 114" engine's four-valve cylinder heads, and when



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Top left: The tapered drag-style handlebar is inscribed with adjustment marks visible through the top clamp.

Top right: The Fat Bob's new LED headlight is a polarizing feature. Profile views of the Fat Bob show its muscular nature.

Right: The stepped seat holds the rider in place well.



2018 Harley-Davidson Fat Bob



118 ft.-lbs. of torque kicks in, the big 180-profile rear tire begins to spin. And spin and spin and spin, the bike hesitant to make forward motion until I dial the throttle back ever so slightly to let the big chunk of rubber beneath me grab the asphalt to propel us forward. Which it happily does after the rear tire slips slightly sideways, prompting a little body English by me so that both wheels are, again, in line with each other. Almost magically, and with some additional prodding of the clutch lever and throttle grip, the tire hooks up and together bike and boy rider launch down that desolate stretch of highway with fascinating acceleration.

Believe me when I say that I would love to have kept the throttle WFO through all six gears, but the road began its gentle bend to the left as it resumed its serpentine act through the countryside. A couple of quick clicks of the shifter to downshift to lower gears, apply gentle pressure to the brake levers, and the big bike returns control back to me.

After that folly, I confirmed that the Fat Bob is pretty darn good through the turns, too. To be sure, it ain't no sportbike, but for a 653-pound (claimed dry weight) cruiser, it's surprisingly deft and predictable through the turns, feeling rather neutral at initial turn-in for

Length	91.1" (2340mm)
Wheelbase	63.6" (1615mm)
Seat height	28" (710mm), unladen
Ground clearance	4.7" (120mm)
Rake	28 degrees
Trail	5.2" (132mm)
Engine	Air/oil cooled, four valves per cylinder (114"/1868cc)
Compression ratio	10.5:1
Fuel system	EFI closed loop
Transmission	Cruise Drive six speed
Front tire	Dunlop Harley-Davidson Series, 130/80-16"
Rear tire	Dunlop Harley-Davidson Series, 180/70B-16"
Fuel capacity	3.6 gallons (13.6 L)
Oil capacity	5 quarts (4.7 L)
Weight	653 pounds (296 kg)
Front brake	Four-piston calipers; 300mm dual floating rotors; standard ABS
Rear brake	Two-piston caliper; 292mm floating rotor; standard ABS
Exhaust	2-into-1-into-2; catalyst in header
Front fork	43mm, inverted
Rear shock	Single shock, adjustable spring preload
Front suspension	5.1" (130mm)
Rear suspension	4.4" (113 mm)
Front wheel	Cast 3" x 16" with TPMS
Rear wheel	Cast 5" x 16" with TPMS
Colors	Vivid Black, Black Denim, Red Iron Denim, Industrial Gray Denim, Bonneville Salt Denim
MSRP	\$18,699-\$19,099



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corners. Then the neutral feel dissolves to noticeable countersteer, and you're reminded that the Fat Bob 114 is a cruiser; the pair of hefty 300mm rotors and their four-piston calipers mounted to a 43mm inverted fork add up to a fair amount of mass that creates its own inertia when leaning from side to side. The 28-degree steering angle matched with 5.2" of trail seems like a good compromise for straight-line riding and relatively quick steering, but it's a compromise at best. As each turn's radius progresses, or tightens, requiring more body lean, you'll also have to apply measured pressure to the handgrips to induce and hold further countersteer. Not a lot, but you'll notice how your hands instinctively squeeze the grips harder, pushing on the inner grip, tugging on the outer one to maintain your line. The exercise reminds you of the steering dynamics that the pro racers in the American Flat Track series experience with their bikes, although theirs requires a much more exaggerated level of countersteer than the Fat Bob will ever require.

A word of caution about the forward foot controls and the Fat Bob's overall ergonomics: although the Fat Bob's new rider triangle easily accommodates my 5'8" frame (the original Dyna platform was too stretched out for me), I occasionally and unwittingly dragged my boot heels through corners. Lean angle is noticeably increased over that offered by the Dyna model, allowing you to bank more aggressively through the turns. And, in turn (no pun intended), you can accidentally bang your boot heel on the asphalt, so be forewarned.

For the most part, though, that's all hyper-level riding.

In real-world applications when navigating through town or highballing cross country, the Fat Bob 114 remains so docile even a caveman could ride this thing. The 114's power delivery ramps up progressively so there are no surprises, responding politely to the amount of twist you give your right wrist; a gentle twist rewards you with gentle acceleration, a wild twist of the wrist presents you with galactic-travel hyper speed. The choice is yours, and in the process you can expect some dazzling fuel consumption figures. Our test bike posted a best of 46 mpg and a low of 38 mpg.

The Bob's sculpted saddle is relatively comfortable and stylish, and the reach to the handlebar is acceptable for most riders. The view in the mirrors is pretty much that of your elbows, so you'll need to pull either arm in when glancing behind, and the adjustable rear suspension lets you dial in the firmness that best suits you. It's worth taking the time to fiddle with the calibrated knob, and once you've found your sweet spot you'll enjoy the ride even more. And don't be afraid to firm or soften the ride as road conditions change. Just do so when you're stopped!

The Fat Bob 114's most entertaining aspect, though, is the engine. And even if you don't care for the rectangular headlight, that big engine will prompt you to overlook it (even though the headlight's LED bulb certainly brightens the path at night), and every time you thwack the throttle you'll appreciate that you stepped up and paid the extra two grand for that big 114" Milwaukee-Eight option. It's the FXFBS's lasting first impression that will always stay with you. **AIM**



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From the get-go this bike was made to go

Dyna fans have been in mourning ever since Harley-Davidson dropped the FXD platform from its current model lineup. Although familiar model names such as Fat Bob, Street Bob, and Low Rider remain part of Harley's marketing lexicon, the Dyna name was officially scratched from the game card this year. And for good reason, as the reinvented Softail platform for 2018 performs much better than what those old twin-shock models offered. So why kid ourselves? The Dyna is history. Get over it. All of Harley's new naked Big Twins are now marketed as Softails. Think of those obsolete old rubber-mount FXDs as FXDynasaurs.

Now, before Dyna fans arm themselves with pitchforks, shovels, knives, torches, and other weapons of man's destruction they can get their hands on to send me to my just reward, know that I, too, have a deep-rooted fondness for the FXD line that first rolled in 1991 (initially showing up as the FXDB Sturgis). My all-time favorite Dyna was the most recent Low Rider, a bike that I'd gladly ride to the ends of the earth if there was such a place. Ditto for the T-Sport, and most certainly the Fat Bob was a jolly good ride, too.

But time, in the name of progress, marches on, so those bikes and their Twin Cam engines are no longer found on the new-model side of the ledger sheet. Even so, they remain in the used-bike market, where they are plentiful and affordable. And those are two key words—plentiful and affordable—that custom-bike enthusiasts like to hear.

And it was on the used-bike market that John Sweeney spotted a rather clean and affordable 2007 Dyna FXDSE a few years ago. If you're familiar with Harley's model nomenclature, you know that the SE part of that name stands for Screamin' Eagle, as in CVO (Custom Vehicle Operations). Indeed, this is a rather rare model because Harley offered the Dyna in CVO livery only two years, 2007 and 2008. Moreover, all CVO models are offered in limited numbers, which makes any SE-based Harley rather exclusive in itself.

The 2007 Dyna CVO is an especially interesting model because it rolled with an inverted Italian-based Marzocchi front fork. The adjustable fork lays the groundwork for a bike that, when equipped with a similarly adjustable set of rear shocks and sticky road-holding tires, should make for a capable curve-carving motorcycle. And that's precisely the formula that John, teamed with his cousin Kent Sweeney, applied to the Dyna CVO.

Kent, who owns and operates Side Street Cycles in Waukon, Iowa, points out that snappy-handling Harleys toting engines with abundant horsepower are what his shop specializes in. With that in mind, he and John wrapped the Dyna's forged aluminum Road Winder wheels with Pirelli Night Dragon soft-compound radial tires, which is a tongue-twisting way of saying "sticky tires," for a road-ripping ride.

"We put longer Legend Suspension Revo A shocks on the rear to get the bike to ride a little higher, too," adds Kent. In addition to being fully adjustable so that John can set ride height and damping characteristics to his liking, the extended shocks help give the bike ample cornering clearance, essential for stringing together a series of corner apexes. See, John, Kent, and

their riding buddies do a majority of their road time on twisty roads that lace the northeastern corner of Iowa, an area in the Midwest that helps define the Tri-State region shared with Minnesota and Wisconsin. The glaciers that, long ago, stretched through this part of the country carved some interesting topography for road engineers to lay seductive stretches of asphalt on.

"Yeah," says John, "we do most of our riding where there aren't many straights." Can you say biker nirvana?

The other part of the bike's performance equation, horsepower, was also filled at Kent's shop. He tore down the Screamin' Eagle engine to replace bits and pieces with even fancier bits and pieces to bump up compression, reduce weight, and improve overall performance. While displacement remains 110", the new engine boasts S&S Cycle's

DAY ONE DYNA



By Dain Gingerelli

Photos by Don Kates/Shooters Images

lighter three-piece flywheel assembly supporting S&S rods and 10.6:1 pistons.

Kent shipped the SE heads to his buddy Josh Thompson, proprietor and mastermind of Top Dead Center in Rosenberg, Texas, for some additional port work to improve in- and out-flow. The heads returned to Iowa also sporting AV&V valves that now work in unison with S&S Premium lifters and Quicke pushrods.

You'll find an S&S 58mm Throttle Hog and Fueling 6.2 injectors at the forefront of the intake. A Power Vision Target Tune that helps monitor fuel metering remains 100 percent live, so the mixture is always spot-on no matter what the riding conditions. The whole system is capped with a Fatshot collector exhaust system by SuperTrapp that John says is tucked so high up on the chassis that he never worries about scraping that piece of hardware while leaned hard

for one of those many moraine-country corners.

Further electronics—the entertaining kind—are included within the custom Big Bear Choppers lowers and FXRT-style fairing that Kent mounted to the bike. A Kicker KMC 10 audio head unit feeds a quartet of speakers, two Kicker 4" and two 6-1/2", that stare back at John as if to say, "We're louder than that silly exhaust system you have tucked beneath you."

On the front side of the fairing you'll find a J.W. Speaker LED Adaptive headlight. This is a pretty cool unit in itself, using on-board sensors to help transition the light beam side to side when cornering, illuminating the inside of corners for maximum night vision while the bike is leaned over for turns.

When all modifications were complete, Kent turned to Matt "Moe" Sweeney (those Sweeney boys are everywhere!) to prep the body panels and frame for powdercoat-



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Tech Sheet

Owner John Sweeney
Builder Kent Sweeney, Side Street Cycles, Waukon, IA
Year/model 2007 FXDSE CVO Dyna
Cost to build \$25,000
Time to build Three months
Powdercoater Kotes Powdercoating, Cedar Rapids, IA
Painter SRG Graphic, Cedar Rapids, IA
Prep Matt "Moe" Sweeney
Color House of Kolor

Powerplant

Engine 2007 H-D
Builder Side Street Cycles
Displacement 110"
Horsepower 132
Flywheels S&S Cycle 4-3/8" 3-piece
Balancing S&S Cycle
Connecting rods S&S Cycle
Cylinders HD 4.010"
Pistons S&S Cycle 10.6:1
Heads Screamin' Eagle modified by Top Dead Center

Valves AV&V
Lifters S&S Cycle Premium
Pushrods S&S Cycle quickie
Carb S&S 58mm throttle hog cable drive throttle body tuned with power vision and target tune piggyback
Air cleaner S&S Cycle Stealth ac with 1" wider filter
Exhaust Supertrapp Fatshot
Oil pump S&S Cycle TC3 and camplate with 585 gear drive cams
Mods Heavy clutch spring with Screamin' Eagle compensator

Chassis

Frame 2007 FXDSE
Rake 30 degrees
Front forks H-D, Marzucchi inverted
Rear suspension Legend Suspension Revo A
Front wheel 21" Screamin' Eagle
Rear wheel Screamin' Eagle
Front brake Chopper Hauss 13.5" rotor, H-D Brembo four-piston caliper

Rear brake Chopper Hauss, H-D four piston
Front tire Pirelli Night Dragon 90/90-21"
Rear tire Pirelli Night Dragon 180/60B-17"

Accessories

Fairings Big Bear Choppers
Headlight J.W. Speaker Adaptive
Taillight Drag Specialties Low Profile LED
Handlebars Big Al's
Risers Biltwell Murdock
Seat Badlander
Pegs Chopper Hauss Omen
Chain guard Screamin' Eagle
Speedo Screamin' Eagle
Dash Garmin GPS
License bracket Drag Specialties Lay Down
Mirrors Screamin' Eagle
Foot controls Chopper Hauss
Windshield Clearview
Front Signal Alloy Art
Radio Kicker Audio Kmc10
Amp Kicker Audio 300 watt
Speakers Kicker Audio PSC Series 4" and 6-1/2"



ing and paint. Kotes Powdercoating got the call to powder the various bits and pieces while Shawn Gallagher of SRG Graphic in Cedar Rapids, Iowa, got the call to apply the custom mix by House of Kolor to the body ware.

“We wanted the paint to resemble the original CVO color,” explains John, “but we added some pearl and metal flake, what you might see on a bass boat, to set it apart from the original Harley color.”

The outcome was certainly enough to catch the eyes of *American Iron*'s editorial crew that attended the Den-

nis Kirk Patriot Ride last summer. *AIM* editors presented Sweeney's bike with the Editor's Pick trophy that includes the full-spread magazine feature you see here. And if you're interested in attending this year's Patriot Ride (and maybe entering your custom), save the date for June 30, 2018.

But John's most enjoyable times with his custom Dyna are when he's riding the nearby country roads, strafing apexes, and bending corners into straightaways. It's the kind of riding that this bike was meant to do from Day One. **AIM**



Where's The Beef?

Way too much fun on a fat-tire bruiser

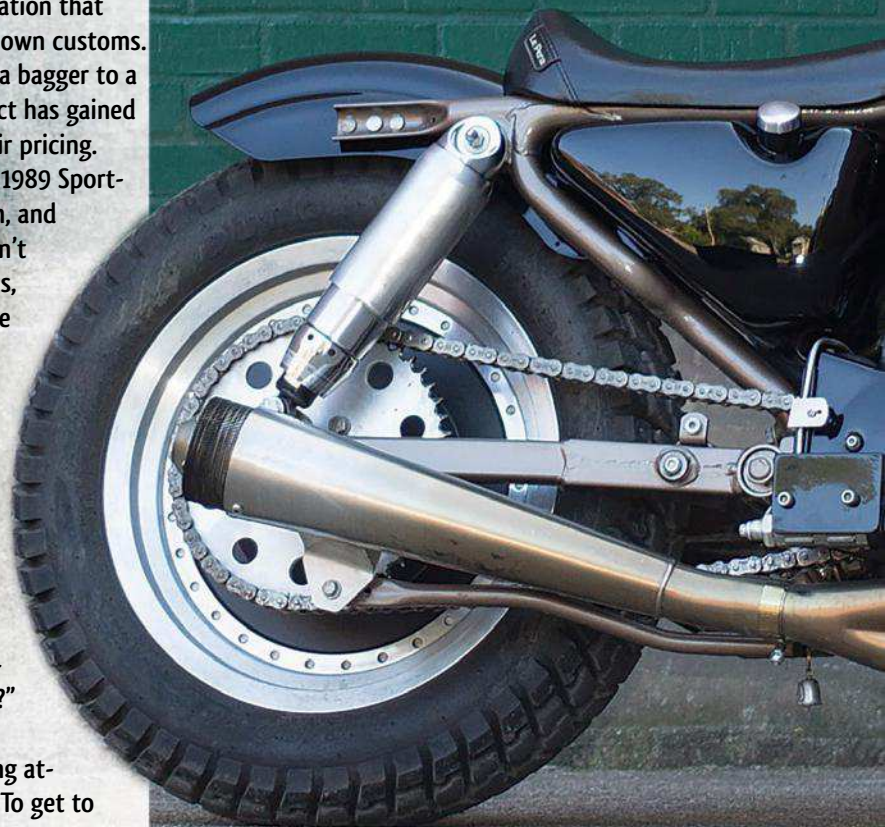
Jesse Woods works for an outfit called Convict Customz out of Davenport, Iowa. There's a chance you haven't heard about this shop, but it has quickly grown into a sizeable operation that does everything from regular bike service to full-blown customs. In fact, convict will build whatever you want from a bagger to a bobber and just about anything in between. Convict has gained a well-deserved reputation for quality work and fair pricing.

Jesse regularly rode to work on his bone-stock 1989 Sportster. The Sporty was getting a bit long in the tooth, and he pined for something a bit different (who wouldn't when you're constantly exposed to all sorts, shapes, and sizes of hot rod machinery?). That's when Jesse decided he'd take matters into his own hands and work on the bike when the shop wasn't too busy. Fortunately for Jesse, the Convict Customz crew is very understanding and pretty much kicked in to help out with the build. As Jesse is an understanding and cooperative boss, the entire process from stripping the bike to riding it out the door took little more than a month!

But let's back up a bit: every build needs a direction or theme (no secret). For this one, everyone essentially wanted to know "Where's the beef?" Everyone involved concurred the beef would come from a bobbed, fat-tire, fat-tank look, and by paying attention to the details this would be a perfect mix. To get to the beef, though, you need some grunt.

In order to get the job rolling, Woods strapped the 883 Sportster to a lift and immediately yanked out the engine. The cases were split for a complete rebuild, and in the process the little twin became a 1200 by way of a set of Wiseco 10.5:1 compression ratio pistons and rings. The connecting rods and flywheels are stock. Downstairs, the cam was swapped for

By Wayne Scraba
Photos by Danny O'Leary







an Andrews N2 grind (0.465" lift on the intake; 0.440" on the exhaust with 240 and 244 degrees duration at 0.50" tappet lift, intake, and exhaust respectively). The Convict team kicked in again and reworked the 883 heads with a port and polish job along with a complete rebuild. Stock replacement valves are used along with stock lifters, rockers, and pushrods. A CV carb was reworked and topped with a Big Sucker air cleaner from Arlen Ness. Handling the exhaust is a 2-into-1 stainless setup from SuperTrapp. The ignition system is from Ultima, as are the plug wires and coil. While it didn't make it to the dyno, the 1200 should easily crank out 85 hp, more than enough grunt for this beefy little bike.

Backing the 1200 is a stock unit drive four-speed gearbox along with a Barnett clutch. The stock chain drive remains. Before the unit engine/trans completely went back together, it was treated to a careful detail paint and powdercoat job. Tully Industrial in Davenport handled the powder paint while Forrest "Outlaw Body Man on the Run" Jones handled the conventional paint.

Jesse wasn't quite done, though (clearly obvious with a glance at the accompanying photos). He still needed to add some serious beef to the bike. That's when the Convict boys



got their heads together. After some brainstorming, a light bulb went off: they had just done some work on a 1990 vintage FL and part of that job was to replace the front end. With a big chunk of custom machining (which boiled down to building a complete custom triple tree), the beefy FL front end was Sportster-adapted. The crew mixed in a set of solid-disc 16" wheels from a Fat Boy, and that huge-by-large beefy look started to come together. Stir in the fact those 16" x 3-1/2" disc wheels were wrapped with some equally beefy and bad to the bone Duro 130/90-16" AT adventure bike rubber, and you get the drift. To bring the fat-tire Sporty down to a grinding halt, Jesse kept the stock dual-piston, dual-disc brake Electra Glide front setup. Out back, the stock Sportster brake remains. For rear suspension, the bike wears a pair of Progression Suspension shocks with full covers (which, in turn, makes them equally fat and bulky).

The big gas tank is a Fat Bob job (of course) while the dash is a cast-off piece from a Nostalgia Softail. The stock cable drive speedometer is retained. Ditto with the switchgear. Up top, the handlebars are Biltwell Frisco's mounted on 1-1/2"-tall risers from Drag Specialties. Hand controls are reworked stock pieces. There's a lone mirror (a no-name

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piece from Amazon) underslung on the left side of the bars. The foot controls are stock. When it came to the headlight, it's all Convict Customz. The nacelle was chopped and cleanly molded to accept the vertical LED. The oil tank is stock while the back fender has been heavily bobbed. There is no front fender, though, that might change down the road. Since the back fender was heavily abbreviated, the license plate had to be axle-mounted using a bracket from Lowbrow Customs. Jesse added a vintage Harley-Davidson accessory toolbox on the left side of the swingarm. Finally, the seat is a simple solo saddle from Corbin.

The color scheme is basic shiny

black on the tin bits with Satin Gold on the frame, swingarm, fork, and pretty much everything else. As you can see, there is zero bright work—no polishing, no plating, nothing. It all works fabulously with the beefy, rough and tumble, ride-it-anywhere theme.

And speaking of rough, tumble, and ride it anywhere, we have to surmise this machine is a riot to swing a leg over. Jesse concurs, and according to the Convict Customz team, Woods regularly rides the wheels right off it. Now the word is Jesse doesn't enter the machine in shows. He doesn't collect trophies either. It serves but one purpose: to have fun. You can't argue with that. We all know where the beef is. **AIM**

Tech Sheet

Owner	Jesse Woods
Builder	Convict Customz/Jesse Woods
Year/model	1989 Sportster
Time to build	One month
Powdercoater	Tully Industrial, Davenport, IA
Painter	Forrest "Outlaw Body Man on the Run," Jones, Davenport, IA
Color	Black with gold details

Powerplant

Engine	1989 Sportster 883
Builder	Convict Customz/Jesse Woods
Displacement	1200cc
Horsepower	85 (approximately and unconfirmed)
Cylinders	Stock, bored to 3-1/2"
Pistons	Wiseco 10.5:1
Heads	Stock 883 ported/polished
Cam	Andrews N2 (0.465"-lift on the intake; 0.440" on the exhaust)
Carb	CV modified
Air cleaner	Arlen Ness Big Sucker
Exhaust	Super Trapp 2-into-1 stainless
Ignition	Ultima programmable
Coils/wires	Ultima
Transmission	1989 Sportster four speed
Clutch	Barnett
Final drive	Chain

Chassis

Frame	1989 Sportster
Front forks	1990 Electra Glide
Mods	Modified triple tree
Shocks	Progressive
Front wheel	16" x 3-1/2" H-D Fat Boy
Rear wheel	16" x 3-1/2" H-D Fat Boy
Front brake	1990 Harley Touring Dual Disc two piston
Rear brake	Stock two piston
Front tire	130/90-16" Duro A/T
Rear tire	130/90-16" Duro A/T
Rear fender	Modified stock

Accessories

Headlight	Hand-built steel nacelle
Taillight	Lowbrow Customs
Fuel tank	Fat Bob
Handlebars	Biltwell Frisco
Risers	1-1/2" Drag Specialties
Seat	Solo Corbin
Speedo	Softail cable drive
Dash	Softail Nostalgia
License bracket	Lowbrow Customs
Hand controls	Modified stock
Levers	Modified stock

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E35001



Las Vegas Motorcycle Auction

By Buzz Kanter

Surprise—prices on the rise



SO MUCH FOR the experts' opinions. And I mean this in many ways, as I will soon explain. Let's start at the beginning. Mecum's January motorcycle auction has long acted as a good indicator of where classic motorcycle prices are going. Many of the experts I spoke with prior to the auction referred to the 1,700-plus motorcycles scheduled to go to auction. "How can the room possibly generate enough demand and money to buy more than 1,700 bikes?" everyone, including me, wondered. We all felt it would be a buyer's market as prices would drop to new lows. Boy, were we wrong.

Held each year at the luxurious South Point Hotel, Casino & Spa facilities on the edge of Las Vegas, this was to be the motorcycle auction like no other, with more motorcycles offered than I can ever recall at an auction. The auction room is in an impressive great hall in the world-class facility at South Point, ripe with massive rooms for displaying the bikes. Plus, TV cameras recorded the action to be broadcasted on cable.

While the Mecum auction sold more than just the American motorcycles reported here, our report is only on the American iron that sold. This does not include the machines that did not meet reserve, or the many import machines. Hey, this magazine is *American Iron*, right?

If you have ever been to a motorcycle auction, you'd know this one isn't typical. You either pay the fee and sign up as a bidder, or you pay for general admission without the right to bid. In a way, it's kind of like a museum, albeit with the chance to turn fantasy into reality by buying some of the displayed goodies. Some people come to see the bikes up close and personal. Some come hoping to buy a gem in the rough, something no one else recognized. And others come to party with fellow enthusiasts. But I'm sure all of us secretly hoped we could buy something special at a crazy low price.

Anytime there are this many used motorcycles for auction, one would assume there's something to tempt just about anyone. There



were plenty of American motorcycles of all makes and ages to inspect and dream about. If you fancied a 1965 Harley Electra Glide Panhead (first-year electric start Big Twin, last-year Panhead), there were 10 in all conditions to choose from. If a café racer is more your style, there were four 1977 Harley XLCRs at this auction, starting at \$10,400 and going up to \$23,100. Always wanted a real Harley 883 road racer? Two sold cheap, \$3,850 and \$5,500. Want a trike or a kit to convert your Harley into one? Plenty to choose from, and they were real bargains!

Speaking of bargains, the choppers that were so very hot a few years ago were selling for less than used Sportsters. One chopper sold for as little as \$1,000, though prices climbed to \$22,000 for an amazing John Wayne-themed long fork chopper and sidecar. Not really my thing, but

you had to be impressed with all the work and paint on the Duke's chariot. And for the *Easy Rider* fans, a 2017 Captain America faux-Panhead chopper went for \$19,250.

Again, this year's bidders seemed keen about original-paint, early bikes. Also, the

Harley flatheads showed strength, as did anything presented as a racer. But you must keep your wits about you, as more than one "original-paint" bike wasn't actually original. And several of the early racers might not have been racers until their recent conversion. As the prices and values of these machines climb, so does the motivation to replicate them. It's much easier to build a replica racer than a correct restoration, especially if correct, original parts are expensive and hard to find. And especially if these race bikes will never be raced. If you are going to pay serious money for an antique motorcycle, you would be well-advised to

TOTAL SALES BY THE NUMBERS

Here's a quick by-the-numbers overview of the Mecum sales for American motorcycles.



TOTAL SALES

289 lots of American iron sold (including buyers' commission) for \$6,134,710.

MOST POPULAR

- 181 Harleys
- 38 Indians
- 15 Excelsiors
- 8 Whizzers
- 5 Buells

MOTORCYCLES SOLD (BY DECADE)

- Pre-1910..... 3
- 1910s..... 31
- 1920s..... 14
- 1930s..... 9
- 1940s..... 48
- 1950s..... 20
- 1960s..... 35
- 1970s..... 21
- 1980s..... 23
- 1990s..... 23
- 2000s..... 59

MOST EXPENSIVE BY BRAND

- Most expensive bike: 1911 Harley twin, \$154,000
- Most expensive Indian: 1941 Indian Four, \$101,750
- Most expensive Henderson: ex-Steve McQueen Four, \$110,000
- Most expensive nonmotorcycle: ex-factory Harley sign, \$88,500





have a real expert look it over first. Remember: buyer beware!

The auction action in South Point was for a lot more than motorcycles. Besides used motorcycle lifts and shop tools, the auction offered various motorcycle collectibles and memorabilia. The most interesting item, at least to me, was the original neon sign that hung over the main door of the old Harley-Davidson factory and headquarters on Juneau Avenue in Milwaukee. Apparently, when the workmen took this sign down many years ago, they tossed it out. Rumor has it that a mechanic from a local Harley dealership by chance saw this happen. He fished it out of the trash and took it home—a catch that, including buyer's premium, sold at auction for \$88,500. Makes me want to look a bit closer in the dumpster. How about you?

And speaking of motorcycle junk, this auction included a crashed, bashed, and trashed 2002 Indian from the movie *Terminator 3*. It had to be loaded on a pallet to be moved. Not sure what I think of the

\$4,950 selling price, but I half expected to hear "I'll be back!" in a mild Austrian accent after the hammer dropped.

Another unusual lot was the Excelsior-Henderson brand and all intellectual properties associated with it. If you are not aware, Excelsior was one of the last big three American motorcycle manufacturers, along with, of course, Harley-Davidson and Indian. Because it did not meet the seller's reserve, we are not publishing the high bid, as we can't tell how serious it was. I expect there will be more to this story, and we look forward to learning and sharing it with you.

I enjoyed the Antique Motorcycle Foundation (AMF) expert panel discussion on various aspects of owning and collecting classic motorcycles. On Wednesday evening the auction was stopped so the AMF could assemble an impressive group of authorities in various areas relating to classic motorcycles. They presented their information, followed by a Q&A session.





Other than lunch and dinner with some friends, I didn't buy anything. Some of my favorites (hey, I already told you prices were crazy high) included the 1910 Thor (\$55,000), the over-restored but beautiful 1911 Flying Merkel (\$91,300), 1913 Excelsior and sidecar (\$57,200), 1938 Indian Sport Scout (\$55,000), 1943 Harley WL bobber (\$19,800), 1946 Harley WR racer (\$49,500), 1947 Denver's Chopper Knucklehead (\$15,400), 1962 Harley KR750

racer (\$42,900), 1971 Harley boattail Super Glide (\$33,000), and a 1986 Harley FXRT (\$7,150).

If a motorcycle auction sounds like fun to you, there are several held during the year. If you're planning on attending any in Las Vegas, I strongly recommend staying at the South Point. In addition to being conveniently near the auction, it's away from all the craziness of the Las Vegas Strip, which is just fine with me. **AIM**

SOURCES

Mecum Auctions
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2018 CHOPPERFEST

The roar by the shore

By Ed Subias

THIS PAST FEBRUARY'S DAVID MANN Chopperfest marked the 14th year for the annual gathering just a few hundred yards from the scenic Ventura, California, shoreline. The event usually takes place in December, but due to the horrific wildfires in the area at the time, the venue was used as an evacuation center for displaced victims during the original date of the show. The event was rescheduled for a few months later, falling on Super Bowl Sunday, with a portion of the proceeds going towards the victims of the natural disaster. You'd think that going up against one of the world's biggest sporting events would be a deathblow for attendance, but it actually worked to the opposite effect. Drove of riders started rolling into the parking lot as the sun rose the morning of the show. And they kept coming and coming until late afternoon, when the sun disappeared beyond the horizon. This was by far the biggest crowd at Chopperfest in the last eight or nine years. No doubt the 70 F California winter day, perfect for riding, had a bit to do with the considerable attendance.

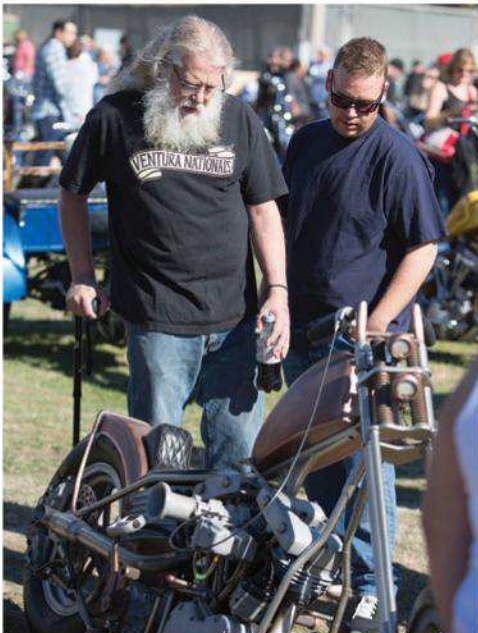
Chopperfest originated in 2004

shortly after famed motorcycle artist David Mann passed away. It set out to honor him and celebrate the art of the motorcycle and its culture. The show always displays an amazing collection of motorcycles. Custom and old bikes of all makes and sizes are set up on a grassy



field with palm trees blowing in the wind overhead and the scent of the sea in the air. One of the things that sets this show apart from many others is the eclectic, fantastic mix of bikes shining in the sun. Of course there are jaw-dropping choppers of all sorts, but there are also prewar tankshift bikes manufactured by Harley-Davidson and Indian, performance-oriented FXR builds, 100-year-old Henderson Fours, some big-wheeled baggers, EVO Sportster flat trackers, fat-tire choppers from the early 2000s, drag-style Shovelheads, crusty survivors from decades ago, vintage race bikes, modern customs from top contemporary builders, and





everything in between. There is literally something for every motorcycle enthusiast. Mike Wolfe of *American Pickers* fame and known vintage motorcycle aficionado was seen checking out all the show had to offer. As I walked along the bikes I personally couldn't remember seeing a wider variety of drool-worthy machinery all at one time.

Along with the bikes displayed, there was an extensive swap meet with a wide array of offerings — this is worth going to all on its own. Everything from complete

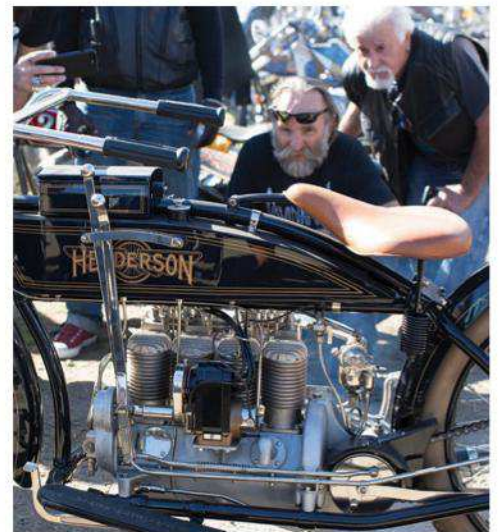




1960s Harley XLCH models to Sugar Bear Springer front ends to take-off parts from 2018 model bikes. And the prices weren't too ridiculous, either. The mellow vibe of the show and beach atmosphere might have contributed to the laid-back pricing on parts.

The show wouldn't be a proper tribute to David Mann without some great art. And art it had in spades: paintings, prints, leather work, jewelry. There were a few buildings packed with creative work from very talented people. Add in plenty of live music and tasty food from a multitude of vendors—it was like attending three or four events all in one.

I asked more than a few people what they liked best about Chopperfest, and bike builder Mike Rabideau of Majik Mike Designs summed it up best: "Awesome motorcycles on the beach, perfect weather, and great people—what's not to like?" Nobody would argue with that, especially the crowds that packed the Ventura County Fairgrounds for the 14th annual Chopperfest. **AIM**



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H-D 110" Tire Shredder Kit

Part I: Building the gearcase compartment



GOT A SWEET LOOKING 103-INCHER BUT YOUR buddies have 110s, and they like to leave you in the dust every chance they get? And though you've already installed a H-D performance air cleaner and exhaust system and planned to drop in a set of high-performance cams, you know the cams won't give you the boost in power you need to keep up. No worries! You don't need to swap out your ride now that you've got it just the way you like it. Father Harley has a great 110" conversion upgrade that's just what you need, and it's even got a cool name: Tire Shredder. The best part is that you don't have to pull the engine from the frame. All the top end and gearcase upgrades can be done with the lower end still mounted in the chassis, which helps keep down the cost.

TOOLS NEEDED

- Assembly lube
- Blue Loctite
- 3/16" Allen
- T-27 Torx
- Flat feeler gauge
- Straightedge
- Internal circlip pliers
- Adjustable wrench
- H-D inner bearing tool
- 1/2" socket
- 9/16" socket
- Sprocket lock
- Alignment pins (two)
- Torque wrench (in-lbs.)
- Torque wrench (ft-lbs.)

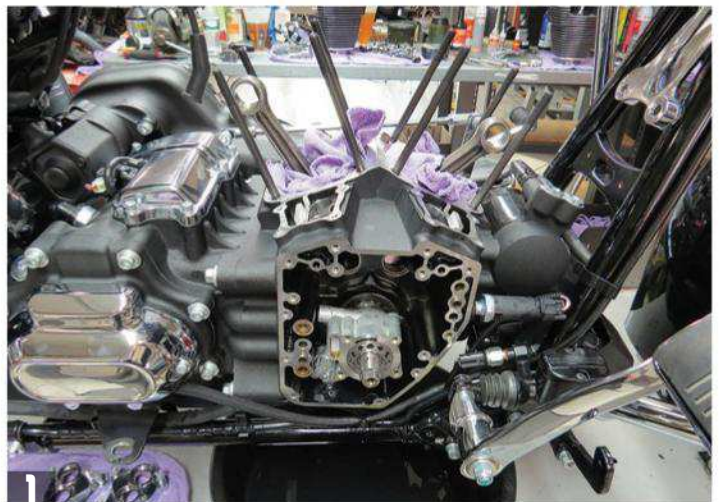
This 50-state legal, Stage IV Street Performance Kit (#92500038/\$2,649.95) blends system-matched Screamin' Eagle (SE) big-bore cylinders, high-compression pistons, and performance cams and valvetrain components with the stock cylinder heads, ports, and combustion chamber designs. The result is a nice increase in power as you'll see in the dyno charts in the next issue. This kit fits all 2016-17 Softails and 2014-16 Touring models, but it will not fit Trike models or FLSS, FLSTFBS, and CVO 110 models. It also won't fit any engine that has had its crankcases bored out for larger-than-stock cylinders.

Since we're going to be installing the new cams and lifters in this issue, we'll talk about

those components now and cover the kit's new cylinders, pistons, valvetrain components, and clutch spring in the next issue. Let's start with the cams. The Harley engineers have developed a set of high-lift, SE-259E cams that allow the engine to produce a nice boost in torque over the engine's entire rpm range. However, you'll also need a Cam Drive Retention Kit (#25566/\$8.95) to do the installation, which is not included in the Tire Shredder kit. You're also going to need a Cam Spacer Kit (#25928-06/\$9.95), also not

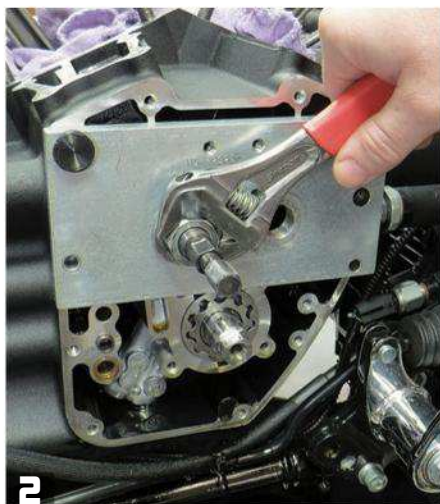
included. It would also be a good idea to get a new set of SE cylinder studs. As for other needed but not included parts, since this engine kit is going to be moving a lot more air through the engine, you're going to have to recalibrate the bike's EFI system so it adds more fuel to all that air, or the engine will run way too lean. You can do that via a Harley-Davidson dealer-installed ECM calibration download or a Screamin' Eagle Pro Street Performance Tuner (#41000008C/\$299.95).

The SE Pro Street Performance Tuner is much simpler to operate than earlier EFI tuners. You can use it to alter important engine operating parameters like fuel flow and ignition timing, etc. as needed for whatever engine modifications you make, be it an air cleaner or a major upgrade like the 110 Tire Shredder kit. The SE Pro Street Performance Tuner plugs right into the bike's data port and using it to install factory calibrations doesn't void your bike's factory warranty and is 50-legal.

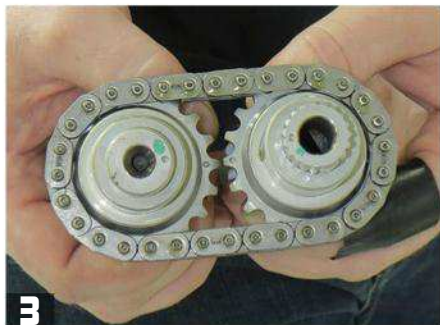


Here's our 2016 Street Glide Special 103 High Output up on Justin's lift with the entire intake and exhaust systems removed. The top end and gearcase compartment, except for the oil pump, have also been removed, and the battery ground wire has been disconnected.

As for who is doing this two-part upgrade, we went to the great folks at Woodstock Harley-Davidson of Kingston, NY, where service technician Justin Reynolds was given the task of turning a 2016 Street Glide Special 103 High Output engine with very low miles into a 110-inch Tire Shredder! These guys are great to work with and really go out of their way to take care of their customers. And it doesn't hurt that they also do excellent work!



2
Using an adjustable wrench and the correct H-D tool, Justin swaps out the stock inner cam bearing for a set of SE bearings.



3
Justin wraps the stock chain around the new 110 kit's SE 259E cams and aligns their timing dots.

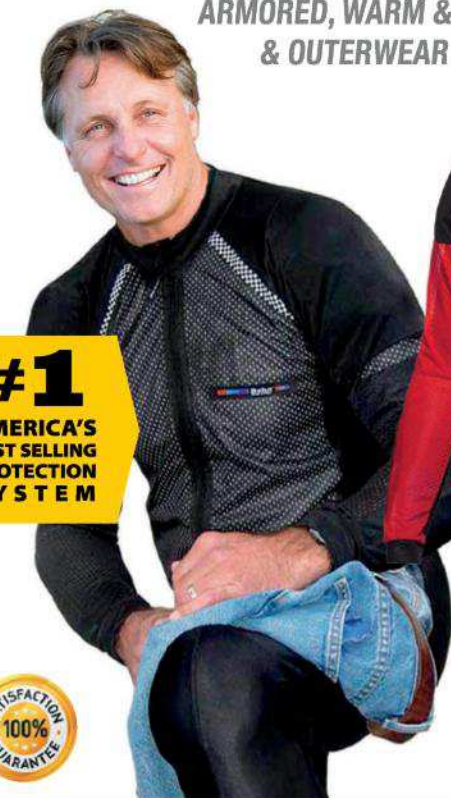


4
He then slips the cams into the stock cam support plate, keeping the alignment dots properly set.

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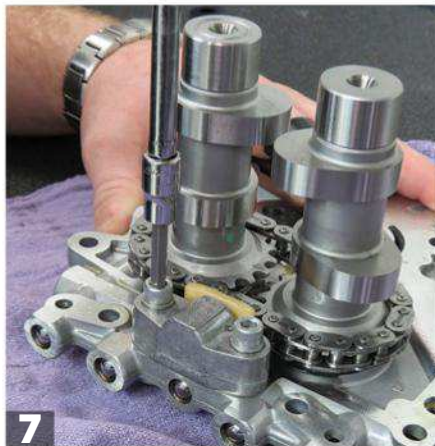
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5

Justin slips the two stock shims back into their original positions. The front cam gets the 0.100" shim, and the rear cam gets the 0.130" shim.



7

Justin installs the stock inner hydraulic tensioner using the two stock bolts, blue Loctite, and a 3/16" Allen. He torques the bolts to 90-120 in-lbs. and then coats the cam lobes and inner races with assembly lube.



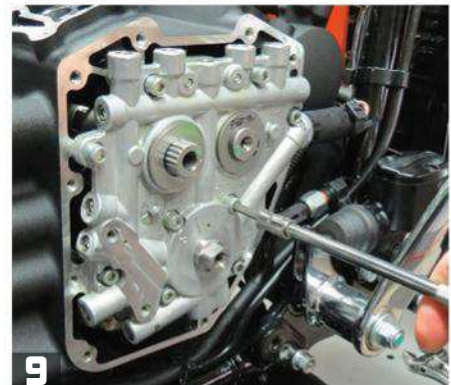
6

He can now install the kit's new circlip onto the front cam using internal circlip pliers, with the clip's beveled side outboard of the cam.



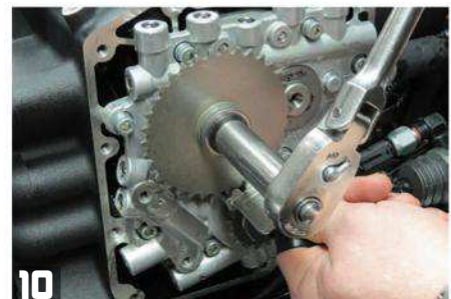
8

With the H-D kit's two new O-rings on the right case, Justin installs the stock support plate using the six stock bolts, blue Loctite, and a 3/16" Allen. He torques the bolts to 100 in-lbs. as per the H-D procedure.



9

After he aligns the pump as per the H-D procedure, Justin removes the two alignment pins and puts in the last two pump bolts with blue Loctite and a 3/16" Allen. He torques all four pump bolts to 90-120 in-lbs.



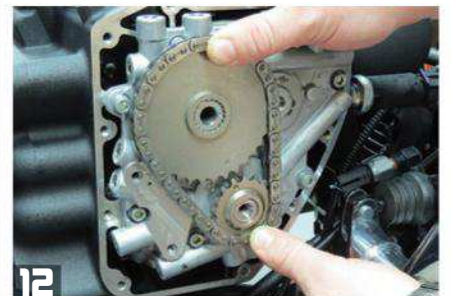
10

Justin slips the stock sprockets onto their respective shafts and secures them using the stock hardware, a sprocket lock, a 9/16" socket, and a 1/2" socket so he can measure the outward alignment of the sprockets.



11

Justin uses a straightedge and flat feeler gauge to check the alignment. He wants no more than 0.010" difference and gets 0.002".



12

He then removes the sprockets and puts them in the stock outer timing chain with their timing marks aligned. Justin slips the sprockets and their chain back onto their respective shafts, noting the shaft notches.

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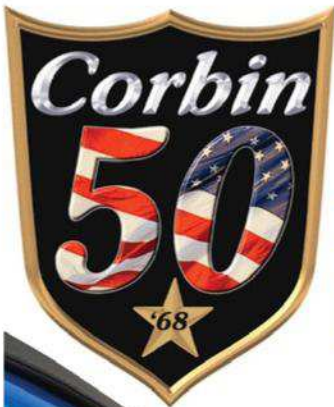
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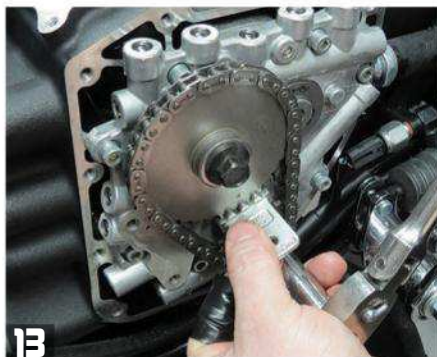
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13

Justin secures the sprockets using the stock bolts and washers, blue Loctite, a sprocket lock, a 9/16" socket, and a 1/2" socket. He torques the bolts to 34 ft-lbs. and 24 ft-lbs. respectively.



14

Justin installs the stock outer hydraulic tensioner using the stock bolts, blue Loctite, and a T-27 Torx. He torques the bolts to 90-120 in-lbs.



15

After putting a new gasket from the kit on the right case, Justin installs the stock cam cover using the 10 stock bolts, blue Loctite, and a 3/16" Allen. He torques the bolts to 120 in-lbs. as per the H-D procedure.



16

After coating each new SE lifter, which come with the 110" kit, with motor oil, Justin drops them into their bores in the right crankcase.



17

The stock lifter alignment pins can now go in as well. Justin then puts two new lifter cover gaskets from the kit on the right case.



18

Justin reinstalls the lifter covers using the stock bolts, blue Loctite, and a 3/16" Allen. He torques the bolts to 100 in-lbs. in a crisscross pattern.



19

Justin uses two 9/16" wrenches and two coarse-thread 3/8" nuts to remove the old cylinder studs. He then installs the eight new SE cylinder studs to the required height of 5.10" (plus or minus 0.05"). AIM

SOURCES

Harley-Davidson Motor Company
414/343-4056
Harley-Davidson.com

Woodstock Harley-Davidson
845/338-2800
WoodstockHarley.com

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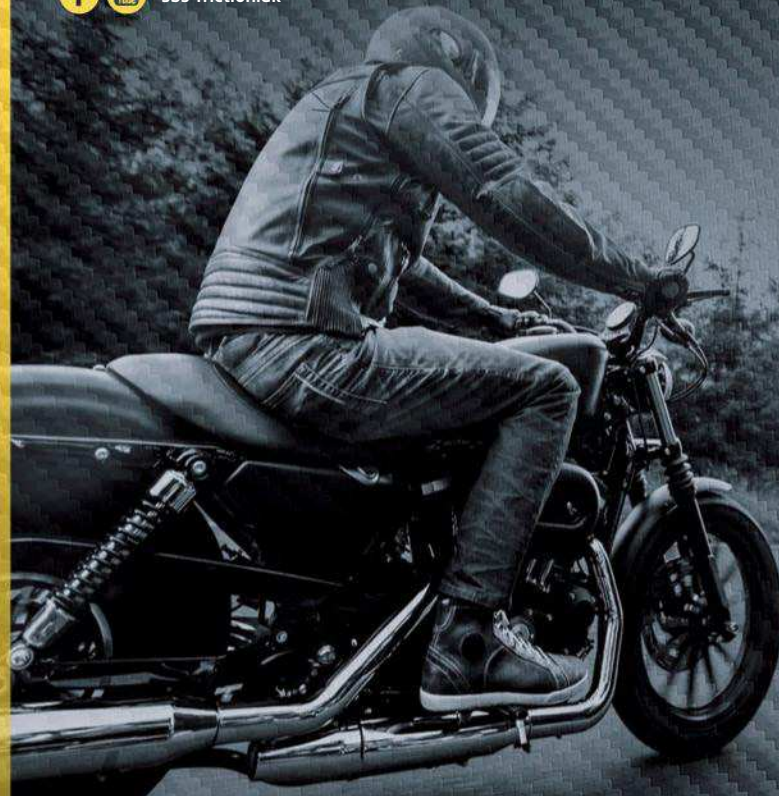
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Clutch Decision

Installing RSD handlebar, Drag Specialties clutch cable, and PSR-USA Levers



I BOUGHT THIS 2003 SPORTSTER 883R USED, AND THE previous owner was quite proud of the Z-Bar mini-ape chopper handlebar and the passenger backrest he had installed. When I think of a Harley-Davidson 883R, however, I think of a sportier riding style that requires a sportier riding posture (and no passenger). I sought out a tubular-style handlebar in 1" diameter with an aggressive lower bend. I'm a big fan of the popular superbike-bend of bars that were available in the '70s and '80s. However, most aftermarket superbike-bend bars are only available in 7/8" diameter. Luckily, Roland Sands Design (RSD) produces this moto bar that offers not only the sporty bend but also a billet aluminum handlebar cross-brace, and it's available in the required 1" diameter. This bar is slotted and drilled for

internal wiring, knurled at 3-1/2" on center to grab onto the handlebar clamp, and made in the USA. My plan was set in place, but as usual, I took a detour and added more elements to a seemingly simple handlebar swap.

Since I'd be removing the hand controls to perform the swap, I figured why not add some cool, adjustable Anthem hand levers I found from PSR-USA. These are billet aluminum and offer an easy-access adjustment dial to tune exactly where the levers feel most comfortable. While PSR-USA is known for making sportbike parts, it offers these adjustable levers for many American-made V-twins. And they're sold either

in pairs or individually.

And since this bike is already 15 years old, it didn't make sense to keep using the stock clutch cable. So, in came a brand-new Drag Specialties clutch cable covered in stainless steel braid. This low-effort cable fits many Sportster models from 1986-2003, and you can get them in altered lengths for

different handlebar heights. See a Drag Specialties catalog for the specific part number to fit your bike. Drag cables feature chrome-plated fittings, stainless steel braided or black vinyl outer casings, tempered-steel inner wire, and a nylon inner sleeve for smooth operation. Actually, there's a small sticker on the cable stating: "Do Not Lubricate. This cable is pre-lubed with a special Teflon lubricant." The outer stainless braiding is covered with a non-yellowing clear coating for abrasion resistance.

There are more installs to come, but this is all we could fit in this month. Watch for more articles on new mirrors, grips, LED front signal lights, and stainless braided throttle cables.

TOOLS NEEDED

- Flat-bladed screwdriver
- 7/16" wrench
- 1/2" wrench
- 9/16" wrench
- 5/8" wrench
- 11/16" wrench
- T25 Torx bit
- T27 Torx bit
- 1/4" Allen bit
- Torque wrench
- Snap-ring pliers

Parts from three different manufacturers, Drag Specialties, RSD, and PSR-USA, combined to update this Sportster's cockpit.



1 Start by sliding the rubber boot on the clutch cable adjuster out of the way. Hold the stock cable adjuster with a 9/16" wrench while loosening the jam nut with a 1/2" wrench. Thread the cable adjuster toward the jam nut to allow play in the clutch cable.



2 Remove the outer primary clutch cover with a T27 Torx wrench.

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SOURCES

Drag Specialties

Braided Stainless Clutch Cable
#0652-1445, \$76.95
DragSpecialties.com

RSD

RSD Moto Crossbar 1" Handlebar
#0173-1857-BP, \$304.95
877/773-6648
RolandSands.com

PSR-UA Anthem Levers

Anthem Adjustable Levers
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PSR-USA.com



3 Remove the spring and lock nut from the center of the clutch plate ramp mechanism. Turn the adjusting screw clockwise with a flat-bladed screwdriver and the center nut of the ramp mechanism will work its way out. Remove the center nut and slide the ramp mechanism off the threaded center stud.



4 Disconnect the cable end from the outer ramp hook and set aside.



5 Loosen the cable nut with a 9/16" wrench and turn the cable end counterclockwise to completely remove it from the outer primary. Be ready to catch a few drops of engine oil in a cup or rag.



6 Remove the retaining ring from the clutch lever pivot pin with a snap ring pliers on the underside of the clutch perch.



7 Remove the plastic clutch cable pin from the round cable end and remove the clutch lever. The cable can now be removed from the clutch perch.



8 Remove the stock signal light and mirror from the clutch perch with a 1/2" wrench. Remove the signal light and mirror from the right side with a 5/8" wrench.



9 Remove the handlebar switches with a T25 Torx wrench. On the right side, simply loosen the switch and slide it off when the handlebar is removed. Remove the clutch perch and front brake master cylinder clamps with a T27 Torx wrench.



10 Remove the handlebar top clamp with a 1/4" Allen bit and ratchet. Slide the right throttle/switch pod off the bar.



11 Slide the right throttle/switch pod onto the RSD handlebar. Install the top clamp and torque the four Allen bolts to 144-180 in-lbs. Torque the rear two bolts first.



12 Install the front brake master cylinder and clutch perch with a T27 Torx and handlebar switches with a T25 Torx wrench.



13 Prep the new Drag Specialties clutch cable by installing the clutch adjuster boot over the cable and place the new O-ring on the threaded portion of the cable sleeve.

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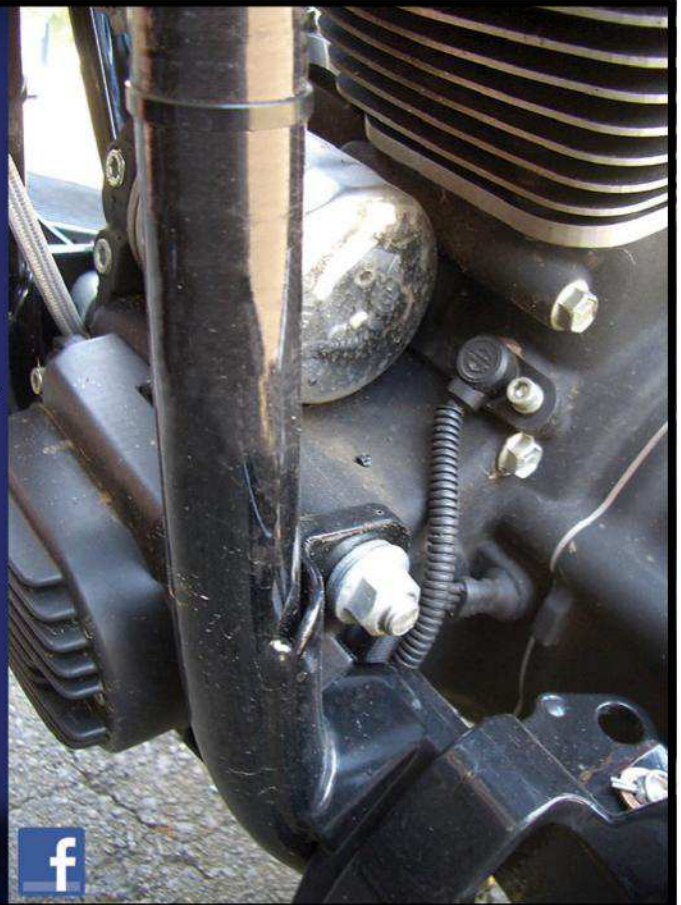
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14
Install the new Drag Specialties stainless steel braided clutch cable into the primary cover. Do not overtighten! This cable housing only requires 3-5 ft.-lbs. of torque, which is just slightly more than fingertight.



16
Reinstall the spring and lock nut on the center adjusting screw. Install the clutch inspection cover with the original cover O-ring. You may need to apply a few dabs of grease to hold the O-ring in place. Then tighten the four cover screws and a T27 Torx wrench.



18
Adjust the new clutch cable with two 1/2" wrenches. Turn the cable adjuster away from the jam nut until you eliminate all but 1/8" free play in the cable. Once set correctly, lock the jam nut in place.



15
Attach the new clutch cable end to the ramp assembly removed in Step 4. Install the ramp assembly onto the clutch and tighten the adjusting screw counterclockwise with a flat-bladed screwdriver to draw the center nut in until you feel noticeable resistance. Then loosen (clockwise) about 1/4 turn.



17
Install the upper end of the clutch cable into the new PSR lever with the new plastic pivot pin provided with the clutch cable. Install the new lever into the clutch perch with the stock pivot pin and secure the pin with the original snap ring. The brake lever is installed into the master cylinder on the right side as well.



19
The new PSR levers feature a stepped rotary wheel that allows you to set the lever travel. **AIM**



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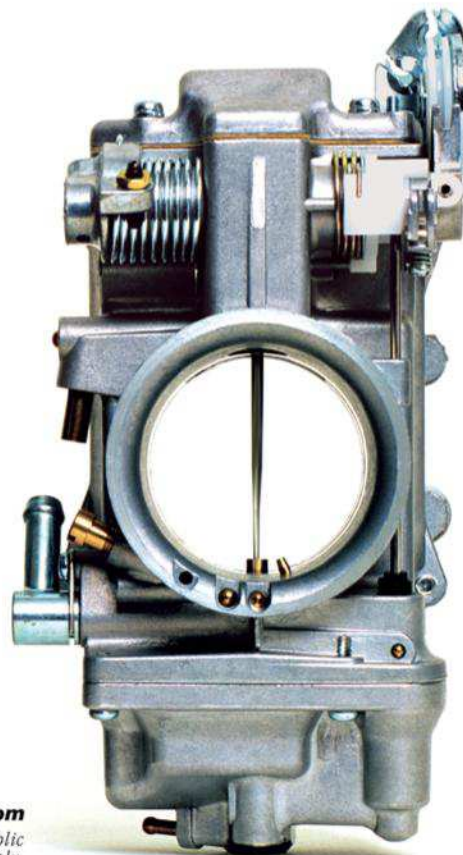
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Corbin Fire & Ice

New heated and cooled saddle

REMEMBER WHEN ITEMS LIKE RADIOS (OR EVEN 8-track) and heated grips were considered exotic upgrades for a motorcycle? For better or worse, those days are long gone, and riders now have more options than I can keep up with.

Let me start by stating that I like the stock saddle Indian offers on its Roadmaster Classic. It looks good, is comfortable, and offers electrical heating. However, I am always open to testing new products. Tough job, right?

In the past I have been quite pleased with the Corbin saddles on various motorcycles. So, I had no doubt it would be a worthwhile upgrade over the stock padding in comfort and support areas. But I'm curious about a saddle that has heating and cooling options built in, and this seemed like a good way to test it out. This Fire & Ice Saddle is built on Corbin's popular Dual Touring saddle.

A call to Corbin with some basic info on the bike, and it's off we go. This is only a simple install article, but I do plan to give a full review of the saddle, backrest, and heating/cooling benefits in a future issue of *AIM*. Just what the moto-doctor prescribed for a four-season New England rider like me. Stay tuned.

TOOLS NEEDED

- 6mm Allen wrench

This install is relatively simple, taking less than an hour to install the seat and both backrests. You will need to use the Corbin-supplied Allen wrenches.



1 Stock heated brown leather saddle from Indian on the 2017 Roadmaster Classic.



2 The Corbin Fire & Ice saddle that features both heating and cooling options and backrests from Corbin.



3 Remove the stock pop-off side covers and put them somewhere safe where they can't get scratched or otherwise damaged.



4 Use a 6mm Allen wrench to remove the stock bolt holding down the rear of the stock saddle.

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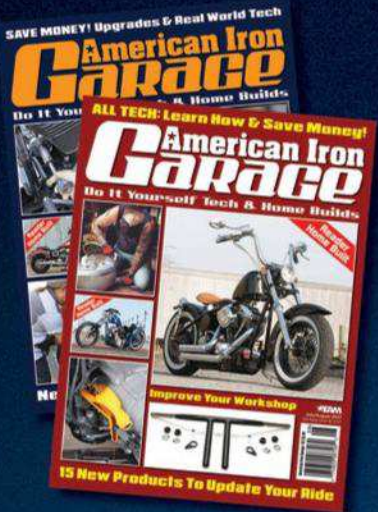
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5
Use the 6mm Allen wrench to remove the stock side mounting bolts. There is one on the right and one on the left.



6
Having removed the two side mounting bolts and one rear one, carefully lift the back of the saddle and gently pull it back and up to remove the stock saddle.



7
I hope you never find this on your bike, but when I pulled the stock saddle off I found evidence that I'd had a visitor over the winter. I cleaned this all out and made sure there was no actual damage.



8
Note the connected wire harness from the stock Indian electric heating. Disconnect it, as you will need this for the new Corbin saddle.



9 Compare the stock leather Indian saddle (left) to the Corbin version.



10 While balancing the new saddle on the bike, connect the stock wire harness from the bike to the new one on the Corbin saddle. They are designed to fit perfectly.



11 Installing the new Corbin saddle for the first time takes some patience. You need to slide the front of the saddle down and under the mounting brackets up front. It took me a few tries to get it, but once in, it fits snugly.



12 Once the new saddle is held in place up front, reattach the rear mounting bolt with the plastic washer between the painted fender and the metal mounting tab. The Corbin saddle does not use the left- or right-side factory mounting bolts.



13 The Indian Roadmaster Classic with Corbin saddle installed. It looks very much like the stock one, but it's slightly wider and heavier due to the cooling system under the base plate.



14 Move the top flap and then the side flap away to access the mounting areas for the rear backrest.

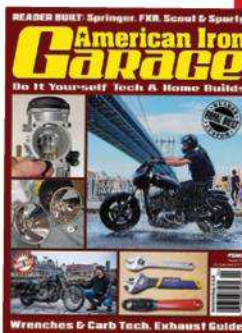
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15
We pulled back the leather cover to show more clearly how the backrest installs into the rear of the saddle. The final install is with the flap down for a cleaner look.



16
This is where the bolt installs to set and lock the backrest in place. Again, we have the flap up and out of the way to better show how this works.



17
Flap down for final installment, this is where the bolt installs with the supplied Allen wrench to lock everything in place.

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18

One of the two backrests along with the supplied set bolt and two Allen wrenches. The larger one is for the set bolt, and the smaller one is to adjust the angle of the backrest.



19

The trick to installing the front backrest is to slide it into place and then push it forward on the sprung mounting to give you easier access for installing the set bolt. I tried it straight up and can tell you that leads to a lot more work and frustration.



20

The 2017 American Iron Magazine project bike with Corbin saddle and both backrests installed.



21

The controls on the Corbin saddle: red (up) is for heat and blue (down) is for cooling. Simple, right? AIM

SOURCES

Corbin

Corbin Fire & Ice, \$993
Backrests, \$243 each
Corbin.com



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Q I have a 1940 vertical Scout frame that was chromed at sometime in its life. I'd like to know the best way to remove the chrome. It's rusty and flaking. I also have a 1979 FXS Low Rider that I'm restoring. I had a '75 FXE back in the day, and the two things I remember are that it shook the fillings out of my teeth, and the brakes were nonexistent. This bike is going together as per the original. What can I do to make the brakes better without changing them out?

Bruce
Via Internet

A How are you going to refinish the frame, Bruce? I think the best bet would be to send it to a chrome-plater. There is a process called reverse plating that will take metal off the base instead of putting it on. For a restoration project this is the best way to go. There are some do-it-yourself YouTube videos, but you'll be stuck with some hazardous wastes to get rid of. Paul's Chrome Plating in Pennsylvania may be able to help. Or you can try Brown's Plating in Kentucky. Then, if you're planning to replat it you're all set. If you're going to paint the frame, sandblasting will clean it off quite well. Although the chrome that still adheres may be difficult, I think it will clean up well. Call your local monument (headstone) company.

The sandblaster will take that frame right down to bare metal. Just be ready to get it painted fast as it will rust up quickly. And there may be some bodywork involved depending on how badly pitted it is.

As for the Low Rider, yes, the brakes are what they are. They were a major improvement at the time because there were two calipers. Unfortunately, the rotors were small in diameter, and the material used in them and the pads tended to polish up the rotors so the pads couldn't bite into them. The motorcycle wouldn't slow down no matter how hard you pulled on the lever.

There have been some improvements to the brake

pads since then. Changing out the pads would be the cheapest and easiest improvement you can make. My suggestion would be sintered metallic pads, as they will bite into the rotor better than organic types. They will wear the rotor more, but that's the trade-off for better stopping ability. EBC, SBS, and DP Brakes make sintered pads that perform well.

What you really need, though, is bigger rotors with modern materials to go with the modern pads. The biggest improvement you can make is rotor diameter. This will give the calipers more leverage to slow the wheel down. Even the stock pads and rotors will stop better with bigger rotors. Performance Machine makes caliper brackets that will move the stock calipers out to work with their larger rotors. They also make multi-piston calipers for added upgrades. This will take away the stock look, but the bike will stop. So, bottom line, if you want it stock, leave them as is and plan your stopping way ahead of time. If you want the bike to perform, use bigger rotors with updated pads.

Q I had a Stage III 114" upgrade installed on my 2017 Road King with about 4,500 miles. Riding home, the bike felt awesome, even though I was keeping the rpm and speed down while the top end broke in. Riding around town to finish breaking it in, the bike felt like it really wanted to go. You can feel the difference even at lower speeds. It pulls nicely! After a few hundred miles, my wife and I decided to take a trip. The beginning of the trip started out on the highway. After a couple hours at speed, 65-75 mph, the engine began to lose power. It needed a lot more throttle to maintain speed. Then I noticed the bike would slow drastically when I backed off the



To submit a question to our H-D-certified mechanic, who has been working in dealerships for over 20 years, send in as much info about the problem and bike as possible to Hog Helpline, c/o American Iron Magazine, 1010 Summer Street, Stamford, CT 06905, or e-mail Stevet@AmericanIronMag.com. Sorry, but due to volume, we cannot respond to requests for personal replies or to all letters.

throttle. Almost felt like I'd get thrown over the windshield. Did I do something wrong during my break-in? Or did something get put together wrong at the dealer?

Mark Dinnen
Via Internet

A I don't think you did anything wrong to your motorcycle, Mark. As a matter of fact, it sounds like you did all the right things for a new top end. It sounds to me like you are having a problem with the oil pump not being able to scavenge oil out of the crankcases. Your engine is designed as a dry sump system. That is, there is very little oil in the engine while it is running. There is just enough to keep everything lubricated and cool. The majority of the oil is in the oil tank, so air bubbles can settle out, then cool and recirculate. At any time while the engine is running there should be less than 6 ounces of oil in the crankcases. If the scavenge side of the oil pump cannot evacuate the oil from the cases the oil will cause drag on the flywheels. This will get worse as the oil accumulates in the cases. This condition will tend to show up more after a prolonged high-speed run where the oil is pumped into the engine faster than it is pumped out. That's why all felt good around town while you were keeping the rpm down.

Harley had some issues with some early oil pumps that would do just that. The condition became worse with the added big-bore kits installed. Your dealer should be able to verify the condition fairly easily, and The Motor Company will cover the replacement with an improved scavenge pump. The dealer will verify date codes on the replacement pump to be sure you have the improved part.

We have seen this same issue on the Twin Cam engines due to an old, cracked, or incorrectly installed O-ring where the pump attaches to the crankcase. The leaky O-ring would suck air and not allow the pump to draw oil out of the case and result in the same condition, too much oil in the cases.

Left alone, this issue will cause the engine to overheat, and the top of the engine will be starved for oil. Serious damage can occur. **AIM**

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Black Brand Cheater .75

Not really, just feels like it

WHILE YOU MIGHT THINK THERE'S NOTHING GROUND breaking about a three-quarter helmet, I found this new Black Brand helmet boasted some features I had to check out.

The Cheater .75 is made from fiberglass with an EPS interior liner; again, you might think that's not a big deal. But the Cheater's liner has a composite fusion that is molded into the helmet shell to eliminate gaps, which not only increases safety, but also has a neat side benefit: less bulk.

The first layer of the liner is injected into the helmet as cone shapes, resembling a set of spikes pointed inward. Then a second, opposite set of spikes is injected to interlock with the first. The process puts different triangulated densities of foam (soft and firm) against each other to create "crumple zones" for better protection on impact. When an impact occurs, force is distributed across triangulated surfaces, rather than a flat surface of single stage foam. Neat idea. I've seen this technology used before, but rarely for us street riders.

Because the liner is thinner, Black Brand makes the Cheater .75 using three shell sizes: XS/S, M/L, and XL/XXL. The result is an extremely thin liner, inside a properly

sized shell and a better-looking helmet. These Cheater helmets look so small they appear to be cheating—hence the name—DOT regulations, but they're not. Holding the helmet in my hands, I almost thought it was too small for my XL head. It takes a little "spreading" to slide on, but once on, it's comfortable. There's lots of room around the ears to prevent pressure points.

I like the generous pads that are located between the chin strap and my jaw. It adds to the comfort, as bare chin strap on jaw hurts at speed. The Cheater is available in matte or gloss black, along with gloss white. The Cheater has five snaps around the face opening so a bubble shield and visor can attach. With a combination of new technology, reasonable price tag, and a sleek look, these Cheater helmets have the upper hand in the cruiser helmet market. **AIM**

SOURCES

Black Brand Motorcycle Clothing

The Cheater .75 Helmet, \$130
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Kuryakyn RoadThunder Sound Bar by MTX

WANT TO LISTEN TO SOME TUNES WHILE YOU'RE cruising but don't ride a bagger with a sound system? No problem! Just mount Kuryakyn's RoadThunder Sound Bar by MTX to your motorcycle's handlebar. The weather-resistant construction is tough enough to withstand the rigors of the road and is available in Satin Silver or Satin Black. I chose to install the black RoadThunder on my 2009 Dyna Fat Bob.

The Bluetooth receiver allows for wireless connection to your smartphone or MP3 player, or you can connect via 3.5mm auxiliary input.

The pairing process is super easy and takes seconds to connect. Once connected, just choose a playlist on your device, and then put it away. You can adjust the volume, fast forward, rewind, play, or pause using the backlit buttons on the sound bar.

The sound bar peaks at 150 watts, and the sound quality is excellent for a speaker of this size. An internal amp powers two 2" x 3" full-range speakers and four high-frequency 1" tweeters. At stops I find myself wishing for more

bass, but in general I'm satisfied that I can clearly hear the music at speed. The volume gets loud enough that I don't even need to run it at full volume, especially with a windshield mounted. Kuryakyn warns, however, that the sound volume is dependent on the quality of the input source. It suggests downloading a volume booster app from either the Apple or Android app store if you need more volume.

The RoadThunder sound bar needs to be hard-wired to your bike's battery and includes a power, ground, and ignition wire so the unit shuts off when the bike is powered off. The supplied hardware to mount the unit will work with 7/8", 1", 1-1/8", or 1-1/4" bars and allows you to position the speaker so it's pointed directly at your head to achieve the best sound possible. **AIM**



The RoadThunder sound bar is 10.6" long and 2.9" in diameter. Its buttons light up when powered on.



A 3.5mm output port is located beside the input port. Use this to hook up an additional amp or soundbar.

SOURCES

Kuryakyn

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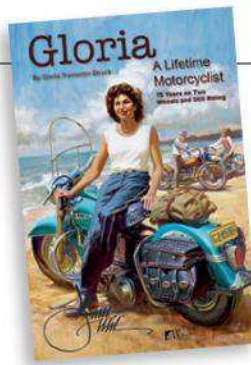
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Worried About Saving Your Own Skin?

The spring collection from Roland Sands Design has been announced, and this year features a new take on the ever-popular Ronin, the Ronin Perf Wax Cotton Jacket, with water-repellent, breathable waxed cotton with leather trim. Strategic perforated panels offer comfort for warm-weather riding and protection. The collar is a café-style snap, the pre-

curved sleeves help shape an aggressive riding posture, and the elbows and shoulders are shored up with CE-1 Knox armor. All pockets are zippered, there is a cool core mesh lining, and the sleeves feature zipper vents. \$350. Roland Sands Design, RolandSands.com.



She's Still Got It

Gloria Tramontin Struck has been riding motorcycles for 75 years! Her early rides were Indians, followed by a Harley-Davidson Panhead. More recently she's been seen

making the yearly trip from New Jersey to Sturgis on a Heritage Softail. Gloria has managed to ride in all but one state, and a number of European countries as well. Gloria has hundreds of stories to tell, and at least as many photos that illustrate those stories. At the age of 92, she's collected the best of her riding history into a book simply called *Gloria*, available now at a variety of book outlets. *Gloria*, 256 pages, 200 photos, (ISBN 978-1-941064-02-3) \$24.95.



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Find the right mix of aggressive styling and comfort with the Predator 2-Up Seat from Drag Seats. Molded from polyurethane foam for maximum comfort and styling, this seat has a 3/16" thermoformed seat base with rubber bumpers and fully carpeted bottom for a perfect fit that won't scratch your ride's paint. Solar-reflective leather in the seating area helps keep the seat cool on hot days, with automotive-grade vinyl rounding out the sides. This seat features a double-diamond stitch pattern with black stitching for added detail. Made in the USA, this seat includes all mounting hardware for 2006-17 FXD and FXDWG and 2012-16 FLD models. \$334.95. Drag Specialties, DragSpecialties.com.

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Magnum XR Series handlebar kits are economically priced kits for ABS and non-ABS H-D applications for bagger- and apehanger-style 12", 14", and 16" heights. Available in clear-coated stainless or black-jacketed control cables and XR brake lines, these kits include throttle-/idle-control cables or preterminated throttle-by-wire extensions, clutch cable, or XR hydraulic clutch line, XR DOT brake lines, hardware, and terminated turn signal and switch wiring extensions. From \$100. Magnum Shielding, MagnumShielding.com



Blood and Air

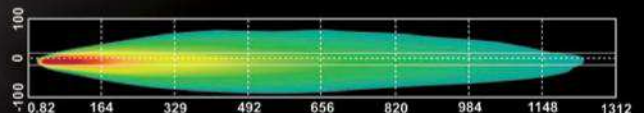
Platinum Air Suspension's Bleed Feed Air Ride Kit for Harley EVO/Softail models 1986 to present provides approximately 4" to 5" of lift depending on stock or aftermarket application. This system will allow you to control your ride height and rebound and is controlled by positive pressure at all times. It's easily adjusted at the flip of a switch for complete comfort for the rider's weight or road conditions. The system includes two air cylinders machined from 6061 T-6 billet aluminum; machined stainless steel rods and end caps; stainless steel splash guard complete with air-control valve assembly fastened to it; DOT-approved 1/4" line and fitting, plus switch harness, air compressor, hardware, and line cutter. Made in the US. From \$1,299. Platinum Air Suspension, PlatinumAirSuspension.com.

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WIDGETS

Old-Time Fins

The new Finned collection from Kuryakyn echoes the classic era of custom culture where simplicity and minimalism held sway on the streets. The complete line of covers and accents



delivers a clean, old-school aesthetic to areas of the engine, outer primary, and transmission. Available for a wide variety of Harley-Davidson Twin Cam and Milwaukee-Eight models, the Finned collection is designed to easily alter stock styling in a matter of minutes. The lineup includes groups of components that give end users the freedom of targeting one or more specific areas to customize. Focus areas include the outer primary where Finned derby covers can be combined with assorted model-specific primary accents to completely transform the stock appearance. Other components include Finned timing covers, spark plug covers, Transmission and starter accents, as well as passenger floorboard covers. All Finned components are cast from quality A380 aluminum with raised horizontal lines that mimic the traditional cylinder fins for a uniform look throughout. Finish options include polished chrome or satin black with machined fins for a contrasting raw metal appearance. From \$19.99. Kuryakyn, Kuryakyn.com.

More Rattle Than A Sidewinder

S&S Cycle has created the next level in high-performance bagger exhaust. Merging a full-flow stainless header into a highly engineered collector and culminating in a 4.5" muffler, the new Sidewinder represents the perfect combination of style and power. S&S also includes its removable dB reducer baffle allowing riders to tune the system for sound and backpressure.

The Sidewinder is available for 2017-18 H-D Touring models. CARB compliant version coming soon. Available in 49-state EPA-compliant and race versions in both chrome and black ceramic. From \$849. S&S Cycle, SSCycle.com.



Would You Like That On A Wedge?

Blackmore Manufacturing understands that success requires more than just a good product. The Wedge Fairing, designed from the start to offer mid-



sized bike owners all the advantages of a quality frame-mounted fairing, has evolved over the past three years. Blackmore switched from fiberglass to lighter and stronger thermo-formed plastic. Instead of requiring that buyers paint their fairings, they now ship with a gloss black finish. Blackmore offers a complete sound system with separate amplifier and two speakers, both preinstalled as an option. Its web site includes a dealer drop-down list sorted by state so dealers can add their names to the list. Blackmore Manufacturing, 612/866-3977, WedgeFairing.com.



Thoroughly Good Boots

Thorogood introduced its new Tactical Boots at the SHOT Show in Las Vegas in early 2018. Well suited for motorcycle riding, the Thorogood Veracity GTX features GORE-TEX and an exclusive military-grade Vibram TC4 rubber outsole. Thorogood Shoes, ThorogoodShoes.com. **AIM**

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1959 HARLEY-DAVIDSON PANHEAD

Restored to legendary proportions

By Jim Babchak
Photos by Dino Petrocelli





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Legend. It's a word that's all too frequently thrown around, and, in my humble

opinion, the title of legend is earned over a lifetime of hard work and dedication. It describes someone who has had a profound impact and influence in his chosen field of endeavor. If there is anyone who truly embodies what it means to be a legend in motorcycling, it's Dave Perewitz of Cycle Fab in Halifax, Massachusetts.



His story begins in 1969, when he customized and painted his 1964 Harley-Davidson Sportster and brought it to the annual biker rally in Laconia for all the cycling world to see. His early work space was a 4' x 10' shed in his dad's backyard. Workweeks hovering around the 80-hour mark defined the next 48 years of his life, as he expanded his craft, refined his skills, and built his reputation. By the 1980s Dave was building fully blown customs, and his signature flamed-paint theme earned him the moniker The King of Flames. From the '80s into the '90s, Dave's business grew exponentially as the custom bike business expanded to new heights. The early 2000s led to Dave's appearances on TV shows like Discovery's *Biker Build Off*, and that world-wide attention propelled his business and reputation even further. Celebrities and everyday bikers alike sought him out to build them one-off, classic machines with his Perewitz Cycle Fab style. His daughter Jody soon joined the business, and in addition to her killer paint work, she pursued land speed records on machines she and her dad built. She holds many records, the most impressive being the first woman to go over 200 mph on an American motorcycle, a record she still holds today!

Our feature bike this month is a 1959 Harley-Davidson Panhead that Dave and his shop restored to this stunning level, and it has a wonderful story that only comes from a lifetime in the business.



The bike is part of the LoConte Collection, a private collection that includes approximately 20 machines, all built or restored by Perewitz and all Harley-Davidsons. The collection also includes the original bike Dave built on *Biker Build-Off*, the Gibson Guitar-commissioned bike, as well as a world-class collection of vintage Ford trucks.

When, awhile back, Dave was looking for a Panhead to restore to add to the collection, he heard that his old friend and fellow legend Donny Smith had a 1959 basket case he was willing to sell.

When Dave called Donny up, he told him it was still for sale, but here's the crazy part. The bike's title stated the owner as Dave Perewitz!

It seems Dave had owned this bike 30-something years ago (in the early 1980s). He had sold it to Donny, and his name was still on the title three decades later. Donny had sold the Panhead to a customer, who had kept it all these years but never did anything with it. Upon his customer's death, Donny bought it back from the estate, and now it had come full-circle back to Dave.

The objective was to completely restore it back to stock condition, but with Dave's personal touch. Called a Duo Glide because of the Glide front end and the chromed, enclosed rear shocks, this model's frame and suspension, in conjunction with the spring-loaded seat post and padded seat, made for a comfortable ride. As the frame is the foundation of the build it all starts there. They stripped the bike to its very core and began

the process. Dave Nault is the in-house old-bike specialist, and both Daves work closely on all these projects.

The motor was rebuilt in house to stock 74" standards, as was the original four-speed transmission. In 1959, Harley offered four Big Twin options: the FLHF called the Super Sport, with a footshift; the FLH, the Super Sport, with a handshift; the FLF, the Sport Solo, with a footshift; and the FL, the Sport Solo, with handshift.

The paint really defines the Harleys of the late 1950s, and there were plenty of interesting choices in 1959. A customer could have ordered Skyline Blue, Calypso Red, or just plain black, and any of the above could be ordered with Birch White side panels. Hi Fi Turquoise and Hi Fi Red were available, and police departments had the option of silver.

Perewitz chose to go with the Hi Fi Red and Birch White combination, and he shoots all his restorations with urethane paint. Jay Krone is responsible for all the prep work, and you can see this bike is perfect in its execution. Dave gets his restoration paints from John Pierce in New Hampshire, who specializes in reproducing stock Harley colors of any period. Dave added his personal touch with pinstripes and the additional painted panels on the saddlebags, which looks stock and custom at the same time—brilliant details for sure.

I asked Dave about the future for him and Perewitz Cycle Fab; he says his passion still runs deep, he loves going to work every day, loves working with Jody and his crew, and he will never retire. Spoken like a true legend! **AIM**

the cylinders opposite to each other as on some BMW models. Practicality is not an option for Harley traditionalists, nor is total vibration elimination, although this is possible with tuning the counterbalancer (2017-18 Touring) or counterbalancers (2018 Softails). Why not? The new Harley rider or those transitioning from other brands do not want old-style vibration levels, but they, along with the traditionalists, do want some vibration for a Harley feel.

The balancer counterweight and shaft are located at the front of the bottom end compartment just in front of the rotating flywheels. The shaft and thus the balancer are supported by an end journal bearing in each engine case.

The counterbalancer end support bearings in conjunction with the flywheel end support bearings, the cam bearing, piston skirts, and piston pin bushings are oiled by "splash lubrication." Drip oil collects at the bottom of the flywheel compartment engine casings through the simple physics principle of gravity. The churning flywheels pick this residue oil up and fling it via centrifugal force throughout the bottom end compartment.

Pictured in the opening shot of this article is the engine bottom end, flywheel assembly, resting in the right side (pinion) engine case. The M-8 flywheel set weighs the same as on the Twin Cam 103 but has 20 percent more inertia because the mass (weight) is concentrated farther away from the center. This spinning weight assists mightily with engine torque and take off power.

From bottom to top: pinion engine case, front piston oiler, and part of the rear piston oiler is visible to the left; pinion-side flywheel with crank position sensor slots; connecting rod small ends that attach to the pistons via piston pins through the parent material bushings (holes); far right, between the flywheel halves is the pork chop-shaped counterbalancer; above is the left-side, sprocket shaft flywheel with its integral splined shaft. The black bushing is the sprocket shaft bearing race/sleeve. The pinned gear resting on the flywheel face is the counterbalancer drive gear. The pin and slots in the gear are an anti-backlash feature to control both noise and initial engagement shock. This drive gear engages and powers the counterbalancer gear attached to the

counterbalancer and its shaft. Lastly is the left-side balancer shaft end journal that is supported by a bearing in the left-side casing (not shown).

Rubber-mount shaking at idle offended new riders converting to H-D, so the factory lowered this vibration shaking with the counterbalancer setup with $\frac{3}{4}$ success. Why a $\frac{3}{4}$ -reduction instead of total 100 percent elimination? It's not that the counterbalance could not be tuned to produce a total or almost-total reduction, but a bit of the Harley rumble at idle is a trademark feel for the beast. Illogic is part of Harley's DNA.

The counterbalancer gear is driven by a flywheel drive gear adjacent to the outside of the left (sprocket-side) flywheel. The flywheel gear and the counterbalancer gear (shown in opening image) time to each other.

The two balancer bearings are lubricated by "splash" oil. The bearing journal (pinion [right] side shown) on either end of the balancer shaft fits into and rotates on the balancer bearings, one in each side of the forward engine casings.

A Balancer Gear Alignment Tool (HD-52065) must be installed before engine disassembly for removal of the balancer assembly before removing the flywheels.

During balancer assembly, rotate the flywheels until the crankpin is at BDC (Bottom Dead Center), which is as far down as it can rotate. Install the balancer while aligning the timing marks on the outside of the flywheel drive gear and the balancer gear. This is usually a pair of slot marks on the gear faces. Sometimes the gears will have more than one timing mark symbol. Align similar symbols (circle to circle or slot to slot). If the timing marks do not align exactly, align to the closest gear tooth. Finally, remove the balancer gear alignment tool.

The obvious comment is that the weight on the balancer shaft must align with flywheel weight in order to modify/cancel flywheel vibration. If installed off-time or totally misaligned, the ensuing balancer vibration will add much to the flywheel and thus engine vibration.

Next issue, I will conclude the Harley vibration series by examining the gear-driven, dual-counterbalancer system employed in the new 2018 Milwaukee-Eight Softail models. **AIM**

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This photo was taken around 1962. Well-known Canadian TV actor Don Francks sits in a Mercedes-Benz 300 SL Roadster talking to another actor on a Harley. Don was told to drive the car home for the night — lucky guy. Don was a big-time Harley rider, always had a Shovel or two. Any idea the year and model of the bike?

STEVE KASTNER
Via Internet

It looks like a 1950s Panhead. — Staff

The man on the bike is my grandfather, Millard M. Bardwell. The photo was taken some time between 1939-41 in Salt Lake City. He was an avid Harley and Indian motorcycle fan, and he rotated ownership of the two. He used to ride motorcycles like the one pictured in the Widow Maker Hill Climb races. I wish I knew the year and model Indian.

ZEKE BARDWELL
Riverdale, UT

Looks like it could be a bobbed-down 1938 Chief. — Staff



Send your high-resolution image to Memories with all the info you have about the image to Letters@AmericanIronMag.com or Memories, American Iron Magazine, 1010 Summer Street, Stamford, CT 06905.



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