

## 1999 FLSTC U-Bilt



Despite the fact that this bike is registered as a U-built, it looks like a heavily customized stripped down "Heritage". It appears to have a number of genuine Harley Davidson components, and the frame configuration is as O.E.M., so accordingly, the book value has been reconciled as a 1998 Harley Davidson FLSTC "Heritage Softail" simply based on the presence of corresponding factory parts that make up this bike. The engine case number indicates that it comes from Delkron and it has been show polished, reinvigorated and highly modified with an S & S Performance 96 inch "Sidewinder" stroker kit, and the heads are the "Super Stock" offering from the same manufacturer. Both the heads and the barrels have been show polished for some cosmetic appeal. Big inches require heavy breathing, so a Mikuni flatslide carburetor with a swept forward Forcewinder with a K&N filter is used for the intake, and a 2 into 1 Thunder Header pipe barks out the exhaust.

It's all kept in tune with a Dyna single fire ignition system. In case the sheer displacement doesn't provide enough horse power, a complete Nitrous Oxide fogging system has been discreetly installed to give a boost of raw power when needed. The braking system from the "Contour" handle bar controls down through the four piston calipers to the floating rotors is all chromed billet aluminum Performance Machine aside from the factory style rear master cylinder. It's plumbed front and rear with Russell braided stainless steel brake lines and chrome fittings. The rotors and final drive pulley match the "Roulette" styling of the chromed forged billet aluminum wheels also from Performance Machine. The sheet metal is as a stock "Heritage" except the larger five gallon tank and all the steel is lavishly coated with multi colour and multi layer graphics by west coast renowned artist, Mike Kakura.

A two piece LePera leather seat modified with a gel pad by Donny Schlegel in combination with a set of drag bars set in 6" make the seating posture comfortable for the rider and the rubber isolated floor boards position the legs comfortably for the laid back cruising that this bike was made for. The front forks are chrome plated conventional style with a set of billet aluminum risers manufactured by the same company that made the same quality matching passenger pegs as well as the handlebar grips, Coppers Incorporated, the originators of the .44 magnum styling. The significantly low mileage logged on the odometer attests to the fact that this bike is only ridden on sunny summer days. Even though registered as a 1999, this machine is almost new in its appearance.