

## 2000 FXSTD



It's not often at all that you see a bike personalized with a monogrammed insignia on it, but this is indeed one of those occasions. This machine has been owned and creatively embellished by the same owner since new. According to the extensive receipts, it has been in a constant state of changing and improving since the day the deal was done. It is claimed by the owner that he budgets \$5,000.00 per year towards upgrades and improvements, and without doing the long math to include labour and taxes, I believe that to be true. He has also claimed that he has enough parts in his garage to build another bike with all the changes and take off parts, again, it is conceivable that he's not far off.

The frame, the forks, and the bottom end of the drive line are pretty much the only parts that remain as stock. The sheet metal was swapped for a set of genuine Harley Davidson "Radical" tins with a limited edition paint scheme that has pewter coloured feathers swept back and a bar & shield logo on it. The paint is pristine with no visible blemishes in it, and where the factory mounting hole for the two up seat was, there is an elegantly formed and monogrammed diamond shape of billet aluminum cleverly filling that area.

The "Scorpion" 21 inch wheel with the matching brake rotor makes an aggressive statement up front, and the rear wheel has been replaced with a chromed version of the factory offering and accented with the matching pulley cover. Both the calipers have been exchanged for genuine Harley chrome, and the front forks and the chromed rear swing arm have been trimmed with the latest covers to finish out the look. A set of 1-1/4" diameter "ape hangers" give the bike the "chopper" look and all of the hand and foot controls have been upgraded with genuine H-D chrome and/or billet components. The +8" extended control cables for the bars are from Magnum, in the "Sterling Chromite" finish, and are held in place with strategically placed clamps and adorned with the specific adjuster covers. The bars are internally wired for a clean uncluttered professional appearance.

A Corbin ostrich skin seat with riders back and a full sized detachable windshield coupled with those bars are sure to make for very comfortable cruising. With all the "show goodies" you must have some "go goodies" too, so the barrels have been bored out and refitted with a set of 1550 cc high compression pistons and a set of Screamin Eagle heads with compression releases top it off. The factory chain drive cams have been replaced with an S&S 510 gear driven system. A Mikuni 42mm carb fed by a Pingel petcock gets air through an H-D billet air cleaner and the exhaust is expelled through a set of Arlen Ness "Slash" pipes. The entire driveline area is "pimped out" with Hot Toppers on all the fasteners and various chrome covers for and all around show quality appearance.