

2002 CVO FLHR



What do you say about a C.V.O. bike? They're beautifully adorned and modified with no less than forty three performance and cosmetic accessories, straight from the Custom Vehicle Operations department of the H-D Motor Company. (see the attached sheet "Additional Comments"). 2002 marked the third year of production for the C.V.O. plant, and the first year for the Road King with a production total of 2200 in two different show quality paint schemes, this one being the more popular purple with silver/grey flames. Because it's a C.V.O. bike, visually and mechanically it is head and shoulders above a "regular" factory Road King, but limited as it is, it's still a production bike, and for some, that just isn't good enough, so it's back to the shop for even more "go fast goodies" and personalized parts.

This machine has had no less than sixty changes or additions to it since new; that have remained on the bike as noted on the following pages. For the performance enthusiast, most notably the ZIPPERS Performance 120 cubic inch "Muscle Kit" boasting a whopping 125 Rear wheel horsepower. Link that through a new chromed inner primary housing a Rivera "Pro Clutch" pack actuated by a hydraulic clutch that sends the ponies to a Screamin Eagle six speed transmission, and I think it's safe to say that this machine has been transformed into somewhat of a road rocket. The primary engine components from the ZIPPERS rebuild are set out on a separate sheet entitled "Engine Components". Naturally all the go fast gear has to be mated with equal stopping ability, so the task was given to Performance machine. Six piston calipers all around plumbed with stainless steel brake lines. These clamp on to full floating rotors, an 11.5 inch on the rear and two 13 inchers on the front. The "Hustler" styling of the rotors is carried through to the 18" forged billet chrome wheels, front and back which are wrapped in Metzeler tires, and all new chrome hardware holds everything in place.

Another notable change and addition to the bike is the lighting. H-D Has come out with a new "High Intensity" dual bulb headlight that has a brightness range almost twice as far as a conventional halogen bulb, this is accompanied by two more HID passing lamps so there will be no mistaking this machine from the front in the daylight or at night. The rear has been out fitted with Kuryakyn's Panacea L.E.D. tail light as well as all four of the turn signals which have been relocated on new mounts. Smoke coloured lenses help them to all blend nicely with the paint. Detachable back rests for the rider and passenger with the seat matching stingray inserts as well as a detachable windshield convert the bike to a comfortable cruiser for longer distance rides. Plenty of other performance and cosmetic components have been added to make this machine a feast for the eyes, as well as the ears, and a treat for those needing an adrenaline rush. Though the invested amount does not fully account all of the expenses incurred to date, the appraised value does represent what could be considered a reasonable market value for a machine of this caliber to an educated buyer.

