

1993 FXLR



1993 was the 90th anniversary of the Harley Davidson Motor Company and as such various models in the product line up were embellished with anniversary paint schemes and tank emblems. This motorcycle had been altered to suit the visual and performance desires of the previous owner in 1996. The custom paint is a blend of metallic orange to yellow graphics and is coordinated with all of the body accessories. The performance aspects of the engine has been the focal point of expense as it appears the bike has been dialed in to be able to go down the quarter mile, and performance costs money.

The main combination of components presented at the time of this writing consists of a set of Head Quarters ported heads with a mated "Thunderstick" .600" lift cam shaft. An S & S Performance 4-5/8" set of flywheels with a pair of 3-7/16" flat top pistons equals a displacement of 85.8 cubic inches. An S & S "Super E" carburetor feeds the heads while a Crane ignition system with a Compufire coil keeps it all in time, and a 2 into 1 polished stainless steel Supertrapp expels the spent exhaust.

The stock five speed transmission gears have been replaced with all new Andrews gears and shafts to allow for smoother, faster shifting, and the suspension has been lowered both back and front with Progressive Suspension springs in the forks and complimentary adjustable shocks on the rear. The riders' position is dished out with a Harley Davidson "Badlander" seat. An Arlen Ness quarter fairing with a smoked windshield is sure to make longer rides more pleasurable.

As presented, this machine appears to be in fair condition, (a #3 on the vehicle condition scale), the custom paint is in good shape and the engine starts easily and runs very strong with a tight clutch and smooth shifting gears.