

1995 FLSTF



In many aspects, despite the mileage logged on the odometer, this machine could almost be considered as good as new both mechanically and in appearance. In early 2005, the engine had undergone an extensive rebuilding from the flywheels up, and it looks as new as the internal components are with the whole driveline being show polished. The replacement flywheels have increased the displacement to 89 cubic inches and the high compression pistons mated with the decked heads have increased the compression to 10.5:1, thus providing the need for the compression release valves on the heads and the new chrome high torque starter. The entire valve train has been replaced with race quality components from all the big names, including Crane springs, Baisley roller rockers, Competition Cams push rods, and pinion gears from S & S Performance plus tappet blocks and lifters from Jim's Machine, all being lumped up and down on a .590" lift cam from Woods. The combustion chamber had previously been ported by Jon Andres at JARZ Performance. A Dyna single fire ignition system is the "pacemaker" and the ample fuel mixture is supplied to the 42mm Mikuni carb through a Pingel petcock, and the exhaust rumbles out through a chromed "Thunder Header" from Rich Products.

The big names that make this thing have plenty of get up & go are complimented with the same caliber of big name stopping power, namely Performance Machine. Four piston calipers are mounted at both ends of the bike and they are clamping on to chromed full floating rotors supplied by Harley Davidson's "Screamin Eagle" line of competition parts. All the plumbing for the brakes and the engine is handled by braided stainless steel cables and lines from Russell Performance, plus the handlebar control cables are the same caliber of S/S. There is absolutely no shortage of chrome applied to this machine as well. The complete front end has either been chromed or polished, or replaced with aftermarket accessories, likewise with the rear swingarm, it's got a new chrome finish on it as well as being adorned with chrome goodies including a modified pulley to fit the 1" belt so there's room for the fatter rear tire. The two tone flame painted sheet metal is in exceptional condition and it remains the same as stock except for the rear fender being swapped out for a "Bobtail" style and the required customized license bracket to fit inside. A one of a kind frame around the plate finishes it off nicely.