

## 1996 FXD



Motorcycles make a statement, but few as loudly as this one. Assembled by Hiway Choppers, this machine took a FIRST Place trophy for "Mild Custom" at the 2007 West Coast Custom Bike Show to verify that. The paint is by Jeff Balmes of JB's Custom Colors from Kelowna, and his artwork is quickly becoming recognized as top quality and very detailed. White shadowed metallic green flames are symmetrically laid out on jet black all over except on top of the rear fender where an ominously detailed skull with dollar signs in his eyes sets the theme of the bike. The skull headlight, turn signals, and the hand bone mirrors and kickstand are all big dollar cast aluminum products produced by [www.realheadlight.com](http://www.realheadlight.com) and provide significant visual impact for the theme.

The Dyna chassis is typically chosen for nimble street performance and is regarded as the sportiest of the big twin lineup. This owner has taken that street performance to another level altogether with the installation of the R.C. Components 240 series wide tire conversion. The entire rear section has been replaced and the entire drive line has been modified and or upgraded to accommodate the change. The engine has been fully rebuilt using an S&S Performance 96 cubic inch "Hot Set-up". This required the cases being bored out to accommodate the larger diameter barrels and pistons, and while the engine was all apart, it was show polished. The transmission had to be disassembled and rebuilt to make way for the extended length main shaft that is part of the wide tire conversion, and the factory primary drive has been replaced with the "Eliminator" version of open belt primary from High Tech Components. A chain final drive gets the power to the rear wheel. Speaking of which, is a 18 x 8-1/5 inch wide chrome "Gladiator" wheel from R.C. Components as well as the 19 inch front wheel and matching brake rotors. A "Tombstone" fender from Jesse James houses the rear wheel and a "Diablo" covers the front. New brakes are provided by Performance Machine with four pistons back and front.

A wide glide triple tree conversion is topped off with Maltese cross riders and a set of 1-1/4" "Z" bars and a billet gauge mount supports the factory gauges. The seat has been custom made with genuine sting ray, and a set of black anodized forward controls perched on custom made support blocks finishes off the seating position. Pretty much everything on this bike is a big buck component from a big name manufacturer and there is no question that a significant investment has been made to complete this visual statement.