

Read PDF Harley
Spark Plug Guide

*Harley
Spark Plug
Guide*

Donny'S
Unauthorized
Technical Guide
to Harley-
Davidson, 1936
to
Present Volume

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Vi: the Ironhead
Sportster: 1957
to
1985iUniverse
Brand new, first
edition of
Mobilia
Sourcebook:
The Essential
Auto
Collectibles
Directory. The

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ultimate book
resource for the
automotive
collecting
hobby. This first
edition includes
600 main
listings and
2,000 cross-
references -- all
indexed by more
than 50 unique

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collecting categories. If your particular interest is gas-powered miniature racers, there is a special section devoted to all the active suppliers in that market.

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Interested in pedal cars, in automotive literature, in license plates, in automotive art? What about an interest in Route 66 or automotive signs or motorcycle

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collectibles?

Each category of collecting interest -- 50 in all -- has its own section of vendors, each with address and phone number, and up-to-date description of

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its business and specialty. A directory like the Sourcebook is only as good as its indexing. This book ensures that the reader can find key contacts with ease. This is a great

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resource and a
hobby first. --
600 Listings of
Key Automobilia
Specialists -- 50
Unique
Collecting
Categories --
2000
References --
Comprehensive
Index

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Dyke's
Automobile and
Gasoline Engine
Encyclopedia
WALNECK'S
CLASSIC
CYCLE
TRADER,
DECEMBER
2007
Tuning for
Speed

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Choppers:
Heavy Metal Art
WALNECK'S
CLASSIC
CYCLE
TRADER, JULY
2007

*Many people modify
their Harley-
Davidson
engines—and find the
results disappointing.*

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What they might not know—and what this book teaches—is that emphasizing horsepower over torque, the usual approach, makes for a difficult ride.

Author Bill Rook has spent decades perfecting the art of building torque-monster V-twin

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Harley engines. Here he brings that experience to bear, guiding motorcycle enthusiasts through the modifications that make a bike not just fast but comfortable to ride. With clear, step-by-step instructions, his book shows readers how to get high performance

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*out of their
Harleys—and enjoy
them, too.*

*Donny Petersen feels
honored to share the
wealth of his
motorcycle knowledge
and technical
expertise. He offers
the real deal in
understanding the
Harley-Davidson. He
gives workable*

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solutions for whatever ails the 1957 to 1985 H-D (Ironhead) Sportster. Graphics, pictures, and charts guide the reader on a sure-footed journey to a thorough understanding. Donny intersperses the technical explanations with entertaining true stories of the hard

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core lifestyle of these years including The Wild One, Easyriders, the Birth of Hog, Willie G., Steppenwolf, Evil Knevil, the reviled AMF, 1%ers, and who could forget Elvis Presley. Petersens insight makes technical issues understandable even

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for the novice. This is the eighth volume of twelve of Donnys technical series.

Petersen is the dean of motorcycle technology. Donny examines the theory, design, and mechanical aspects of the Ironhead

Sportster. Donny has ridden hundreds of

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Harleys across four continents doing all of his own roadside repairs. He has acquired his practical knowledge the hard way. Donny Petersen has the privilege of sharing his technical secrets with easy understanding. He will walk you through detailed mechanical

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*procedures
concerning the power
train, electrical, fuel
delivery, ignition, and
the gear head favorite
subject of oil and
lubrication.*

**WALNECK'S
CLASSIC CYCLE
TRADER,
FEBRUARY 2004
101 Harley-Davidson
Evolution**

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Performance Projects

Apostasy Devotional -

A Daily Guide

Exposing False

Shepherds

Sportbike

Performance

Handbook

WALNECK'S

CLASSIC CYCLE

TRADER, MARCH

1997

Donny is the

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**Winner of the
2012
International
Book Awards.
Donny Petersen
has been
educating
motorcycle
enthusiasts
about Harley-
Davidson bikes
for years. Now,
he has combined
all his knowledge**

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**into a twelve-
volume series
masterpiece and
this third book is
one that every
rider will
treasure.**

**Petersen, who
has studied
privately with
Harley-Davidson
engineers and
has spent thirty-
six years working**

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**on motorcycles,
is sharing all of
his secrets! As
the founder of
Toronto's Heavy
Duty Cycles in
1974, North
America's
premier
motorcycle shop,
the dean of
motorcycle
technology
teaches about**

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**the theory,
design, and
mechanical
aspects of
Harleys. In this
third volume,
discover: 1. How
to identify the
Evolution
models. 2. Why
the Evolution
models are
better. 3.
Everything you**

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**need to know
about engines. 4.
Troubleshooting
every facet of
the Evolution.
And so much
more! The Harley-
Davidson
Evolution The
Japanese had
more than
quality. Their
arsenal included
acceleration and**

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**speed combining
with good
braking and
handling. They
could design,
tool-up and build
a new
motorcycle in a
mere eighteen
months. The
flavor of the day
could easily be
accomplished
with this**

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organizational skill and dexterity. On top of this they had lower prices. The Gang of 13 took over a failing company or did they? By 1982, Harley-Davidson sales went into a tailspin with plunging production. The

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USA was in a deep recession. Adding to the perfect storm was the flood of Asian imports that many believe were being sold in the U.S. below their manufactured costs. Whether this was true or not, how did a

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**small country a
half-world away
manufacture a
quality product
that was faster,
handled better,
and was less
expensive?
Furthermore,
these import
motorcycles
were more
functional. Well,
of course they**

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**did because USA
motorcycle
manufacturing
offered old
clunker styling
that was slower,
did not handle
well, and broke
down all the
time! And for all
of this, Harley-
Davidson's cost
more. Insulting if
one thinks about**

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**it. It is not that
the Evolution
was that good
relative to their
competitors
because in my
opinion it was
not. However,
the Evolution
was stellar
relative to what
went before. I
was a loyal
Shovelhead**

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rider, necessarily becoming a mechanic along the way. I like the rest of my ilk would never consider riding any other product. I did not care that a Honda might be functionally better, less expensive, and

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**not require my
newfound
mechanical
skills. Honda
simply did not
give what my
psyche craved.
Importantly, H-D
dropped its
lackadaisical
attitude towards
copyright
infringement,
particularly with**

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**knock-off
products. Harley-
Davidson
became
extremely
aggressive
against the
counterfeiting of
their
trademarks. It
licensed use of
its logos with all
manner
merchandise**

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**that was
embraced by
mainstream
America followed
by the world
including the
Japanese. H-D
then saw the
birth of HOG, the
most successful
marketing and
loyalty campaign
in the annals of
corporate**

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sustenance. The world embraced this pasteurized version of the outlaw subculture. You might meet the nicest people on a Honda but Harley riders are all about cool. They adapt a pseudo-outlaw lifestyle that

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**emulates
freedom and
individualism.
They spend much
of their time
adopting one
charity or
another to prove
they really aren't
bad. Many
charities
benefitted
greatly during
the Harley boom.**

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**Can these riders
be contesting
the Honda
mantra of
niceness? The
previous owners
AMF deserve
much credit for
the success of
Harley-Davidson.
They gave the
Gang of 13 a
platform from,
which to launch.**

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**These new guys
were brighter
than bright. They
put a
management
team together
that knew no
bounds in
success. I am
sure that
Marketing 101 in
every business
school teaches
and will continue**

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to teach their brilliant story. Harley-Davidson became the epitome of American manufacturing and marketing, the darling of capitalism at its finest. Think about it! How could a rusty old manufacturer

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whose time had drifted by reach such pinnacles of success? Well, H-D had a little help along the way with two main sociological factors: 1. The post World War II baby boom, the aging bulge in American demographics

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**looking for
adventure and
whatever
(safely) came
their way. 2. A
generation that
worked hard;
raised families
and then looked
back at what
they had missed
in their youth.
Harley-Davidson
embodied the**

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**freedom and
adventure they
lacked. Harley-
Davidson was
granted two
decades, in
which to plan a
lasting and
viable future. It
sought to be the
motorcycle of
mainstream
America. The
world would**

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follow. This venerable company almost pulled it off. The Motor Company updated technology both in their manufacturing venue and in the product itself. H-D balanced on a near-impossible fulcrum,

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**maintaining
tradition on one
side and
complying with
environmental
dictates on the
other. The
Evolution's
successor, the
air-cooled Twin
Cam introduced
in 1999 with
great success. H-
D continued to**

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grow and prosper. I have always viewed the Twin Cam as a transitional model embracing the past but leading into a future of overhead cams and water jackets. The new H-D V-Rod's technological

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marvels are a wonderful attempt but as much as the Factory hoped, mainstream Harley riders did not take the bait en masse. After all they had their psychological needs. These attempts did not prevent dark

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**clouds from
appearing on the
horizon: 1.
Inexorably, the
post World War II
baby boom's
bulge has grown
older, losing
interest in
reclaiming youth
with interests
shifting
elsewhere. Who
is to take over**

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this downsizing market? Who will be left to support the Motor Company in the style it has become accustomed? 2. In my humble opinion, the masters of marketing did not fill the coming void of

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consumers. I think H-D is good at pretty much everything except lowering prices for the incoming generations. Nor have they developed affordable and desirable product lines for the youth.

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**Certainly, the
Factory began to
enjoy economies
of scale in
manufacturing. I
for one do not
think they have
used their profits
wisely for
continued
prosperity. Will I
continue to ride
a Harley at age
62? Sure I will**

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**but I was riding
them before they
became cool. I
am not a dentist
looking for a safe
walk on the wild
side or a movie
star acquiring
the in-bauble of
the day. The
Evolution
motorcycle saved
the Hog's bacon
but a new savior**

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**is now required.
Complete
coverage for
your 1970 thru
1999 Harley-
Davidson
Shovelhead and
Evolution Big
Twins: --Routine
Maintenance and
servicing --Tune-
up procedures
--Engine, clutch
and transmission**

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**repair --Cooling
system --Fuel
and exhaust
--Ignition and
electrical
systems
--Brakes, wheels
and tires
--Steering,
suspension and
final drive
--Frame and
bodywork
--Wiring**

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diagrams

--Reference

Section

The Essential

Auto Collectibles

Guide

How to Change

the Oil on Your

Twin Cam Harley

Davidson

Motorcycle

David Vizard's

How to Port and

Flow Test

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Cylinder Heads WALNECK'S CLASSIC CYCLE TRADER, JANUARY 2004 Volume Vi: the Ironhead Sportster: 1957 to 1985

Russell offers a guide on how to change the three oil compartments on the Harley

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Davidson Twin Cam motorcycle. This book can also be used, with minor procedural adjustments, to change the oil on Big Twin, Dyna, Electraglide, Softail, Sportster, Buell and all other early and late models of Harley Davidson V-twin

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engines except the
V-rod.

294 pages, 130
black & white
illustrations, size
5.5 x 8.5 inches. In
1963, Temple Press
UK published a
revised and
expanded 4th UK
edition of 'Tuning
for Speed' and, in
1965, they
published a reprint

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of that 1963 edition. Both the 1963 and the 1965 publications are identical in content and contain 294 pages, a significant increase from the previous 208 page 1960 printing. With a total of 294 pages, the revised and expanded 4th UK edition is the

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most comprehensive of all of the 'Tuning for Speed' editions ever published. Earlier editions only stretched to 208 pages and later editions shrunk to 260 pages (or less) as what was thought to be 'dated information' was

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deleted from the contents. This 'dated information' is considered valuable today by those enthusiasts interested in vintage motorcycle tuning and modification.

Consequently, this makes the revised 4th UK publication the most complete

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and desirable edition. Therefore, it is our pleasure to offer this reprint of the Floyd Clymer 'Revised 4th UK Edition or Second American Edition of 'Tuning for Speed' to motorcycle enthusiasts worldwide. 'Tuning for Speed' was originally published

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in 1948 and continuously reprinted and updated in order to keep pace with the constantly evolving range of British motorcycles and engines. While the primary focus of this publication is on 1965 and prior British motorcycles, the

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theory and engineering it contains is still applicable to the current crop of high revving imports. 'Tuning for Speed' is considered by many knowledgeable motorcycle enthusiasts to be one of the best

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books ever written on how to improve, modify and fine tune a motorcycle engine and it is often referred to as one of the 'top 10' classic motorcycle books. The Floyd Clymer association with this publication dates back to the early 1960's when he

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purchased the
United States
Publishing rights
for 'Tuning for
Speed' from
Temple Press in the
UK and, in 1967,
Clymer published
the 1st American
edition of that title.
However, by 1967,
the Clymer
publication had
been preceded by

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8 printings of the UK edition and was incorrectly identified by Clymer as a 9th edition. In fact, the 1967 Clymer publication is actually a reprint of the less desirable 208 page 1960 UK edition. However, in 1963, the 4th UK edition was revised

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and expanded to 294 pages (with a second identical reprint in 1965).

Therefore, this 2nd American edition of the Floyd Clymer publication of 'Tuning for Speed' includes all of that valuable 'dated information' that was deleted from the later editions

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and is identical in all respects to the 294 page 1963/1965 revised and expanded 4th UK edition - with the exception that 7 pages of UK-based advertising to the rear of the book are not included in the Clymer publication.

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WALNECK'S
CLASSIC CYCLE
TRADER, MARCH
2004

What Fits what on
Harley-Davidson
Motorcycles, 1936
Thru 1983

Chilton's Complete
Guide to
Motorcycles and
Motorcycling

WALNECK'S
CLASSIC CYCLE

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TRADER, JUNE

2003

WALNECK'S

CLASSIC CYCLE

TRADER, JANUARY

2008

Popular Science

**gives our readers the
information and**

tools to improve

their technology and

their world. The core

belief that Popular

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Science and our readers share: The future is going to be better, and science and technology are the driving forces that will help make it better.

American Motorcyclist magazine, the official journal of the American

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Motorcyclist

Associaton, tells the stories of the people who make

motorcycling the sport that it is. It's available monthly to AMA members.

Become a part of the largest, most diverse and most

enthusiastic group of riders in the country

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**by visiting our
website or calling
800-AMA-JOIN.**

Parts

**Interchangeability -
Performance**

Modifications

**Volume Iii: the
Evolution: 1984 to
2000**

**Harley-Davidson
Sportster**

Performance

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**Handbook
Motorcycles and
Side Cars
Construction,
Management,
Repair; a
Comprehensive Non-
technical Treatise
Defining All Forms
of the Lighter, Self-
propelled Vehicles,
Principles of
Operation,**

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**Construction and
Practical Application
of Components in
Leading American
and Foreign
Machines. Also
Complete Advice on
Management and
Overhauling, Repair
and Maintenance of
All Representative
Types**

Prospective owners

Page 75/92

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are guided in
selecting a motorcycle
and operating it safely
and efficiently

This is the first daily
devotional published
that is specifically
dedicated to exposing
false Christian pastors
operating within the
great modern day,
end-time apostate
church system. Each
day of the year a

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paragraph is given to instill within you Biblical wisdom to help you discern the truth from a lie and to recognize deception within your church.

This is the hidden, but now revealed, Biblical knowledge that will set you free from the damning heresies being taught inside modern day church

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pulpits. Today, more than ever, this book is needed as millions of Christians are being duped by a multitude of dishonest pastors preaching a different gospel that is deceptively somewhat Biblical in nature, but is clearly not Christian! Don't let them deceive you. Get this book before it

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is too late! 365
paragraphs, 73
illustrations, 160 p.p.
6x9 size perfect
bound book.

WALNECK'S
CLASSIC CYCLE
TRADER, JULY 1998
The Saturday Evening
Post
Adventure
Donny's
Unauthorized
Technical Guide to

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Harley-Davidson,
1936 to Present
Harley-Davidson
Shovelhead and
Evolution Big Twins
1970 to 1999

*For Harley-Davidson
aficionados, the very
name Sportster
conjures an image of a
fire-breathing
mechanical beast
scorching the world's
tarmacan image the*

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Sportster itself often does not live up to. Straight from the factory, in its standard form, the Sportster routinely proves an entry-level motorcycle providing a relatively tame ride. This book aims to change all that and to show every Sportster rider how to free the beast in his or her bike. With expert,

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detailed advice on the proper mechanical massaging and plenty of helpful diagrams and photos this updated, third edition of Buzz Buzzelli's best-selling handbook shows how the Sportster can be transformed into the superbike of old.

Including a history of the Sportster from its birth in 1957 to the

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recent introduction of a new engine (only the third in its long life), this book has everything it takes to open up the gates of hell and give the Sportster its head.

Volume I: The Twin Cam is the updated first volume of Petersen's long-awaited Donny's Unauthorized Technical Guide to

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Harley-Davidson, 1936 to Present series. This twelve-volume series by the dean of motorcycle technology examines the theory, design, and practical aspects of all things Harley-Davidson.

**WALNECK'S
CLASSIC CYCLE
TRADER, AUGUST
2001**

Donny'S Unauthorized

Page 84/92

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*Technical Guide to
Harley-Davidson, 1936
to Present*

1997 Mobilia

Sourcebook

*Volume I: the Twin
Cam*

Popular Science

*Keep a veteran
mechanic at
hand with this
updated version
of the best-*

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*selling manual
for Harley-
Davidson owners
who want to hop
up their
machines.*

*Created with
the weekend
mechanic in
mind, this
comprehensive,
illustrated
guide clearly*

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*and concisely
outlines 101
projects that
will improve
the power,
handling, and
ride of Evoluti
on-engined
Harley-Davidson
motorcycles.
Drawing on
years of
hopping up and*

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*living with Evo-
engined Big
Twins and
Sportsters,
author and
Harley-Davidson
technician Kip
Woodring
provides step-
by-step
instructions
for projects
ranging from*

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*the basics of
simple
maintenance to
the finer
points of
altering
gearing,
upgrading
ignition, and
making the
changes that
make a bike
unique.*

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Author Vizard covers blending the bowls, basic porting procedures, as well as pocket porting, porting the intake runners, and many advanced procedures.

Advanced

Page 90/92

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*procedures
include
unshrouding
valves and
developing the
ideal port area
and angle.*

**WALNECK'S
CLASSIC CYCLE
TRADER, JULY
2009
Standard &
Poor's Smallcap**

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600 Guide

WALNECK 'S

CLASSIC CYCLE

TRADER, APRIL

2002

WALNECK 'S

CLASSIC CYCLE

TRADER, APRIL

2004

WALNECK 'S

CLASSIC CYCLE

TRADER, MAY

2007