

WILD DEUCE

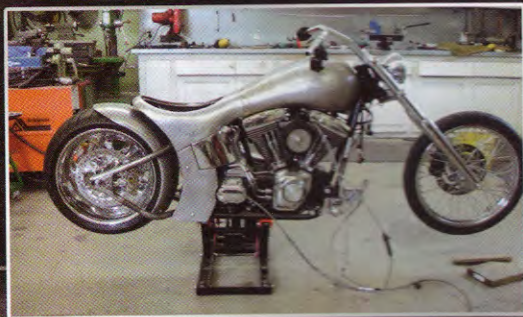
By Mike Eddy

So here's the scoop on my '02 Harley Davidson Deuce Custom if I can even call it that anymore. The only thing original on the front end other than the hand controls are the front wheel and headlight, both of which I really like. They have that "old school" look. When I first started this project my goal was to add a wider rear tire and rake the front end but before I knew it I was beginning to build a "Pro Street".

This Deuce has HHI brake calipers on the front and rear wheels, all braided lines and Pro-1 (five-degree) triple trees with six-inch oversize fork tubes. The LED signal lights are built into the lower triple tree keeping the look of the bike clean which also gave me one less thing to do. The bars are Wild-1 "Chubbies" with aftermarket Harley grips

but I'm thinking of replacing them with Accutronix's Gothic (grips) and matching pegs. The Legends forward controls have a two-inch extension. I installed a set of Vance and Hines (Long Big Shots) exhaust for the great sound. I threw in a set of baffles last winter to quiet it down a bit because every time I rode past a parked car that had an alarm system installed, I would set it off (nearly giving me a heart attack every time). Hopefully the baffles will help with that. This baby boasts a 250 mm Renegade "Monterey" wheel with matching front and rear rotors and belt pulley. I kept it a belt-drive mostly as my preference but after

having worked on it I kind of wish I went with a chain. I will build my future bikes with chains for ease of working on them. Although a chain is a bit messier, I think it will give the bikes a better look. The LED rear taillight is flush mounted giving a real clean, smooth finished look and it also has built-in flashers. I purposely left the air cleaner open to give it a racy old school look and bought an aftermarket Harley chromed cover. There is no shortage of chrome on this bike, which is one of the reasons I bought a Deuce in the



first place. You can use the oil tank as a mirror. All of the bolts that can be chromed are chromed! The stock inner primary was anodized aluminum so I sent it to Fairmont Electroplating to have it match the outer primary. The Johnson Engineering 240 / 250 rear wheel conversion kit included aluminum tranny spacers so they were sent out for chroming as well. Precision Frameworx changed the stock rake from 32 degrees to 40 degrees and built the swing arm to accommodate the 250 mm rear tire. Top Gun Coatings did a great job with the powder coating.

My longtime friend Lyle Vass owner of "Rods and Restos" hand built the tank, rear fender, seat housing and the side plates. The sheet metal work is amazing. Very little labour was required to prep the metal for painting. This bike won "Outstanding in Class" (North American Manufactured Class) at the 2009 Calgary World of Wheels show. I couldn't believe it. I put the bike in the show to help Rods and Restos advertise and they surprised me by registering the unpainted bike in the competition. You can imagine how shocked and happy I was when my Deuce won. I still smile every time I think about it.

Andrea Briggs of Powersport Seats built and covered the saddle in a

greenish alligator looking leather. It blends nicely with the green metal-flaked black paint, especially when the light hits it. Jeff Fisher of Fisher Designs did an incredible job applying the colour. While following the contours of the bike we designed a few stripes to add dimension to the paint scheme. When you're looking at it everything flows together nicely. Jeff used chrome looking paint for the stripes then used a Scotch bright to give them a bare-metal finish. He was dying to add some airbrushing but I didn't want anything complicated or busy since it isn't really my style. So Jeff airbrushed a transition from bare metal to the actual black colour. One fades into the other so well and it's very easy on the eyes. I can't imagine this Deuce any other way.

Before I bought the bike Marcum Racing had done some work on the engine. They had port and polished it from an 88 to a 95 incher. They installed Keith Black Forged Pistons, S&S Gear Drive Cams, high performance heads and a

high performance clutch to handle all the power. I installed an external Holley fuel pump. It wasn't easy to find an external fuel pump that can deliver the P.S.I. required for the injectors. Within the next couple of months I'm going to add an adjustable regulator so that I can have some fun dialing in how much gas makes it to the injectors. I have decided that I'll install a data logger to go along with it.

The entire project took me a lot longer than it should have. From waiting on the sheet metal, then keeping it in bare for a while before the paint, working my day job, all the holidays, etc., time just kept on rolling. I got a lot of help from Pete Burke at Scream'in Demon Motorcycle Co. Without Pete's advice I would have made a lot more mistakes, spent a lot more money and wasted a lot more time getting it done. I can't thank him enough.

