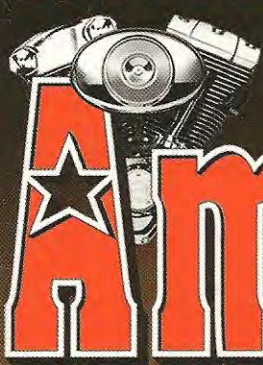


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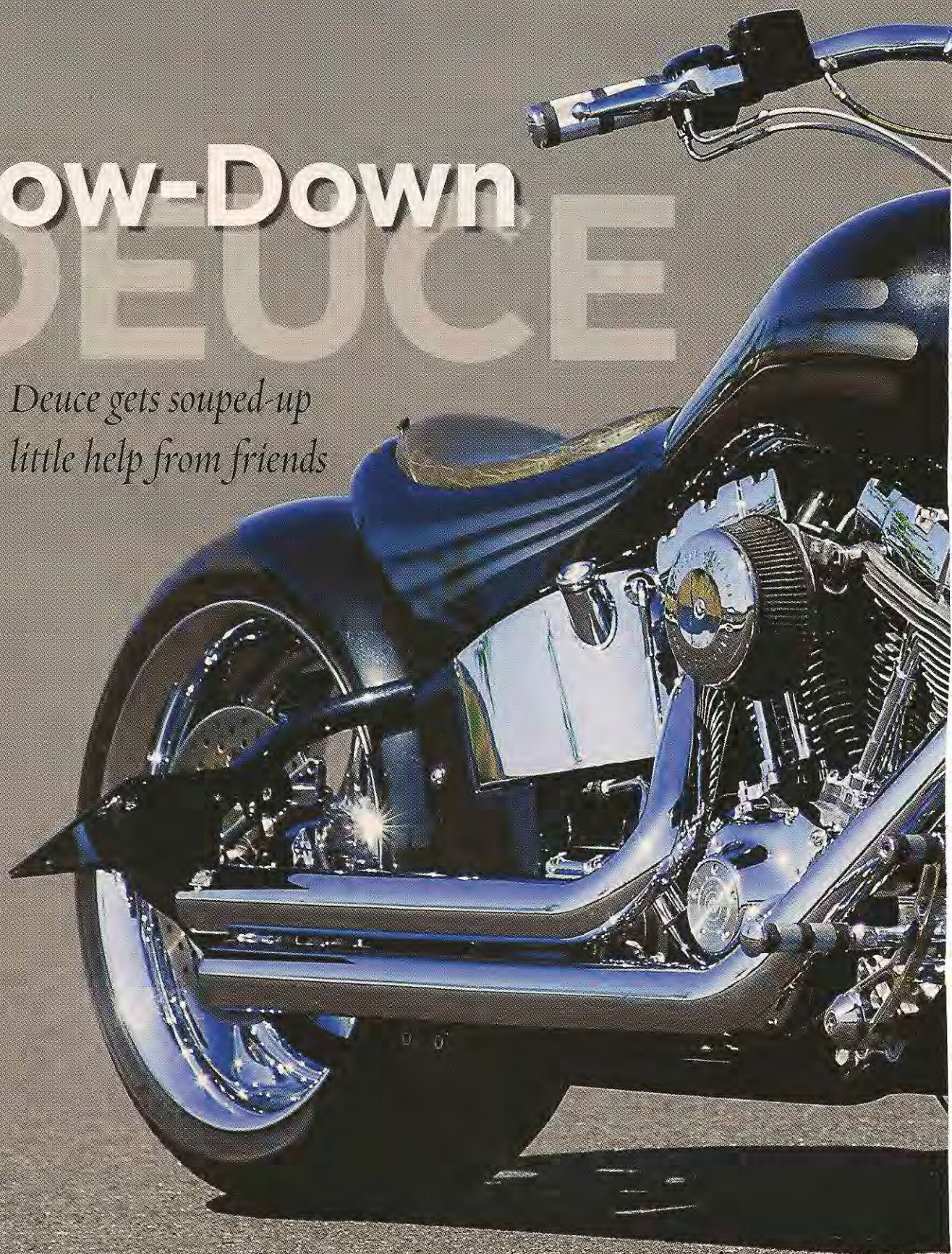
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Low-Down DEUCE

*Mike's Deuce gets souped-up
with a little help from friends*





IF ONE WERE TO BELIEVE THE ABSURDITY shown on cable television, building a custom motorcycle would be drudgery, not fun. The misadventure begins when the man in brown delivers the custom

parts to set the project in motion. Our wide-eyed, unsuspecting builder cheerfully opens the box only to discover that the parts the supplier sent are A) the wrong size, B) the wrong color, C) the wrong shape, D) the wrong model, or E) all of the above. Zoom in on our beleaguered friend as his look of astonishment is followed by a blasphemous chorus of "Oh, %&*@!" No, wait, people can't say %&*@ on television. Make that bleep for the PG-rated viewing audience.

The drama shifts to the garage where we pick up the action. For no apparent reason, the threads on an engine bolt get stripped, prompt-

ing more utterances that get bleeped out. Then more blunders followed by more cursing. Oh, if our dear mothers could only hear such shop language they'd shamefully disown the offender quicker than you can say Oliver Twist.

Fortunately, the picture projected by the cable TV film crew is, for the most part, fantasy and, at the least, hyperbole. It's drama played out on the small screen to keep viewers tuned in to see what misadventure awaits our hapless builder next.

You and I know that if bike building were this much "fun," we'd abandon the hobby to take up something less frustrating. Book club, anyone?

Nobody knows that better than Mike Eddy, who eagerly set out a couple of cold Canadian winters ago to build the custom Harley of his dreams. The dream — vision, if you will — began with a Deuce, one that he located online. "I was looking specifically for a Deuce," recalls Mike. "I really like that headlight and all the chrome." It helped, too, that the specific bike he found for sale had a set of



TECH SHEET

Owner:	Mike Eddy
Builder:	H-D/Mike Eddy
Year/model:	2002 Deuce
Time to build:	Longer than it should have
Chromer:	Fairmont Electroplating, Calgary, Alberta, Canada
Powdercoater:	Top Gun Coatings, Calgary, Alberta, Canada
Painter:	Fisher Designs, Calgary, Alberta, Canada
Color:	Metallic Black

ENGINE/TRANSMISSION

Engine:	H-D 2002 Twin Cam
Builder:	Marcum Racing
Displacement:	.95"
Horsepower:	Stock
Flywheel:	Stock
Cylinders:	Stock
Pistons:	Keith Black Forged
Heads:	Marcum Racing Stage II
Cams:	S&S Cycle .570 lift"
Push rods:	S&S Cycle adjustable
Carb:	Holley
Air cleaner:	Screamin' Eagle
Exhaust:	Vance & Hines Big Shot Longs
Ignition:	Stock
Regulator:	Custom Chrome
Oil pump:	Stock
Cam cover:	Stock
Primary cover:	Stock
Transmission:	2002 H-D five-speed
Mods:	Johnson Engineering 240/250 conversion kit
Clutch:	Barnett

Primary drive:	Stock belt
Final drive:	Chain

CHASSIS

Frame:	2002 H-D
Rake:	40 degrees
Front fork:	6"-over stock
Mods:	Pro One triple trees with 5-degree offset
Swingarm:	Precision Framework 250
Front wheel:	21" H-D 40-spoke
Rear wheel:	18" Renegade Monterey
Front brake:	Hawg Halters four-piston caliper
Rear brake:	Hawg Halters four-piston caliper
Front tire:	Dunlop MH90-21" stock
Rear tire:	Avon 250/40R-18" stock
Front fender:	Stock
Rear fender:	Rods n Restos

ACCESSORIES

Headlight:	Stock
Taillight:	LED
Fuel tank:	Rods n Restos 25-liter
Oil tank:	H-D
Handlebars:	Wild 1 Chubbys
Seat:	Powersport Seats/Rods n Restos
Pegs:	H-D
License bracket:	Kane's Cycle/Mike Eddy
Mirrors:	H-D
Hand controls:	H-D
Foot controls:	Legends 2" extended



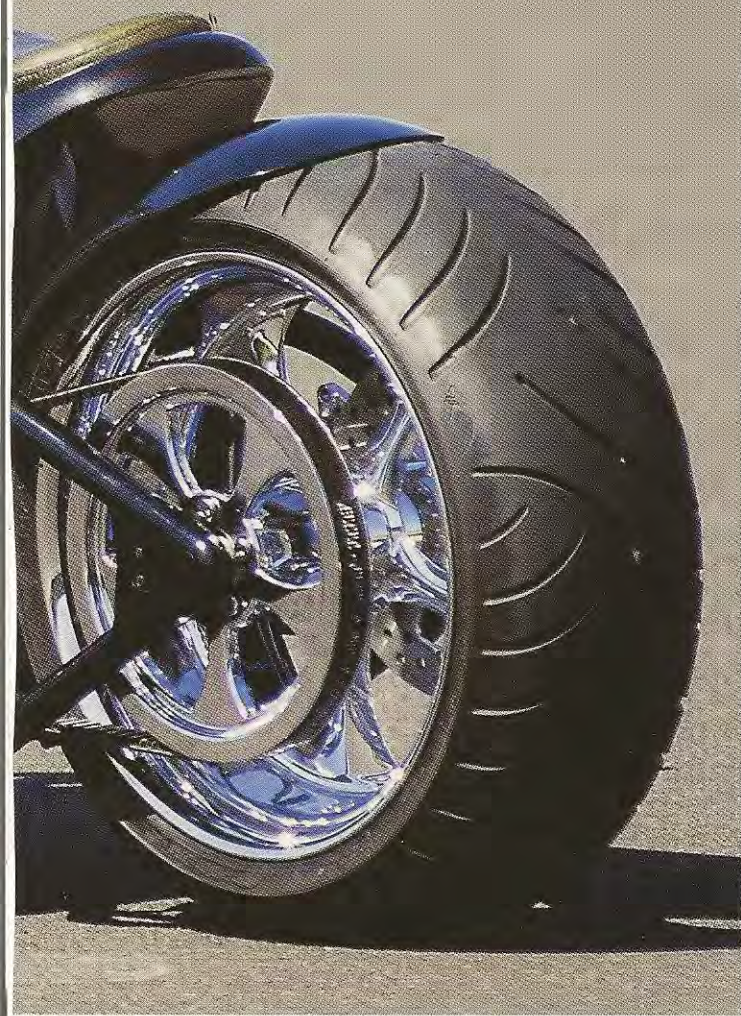
Wild 1 Chubbys and was lowered, just the way he envisioned his finished bike would be when the project was completed. At least there were two items that the man in brown couldn't get wrong!

When the bike arrived at his home in Calgary, Alberta, Canada Mike wasted little time stripping it down to bare bones so that some of his friends in the bike-building business could get rolling. "I'm friends with a few of the guys that did things to the bike," said Mike. And we all know, real-life friends don't swear and shout blasphemous phrases unless the situation really

warrants it. Nor do they toss tools or trash innocent bystander bikes. Friends work with you, and time spent in the shop can transform into male-bonding rituals that form the foundation for even stronger friendships. In the process, our man-caves become fraternal retreats that promote the consumption of mass quantities of red meat on white bread buns washed down with dark beer as we go about our business to bring new life to our old bikes.

One of Mike's first stops was Rods n Restos, a hot rod shop that his colleague from the oil industry, Lyle Vass, recently

"In the right lighting the colors come out, especially the green metalflake," boasts Mike.



opened in Chestermere, Alberta. Lyle meticulously fashioned all the replacement body panels, focusing much of his time and attention on the long, teardrop-shaped gas tank. "I wanted the lines of the bike to flow and have curves," explains Mike.

Meanwhile, back in Calgary, the guys at Precision Frameworkx worked up a nice 250-tire conversion for the Deuce frame. "I kept it left-side drive," says Mike, "so the rear swingarm is a little wider, which forced me to leave the tips off the Vance & Hines pipes."

He also opted for an interesting wheel combo. Mike likes the

look of a 40-spoke wheel, so he left the front stock. But he wanted more of a hot rod look on the rear. "There are thousands of options in wheels; I picked this one [Renegade Monterey 250] because it was like the old Cragar car wheels," says Mike.

Precision Frameworkx also kicked the front end out a little, settling on a 40-degree steering head that, matched with the 6"-over stock fork (Pro One 5-degree offset triple trees), further enhanced the long, low stance that Mike wanted. The bike was beginning to take on a look all its own. Pause, now, for another dark beer; this project is getting interesting.

The interest level spooled even higher when Lyle finished the body panels and all that fresh sheet metal was attached to the modified frame. "It looked so nice," recalls Mike, "that I decided to leave it bare metal so Lyle could advertise his business at the World of Wheels show." The WoW show was Calgary's 2009 winter custom car and bike indoor event, for those out of the northern know. It was worthwhile advertising, too, because the bike scooped up an award. It repeated at the 2010 show. More beer for everyone while we celebrate, and then it's back to the man-cave to finish this project!

The finishing touch came when the sheet metal was ceremoniously removed, then delivered to Jeff Fisher's shop for paint. "I wanted it simple," recalls Mike. "No flames or skulls." Jeff obliged with a beautiful blend of dark metallics and metalflakes. "In the right lighting the colors come out, especially the green metalflake," boasts Mike. Best of all, the paint job went on without a glitch, so there were no empty paint cans kicked through the uprights in frustration. Another round of the dark stuff, please. That's dark ale, not dark paint, by the way.

With the paint dry, all the right parts in place and good weather shining down on Mike, chances are that if you're in the Calgary area you'll see this bike on the road. "It's not a bike I'm going to tow around on a trailer, that's for sure," says Mike. "I'm going to ride it."

Most of all, Mike and his pals had fun seeing this project through to the end. And in the end the custom Deuce has the look that Mike sought when he bought the bike a couple of years ago, and today his Harley boasts parts and accessories that aren't imported. "I didn't put anything on the bike that wasn't made in North America," boasts Mike. Our Canadian friends are like that, you know. **AIM**

