

# 11 Harley 103 Engine

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**Harley-Davidson Museum Masterpieces** Dain Gingerelli 2010-10-14 Discover the best of the Harley-Davidson Archive Collection. Portrait-quality photography reveals the remarkable journey of America's motorcycle company, from its humble beginnings to its nearly century-long dominance of an entire industry.

**Donny's Unauthorized Technical Guide to Harley-Davidson, 1936 to Present** Donny Petersen 2014-06-30 Do you want to make your Harley-Davidson run faster? Author Donny Petersen, with more than forty years of experience working on and designing Harleys, shows you how to make anything from mild to wild enhancements to your bike. He progresses from inexpensive power increases to every level of increased torque and horsepower. With graphics, pictures, and charts, Donny's Unauthorized Technical Guide to Harley-Davidson, 1936 to Present offers the real deal in performing your Harley-Davidson Evolution and guides you on a sure-footed journey to a thorough H-D Evolution performance understanding. This volume examines the theory, design, and practical aspects of Evolution performance; provides insight into technical issues; and explains what works and what doesn't in performing the Evolution. He walks you through detailed procedures such as headwork, turbo-supercharging, nitrous, big-inch Harleys, and completing simple hop-up procedures like air breathers, exhausts, and ignition modifications. In easy-to-understand terms, Donny's Unauthozied Technical Guide to Harley-Davidson, 1936 to Present shares performance secrets and provides clear guidance into what works, what does not, and what's just okay with performing the Harley Evolution power train.

*Harley-Davidson 2015* 2014-07 Featuring photos of beautifully restored classics as well as the hottest new bikes, it's no wonder Harley-Davidson is our best-selling calendar. Veteran photographer David Blattel painstakingly captured each bike in its perfect locale to communicate the true character of each machine.

**Original Harley-Davidson Knucklehead** Greg Field

**The Harley-Davidson Motor Co. Archive Collection** Randy Leffingwell 2011-05-08 With exquisite, detailed photographs and histories of the motorcycles featured from Harley's collection, this book captures the excitement of the best-known motorcycles in the world.

**American Motorcyclist** 1961-03 American Motorcyclist magazine, the official journal of the American 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 by visiting our website or calling 800-AMA-JOIN.

**How to Rebuild and Restore Classic Harley-Davidson Big Twins 1936-1964** Rick Schunk 2012-10-21 *DIV*When it comes to collector motorcycles, none hold the allure of the classic Harley-Davidson Big Twins built from 1936 to 1964. But owning and maintaining these tempermental machines provides endless challenges. Even the most pristine, restored example needs a tremendous amount of care, maintenance, and repair. The rebuilding and restoring of these machines is not so much a defined task as a never-ending process. This book serves to guide owners through that process./div Beginning with a practical section on understanding, choosing, and purchasing a classic Harley, this book focuses on the nuts and bolts of classic Harley ownership. Through step-by-step photography and thoughtful, informative instruction, the reader will learn how to disassemble a chassis, rebuild a fork, lace a wheel, and paint the major parts for any restoration. It also provides thorough instruction on repairing, overhauling, and restoring all major components, such as the engine, transmission, and electrical system.

**101 Harley-Davidson Twin Cam Performance Projects** Chris Maida Mark Zimmerman

**Heavyweight Motorcycles, and Engines and Power Train Subassemblies Therefor** United States International Trade Commission 1983

*Harley-Davidson Sportster* Allan Girdler 2017-03-01 Go on a 60-year ride with Harley-Davidson's Sportster Things got a little weird in the American motorcycle industry after World War II. People hungered for new motorcycles, buying just about everything manufacturers could build. But on rare occasions a manufacturer produced a machine that nobody wanted. Such was the case with the Harley-Davidson Model K. The Model K had most of the features buyers wanted in a modern machine, like hand-operated clutches, foot-operated shifters, and cool-running aluminum heads, but it lacked perhaps the most important technological upgrade: a modern overhead-valve valve-train design. The Model K retained the antiquated side-valve design because of arcane AMA racing rules written when Harley-Davidson and Indian competed head-to-head on American racetracks, but by 1952 Indian was on its last legs. This should have made the Model K a massive sales success. What nobody counted on was the British bike invasion. Thanks to their modern overhead-valve engines, the lightweight British bikes humiliated the side-valve Harleys on the track and on the street. Upgrades to the Model K didn't help; Harley finally relented and introduced a new overhead-valve middleweight for the 1957 model year. Dubbed the Sportster, it was everything the Model K was not. More importantly, it was faster than the British competition. Thus began the Sportster's sixty-year reign. Harley-Davidson Sportster: Sixty Years tells the complete Sportster story. Noted Sportster expert Allen Girdler covers all the bikes--the XLCH, Caf\_Racer, XR1000, XLX, 883, Iron, Forty-Eight, Seventy-Two, and Nightster--that have made the Sportster one of the most iconic motorcycles on earth.

**American Motorcyclist** 1966-11 American Motorcyclist magazine, the official journal of the American 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 by visiting our website or calling 800-AMA-JOIN.

**WALNECK'S CLASSIC CYCLE TRADER, NOVEMBER 2007** Causey Enterprises, LLC

*101 Harley-Davidson Performance Projects* Kenna Love 1998 Put a veteran mechanic on your bookshelf. From simple 15-minute jobs such as lubing cables and bolting on new air cleaners to more advanced tasks such as cam changes and swapping heads, this how-to guide offers carefully selected projects you can do in a weekend. Color photographs guide you step-by-step through each performance project. Explains why each project should be done and what performance gains you can expect.

**Harley-Davidson FLH/FLT Touring** Penton Staff 2000-05-24 FLHT Electra Glide Standard (2006-2009), FLHTI Electra Glide Standard (2006), FLHTC Electra Glide Classic (2007-2009), FLHTCI Electra Glide Standard (2006), FLHTCU Ultra Classic Electra Glide (2007-2009), FLHTCUI Ultra Classic Electra Glide (2006), FLHTCU

**Harley-Davidson** Darwin Holmstrom 2016-07-19 Cruise through this collection of Harley-Davidson's most iconic motorcycles!

**WALNECK'S CLASSIC CYCLE TRADER, NOVEMBER 1998** Causey Enterprises, LLC

**Everything Harley-Davidson** Michael Dregni, Nick Cedar

**Harley-Davidson® 2022** 2021-09-14 Harley-Davidson® 2022 offers 16 months of legendary motorcycles from the world's most celebrated motorcycle manufacturer. Produced in cooperation with Harley-Davidson®, this new edition of Motorbooks' best-selling calendar includes bikes spanning Harley-Davidson's history from legendary classics to today's top machines. Harley-Davidson® 2022 features stunning portraits shot specifically for this calendar by veteran Harley-Davidson® photographer David Blattel, as well as historic images from the Harley-Davidson® archives. Included with the calendar is a stunning 17" x 12" frame-ready poster.

*Art of the Harley-Davidson Motorcycle - Deluxe Edition* Dain Gingerelli 2014-10-10 A handsome, informative overview of Harley Davidson's 100 plus years of style and innovation.

**Harley-Davidson Evo, Hop-Up & Rebuild Manual** Chris Maida 2017-11-15 Do you want to know howto build a performance Evo-style engine, not what to build? Written by Chris Maida, the man who put in nearly 20 years as editor for American Ironmagazine, with help from the crew at R&R Cycles, this book is a must-have for anyone who wants to wrench on his or her own engine. Each section covers a specific subassembly of an Evolution engine. You can pick and choose what chapters are necessary for your project, from installing a new camshaft to installing a top-end kit. For anyone planning to build an Evo that combines power with durability, this book provides detailed photo sequences that show every part of the building or rebuilding process. The crew at R&R Cycles shows how they do a simple top-end hop-up in the chassis. The also show how to build a complete crate engine, assembled on the bench. If you're a rider who takes pride in doing most of your own work, this is a book you need. From a simple rebuild to a complete scratch-built engine, the how-to information and photo sequences you need are right here.

**Harley-Davidson Sportster Performance Handbook, 3rd Edition** Buzz Buzzelli For Harley-Davidson aficionados, the very name Sportster conjures an image of a fire-breathing mechanical beast scorching the world's tarmacan image the 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, 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 his birth in 1957 to the 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.

**Harley-Davidson Knucklehead** Greg Field 2016-11-21 Celebrate the 80th anniversary of the engine that changed the motorcycle world. Motorcycle technology lagged far behind automotive technology since the earliest days of the internal-combustion engine. All that changed in 1936 when Harley-Davidson introduced the Model EL. For the first time ever, a company was manufacturing a high-performance overhead-valve engine for the masses. And what an engine it was -- in addition to bringing state-of-the-art technology to the motorcycling world -- a work of art. Because of the shape of its rocker covers, the engine was given a nickname to match its looks: the Knucklehead. The technology used in this engine was so advanced that it laid the foundation for every future Harley-Davidson motorcycle, including the current models built in the 21st century. To this day every cruiser style motorcycle still adheres to the shape of that original Knucklehead. Harley-Davidson Knucklehead: Eighty Years tells the entire Knucklehead story, from the very first overhead-valve V-twin Harley produced for the public through the post-war models, continuing right up until today, when aftermarket manufacturers reproduce complete Knucklehead crate engines because of its continuing popularity.

**Harley-Davidson Motorcycles** Bill Stermer 2002

**WALNECK'S CLASSIC CYCLE TRADER, NOVEMBER 1999** Causey Enterprises, LLC

*Donny's Unauthorized Technical Guide to Harley Davidson 1936 to Present* Donny Petersen 2008-12-30 Donny is the Winner of the 2012 International Book Awards. Donny Petersen offers the real deal in performing your Harley-Davidson Twin Cam. Graphics, pictures, and charts guide the reader on a sure-footed journey to a thorough H-D Twin Cam performance understanding. Petersen's insight makes technical issues understandable even for the novice. Donny simply explains what unfailingly works in performing the Twin Cam. This is the second volume of Petersen's long-awaited Donny's Unauthorized Technical Guide to Harley Davidson 1936 to Present. This twelve-volume series by the dean of motorcycle technology examines the theory, design, and practical aspects of Twin Cam performance. Donny studied privately with Harley-Davidson engineers, having worked on Harleys for over 35 years. He founded Toronto's Heavy Duty Cycles in 1974, North America's premier motorcycle shop. Donny has ridden hundreds of performed Shovels, Evos, and Twin Cams across four continents doing all of his own roadside repairs. He has acquired his practical knowledge the hard way. Donny has the privilege of sharing his performance secrets the easy way. Donny will walk you through detailed performing procedures like headwork, turbo-supercharging, nitrous, big-inch Harleys and completing simple hop-up procedures like air breathers, exhausts, and ignition modifications. Donny Petersen feels honored to share the wealth of his motorcycle knowledge and technical expertise.

**American Iron Magazine Presents 1001 Harley-Davidson Facts** Tyler Greenblatt 2017-02-15 When anyone thinks of motorcycling, whether they are enthusiasts or only casually interested, the name Harley-Davidson immediately comes to mind. Harley-Davidson is among the oldest surviving motorcycle manufacturers; the company began in 1903 and continues to this day. As you can imagine, over the course of more than 100 years, the company has seen prosperous times as well as lean times, changes in focus and direction, evolution and revolution. All of that leads to a lot of company history and trivia. American Iron Magazine associate editor Tyler Greenblatt has compiled 1,001 Harley-Davidson facts into this single volume, with subjects ranging from the

historic powertrains to pop culture to Harley-Davidson as a company and manufacturer. Facts begin with the early years, when a motorcycle was not much more than a bicycle with an engine attached, to the war efforts of World War I, when 15,000 were put into service. During the 1920s, Harley-Davidson grew into the largest manufacturer in the world, and that momentum helped carry it through the Great Depression and into World War II. Postwar development and AMF ownership are also covered in detail, as well as the restructuring and revival of the brand in recent years. Whether you're a casual rider, racer, or restorer, Harley-Davidson enthusiasts will be sure to find something in this book for that next conversation with fellow hobbyists. This book will keep Harley-Davidson enthusiasts entertained for hours, and is a great edition to any motorcycling library. p.p1 {margin: 0.0px 0.0px 0.0px 0.0px; font: 12.0px Arial} **WALNECK'S CLASSIC CYCLE TRADER, OCTOBER 2007** Causey Enterprises, LLC

**HARLEY-DAVIDSON 2018 CALENDAR.** 2017

**Harley-Davidson Motor Company** Missy Scott 2008-08-30 It's 1901 and a guy named Harley has an idea. Put an engine on a bicycle. What? Outside his door, carts are still pulled by horses and autos are a rare sight. It's 1908 and a Harley-Davidson motorcycle sets a record by getting 188 miles to a gallon of gas. It's 1909 and the company introduces something new to its line: a V-twin cylinder engine. Fast forward to the 21st century, and the technical innovation hasn't stopped. But there's a lot more than just choppers in the mix. Examples: The Harley-Davidson racing team adds a seventeen-year-old girl to the roster. 250,000 people help celebrate Harley's 100th anniversary in Milwaukee, Wisconsin. And a museum devoted to the company's products opens up. Clearly, this is a company unlike any other. How did Harley do it? How did it go from making motorcycles to creating a Harley experience that puts hundreds of thousands of people aged sixteen to one hundred on the road traveling to events each year where they can meet company officials and other Harley riders? That's what this book is all about. In addition, the author offers special features that include a look at the colorful people associated with Harley, interesting trivia, a Harley-Davidson time line, a focus on products, a look at how the company treats its workers, what its detractors have to say, and where the company is headed. Honda may match Harley-Davidson for quality and perhaps innovation, but no one has matched the company for its ability to create 'buzz marketing' and turn casual riders into unofficial sales people. Harley-Davidson, it turns out, isn't just in the motorcycle business. As its mission statement points out, it's in the business of fulfilling dreams. This book documents how Harley-Davidson is a rare company in other ways: Its loyal workforce, for one thing, is guided by principles like trust and respect for the individual. For another, the company has made a superb effort to keep jobs in the United States, when it would be far cheaper and easier to use offshore labor. Teetering on the brink of bankruptcy in the early 1980s, Harley has roared back to capture the hearts of riders the world over, including the million-plus members of the Harley Owners Group (members are known, naturally, as HOGs). Harley-Davidson—a company that changed, and is changing, the world.

*Harley-Davidson® 2022* Editors of Motorbooks 2021-09-14 Harley-Davidson® 2022 offers 16 months of freedom machines from the world's most legendary motorcycle manufacturer. Produced in cooperation with Harley-Davidson®, this new Motorbooks wall calendar features Harley-Davidson's latest machines. Harley-Davidson® 2022 showcases stunning portraits of line-up favorites like Fat Bob®, Softail®, Sportster®, bespoke CVO™ tourers, and the all-new Pan America™ adventure bike. Harley-Davidson® has reigned as America's top motorcycle manufacturer for more than a century, and each month, Harley-Davidson® 2022 reminds riders and fans why.

**The Harley-Davidson Source Book** Mitch Bergeron 2020-05-12 The Harley-Davidson Source Book celebrates these iconic motorcycles in encyclopedia form. Rich with vivid photography, insightful commentary, and production specs and data, this is the #1 resource for die-hard Harley fans all around the world. When most people close their eyes and imagine a motorcycle, that motorcycle looks very much like a Harley-Davidson. That's because Harley builds the archetypal motorcycle, the mythic bike that exists beyond the input provided by our traditional senses. This is what the philosopher Kant called a priori knowledge, knowledge we can't learn but only intuit. That makes a Harley-Davidson the a priori motorcycle. The Harley-Davidson Motor Co. builds motorcycles that look the way the primordial biker inside each of us feels a motorcycle should be built. This is why Harley-Davidson defines the very word motorcycle for so many people. In The Harley-Davidson Source Book, acclaimed Harley-Davidson historian Mitch Bergeron covers every motorcycle the company has built, from the very first prototype to the Silent Gray Fellow to the latest CVO Electra Glides and Softails. They're all here—the Knucklehead, the Panhead, the Pea Shooter, the KR, the Sportster, the XR750, the Shovelhead, the Evolution, the Twin Cam, the V-Rod, and all the rest. An authoritative text by noted Harley-Davidson historian and journalist Mitchel Bergeron complemented by modern and period photography and archival marketing materials make this Harley reference complete. The Harley-Davidson Source Book showcases the most storied, celebrated, and downright wild motorcycles ever produced by the Motor Company. This is the ultimate encyclopedia of the ultimate motorcycle.

*Harley-Davidson* Greg Roza 2013-12-15 Every gearhead bike enthusiast will love this title for its rich history of the legacy brand known as Harley-Davidson. This title profiles some of the company's most iconic models, from the debut 1911 Model 7D to today's sleek and modern VRSCA V-Rod. Readers can immerse themselves in details such as horsepower, torque, transmission types, exhaust systems, wheelbase measurements, and speed. For more info, there is also a spec sheet on each model. The showroom-worthy images of each of these beautiful bikes make this book a must-read for anyone interested in the Harley legacy.

**Harley-Davidson** Peter Henshaw 2015-10-20 This illustrated guide is packed with interesting facts and follows the history of the famous Harley-Davidson company and the development of its famous bikes, which have earned a special place in the hearts of enthusiasts everywhere. The story dates from 1903 when Bill Harley and the Davidson brothers, with no thought of fame or fortune, decided to build a motorcycle that really worked. So successful was it, that it led to the gradual formation of a company that has survived through good times and bad. Through good times and bad, losing and winning back police contracts, as well as weathering various other vicissitudes, the company has achieved lasting success. In the end, Harley-Davidson came to the ultimate decision of giving its customers what they really wanted, not by providing year-on-year innovations, but by remaining true to the Founders' original concept. The result, as everyone knows, are bikes of mythic status, imbued with a mysterious quality of their own and generating a passion in enthusiasts amounting almost to a love affair. The name has come to personify America and is up there alongside Coca-Cola, Ford and McDonald's. The bikes are described in detail, not only in mechanical terms, but also with glorious photographs, and will be of interest to everyone who loves motorbikes: even aficionados of Japanese and European bikes, who have never even ridden a Harley-Davidson, will be able to recognize the unique marriage of style and nostalgia and the fact that there are no other bikes quite like them.

**Annual Report of the Commissioner of Patents** United States. Patent Office 1925 Prior to 1862, when the Department of Agriculture was established, the report on agriculture was prepared and published by the Commissioner of Patents, and forms volume or part of volume, of his annual reports, the first being that of 1840. Cf. Checklist of public documents ... Washington, 1895, p. 148.

**Harley-Davidson Twin Cam 88, 96 and 103 Models '99 to '10** Editors of Haynes Manuals 2014-08-01 With a Haynes manual, you can do it yourself...from simple maintenance to basic repairs. Haynes writes every book based on a complete teardown of the motorcycle. We learn the best ways to do a job and that makes it quicker, easier and cheaper for you. Our books have clear instructions and hundreds of photographs that show each step. Whether you are a beginner or a pro, you can save big with Haynes! --Step-by-step procedures --Easy-to-follow photos --Complete troubleshooting section --Valuable short cuts --Model history and pre-ride checks in color --Color spark plug diagnosis and wiring diagrams --Tools and workshop tips section in color Complete coverage for your Harley-Davidson Twin Cam 88 covering Softail (2000 thru 2010), Dyna Glide (1999 thru 2010), and Electra Glide/Road King and Road Glide (1999 thru 2010): --Routine Maintenance and servicing --Tune-up procedures --Engine, clutch and transmission repair --Cooling system --Fuel and exhaust --Ignition and electrical systems --Brakes, wheels and tires --Steering, suspension and final drive --Frame and bodywork --Wiring diagrams --Reference Section

**WALNECK'S CLASSIC CYCLE TRADER, FEBRUARY 2007** Causey Enterprises, LLC

**Profile of Organized Crime, Mid-Atlantic Region** United States. Congress. Senate. Committee on Governmental Affairs. Permanent Subcommittee on Investigations 1983

**Harley-Davidson Sportster/Buell Engine Hop-Up Guide** Kip Woodring 2003-04-01 From four-speed Evos to five-speed Buells, this book is the Bible for Sportster performance. Whether your intent is to improve the existing factory parts or install something from the aftermarket, author Kip Woodring explains not just which parts to buy, but why. Fourteen chapters cover: History, Planning, Exhaust, Induction, Ignition, Charging and Starting, Gearing, Valvetrain, Cams, Heads, Cylinders and Pistons, Flywheels, Oil, Transmissions and Clutches. Not just another hop-up manual, the Sportster/Buell Engine Hop Up Guide includes an in-depth analysis of important topics left out of other books. Issues like oil and oil friction, combustion-chamber design, camshaft trade-offs, valvegear weight and much more. Well illustrated, this black & white Sportster/Buell book from Wolfgang Publications includes over 200 illustrations on 144 pages.

**WALNECK'S CLASSIC CYCLE TRADER, JUNE 2001** Causey Enterprises, LLC

*Donny's Unauthorized Technical Guide to Harley Davidson 1936-2008* Donny Petersen 2007-10 Donny is the Winner of the 2012 International Book Awards. Donny Petersen offers workable solutions for whatever ails your 1999 to 2008 Harley-Davidson. Graphics, pictures, and charts guide the reader on a sure-footed journey to a thorough H-D Twin Cam understanding. Petersen's insight makes technical issues understandable even to the motorcycle novice in easy-to-understand language. The Secrecy Agreement Ya'll Ain't Gitten in der Boy! Dats were da secret stuff is. The cabby asked. Where ya'll going, boy. Juneau Ave, 3700 West Juneau Ave. I said. Wastin' yer time, boy. He admonished. Ya'll ain't gitten in der. Dats were dey do dat secret stuff You mean research and development? I volunteered. Ain't dat what I said boy! I will wait here. Got me a two-way trip, cuz you ain't gitten in. The old six-story building at 3700 West Juneau Ave. in Milwaukee looks exactly what it is, a pre World War II factory. It now houses H-D's corporate offices, normal and secret storage, and Harley-Davidson Archives. The modern Milwaukee factories are located on Pilgrim Road, which normally does not offer tours and the Capitol Drive Plant that does have public tours. It has a little Harley store, which has exclusive souvenirs only available there. Out front of the Juneau facility is a Harley's only parking lot with a No Cages Allowed sign. Surrounding this primo parking area are the less desirable parking areas for the cages (cars). The security in the lobby inside was strict. Enclosed in protective glass was a 1903 Harley-Davidson. It was gussied up to look better than it did back then. Its single-cylinder 3 HP belt-driven engine with no transmission contrasted greatly with the 95th anniversary Road King in the opposite corner. After this article was published in American Iron Magazine, Dr. Martin Rosenblum, the official Harley-Davidson historian wrote a letter to AIM asserting that I was incorrect and that the 1903 Harley was indeed totally original and identical to when manufactured. Dr. Rosenblum wrote, Thank you for the wonderful piece you wrote entitled Security at Juneau Ave. However, you made a serious error in referring to our 1903-04 Harley-Davidson as a replica. It is not. It is the real thing. Please inform your readers that we have Serial Number One in our lobby for the world to see just as it rolled out of the original factory. Dr. Martin Jack Rosenblum Harley-Davidson Archives Historian I replied 1903 Harley-Davidson that's been gussied up to look better than it did back then. I could tell the bike wasn't a replica but I commented to a factory worker who was conducting a tour that it sure was pretty. It was obviously nicer looking than it was in 1903. He laughed and said, It sure is. Donny Petersen. We disagree but Dr. Rosenblum is an authority on Harley-Davidson and did a wonderful job historically documenting the history of this venerable company. Harley-Davidson Secrecy and Security Returning to the lobby, opposite the 1903 H.D., the Harley emblazoned black leather furniture sat in the third corner nearest the door outside. A security guard sat at the front door beside the enclosed black check-in counter. Above him in orange neon was the Bar and Shield, Harley's symbol. After I identified myself, the secretary phoned the magic name I proffered and all of a sudden, I was okay. Wait for security. Sign in this book, wear this security tag while in the building, and turn it in when leaving. Cameras were prohibited. You must agree to random searches at any time. In addition, the legal department requires signing a confidentiality agreement. You are not allowed to discuss anything you see until June 25th. The date was March 18, 1998. Do you have any idea how hard it was not to discuss the Twin Cam Fathead for three whole months while all the people supposedly in the know give opinions about what the Factory was doing? H-D's top engineers taught us over the best part of a week. We have held each individual part in our hands, seen the