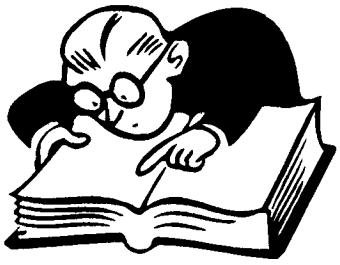

BULKY DOCUMENTS

(Exceeds 300 pages)

Proceeding/Serial No: 91177156

Filed: 07-16-2008

Title: Exhibits 23-38: Testimony Deposition of Scott Beck

Part 1 of 8

Processed by Duane Foster

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
BEFORE THE TRADEMARK TRIAL AND APPEAL BOARD

H-D MICHIGAN, INC., Opposer v. BRYAN BROEHM, Applicant.	Opposition No.: 91177156 Mark: Serial No.: 78896325 Filed: May 30, 2006

OPPOSER'S NOTICE OF FILING TESTIMONY OF SCOTT BECK AND EXHIBITS

Pursuant to Trademark Rules 2.123(h) and 2.125(a) and TBMP § 703.01, Opposer H-D Michigan, Inc. ("H-D Michigan") files the testimony of Scott Beck and accompanying Exhibits. Please note that Exhibits 7-9, 11-13, 40-41, and 59-61 have been marked as TRADE SECRET/COMMERCIALLY SENSITIVE, and are therefore filed under seal in accordance with the Board's Standardized Protective Agreement. In addition, the portions of the testimony set forth below are TRADE SECRET/COMMERCIALLY SENSITIVE and are also being filed under seal in accordance with the Board's Standardized Protective Agreement.

TRADE SECRET/COMMERCIALLY SENSITIVE Deposition Testimony:

Page:Line 91:20—92:1
Page:Line 94:17—94:21
Page:Line 96:21—99:2
Page:Line 100:16—103:16
Page:Line 104:22—106:9
Page:Line 147:22—149:3
Page:Line 152:4—155:16

TRADEMARK PROCESS
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TRADEMARK OFFICE

TRADE SECRET/COMMERCIALLY SENSITIVE Deposition Testimony:

Page:Line 192:17—193:12

Page:Line 194:14—195:1

Page:Line 195:13

A redacted copy of the testimony transcript of Mr. Beck and accompanying exhibits, including the signature page and errata sheet, have been previously served on Applicant.

Respectfully submitted,

Date: July 16, 2008

By: _____

David M. Kelly
Linda K. McLeod
Jonathan M. Gelchinsky

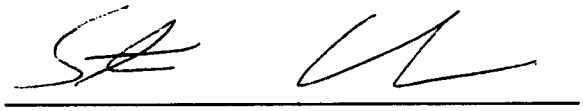
FINNEGAN, HENDERSON, FARABOW, GARRETT & DUNNER, L.L.P.
901 New York Avenue, N.W.
Washington, DC 20001-4413
Telephone: (202) 408-4000
Facsimile: (202) 408-4400

Attorneys for Opposer

CERTIFICATE OF SERVICE

I hereby certify that a true copy of the foregoing OPPOSER'S NOTICE OF FILING TESTIMONY OF SCOTT BECK AND EXHIBITS was served WITHOUT ATTACHMENTS by first class mail, postage prepaid, on this 16th day of July 2008, upon Bryan Broehm at the following address:

Bryan Broehm
331 Gazetta Way
West Palm Beach, FL 33413-1053



U.S. Trademark Opposition No. 91177156
H-D Michigan, Inc. v. Bryan Broehm
Serial No. 78896325

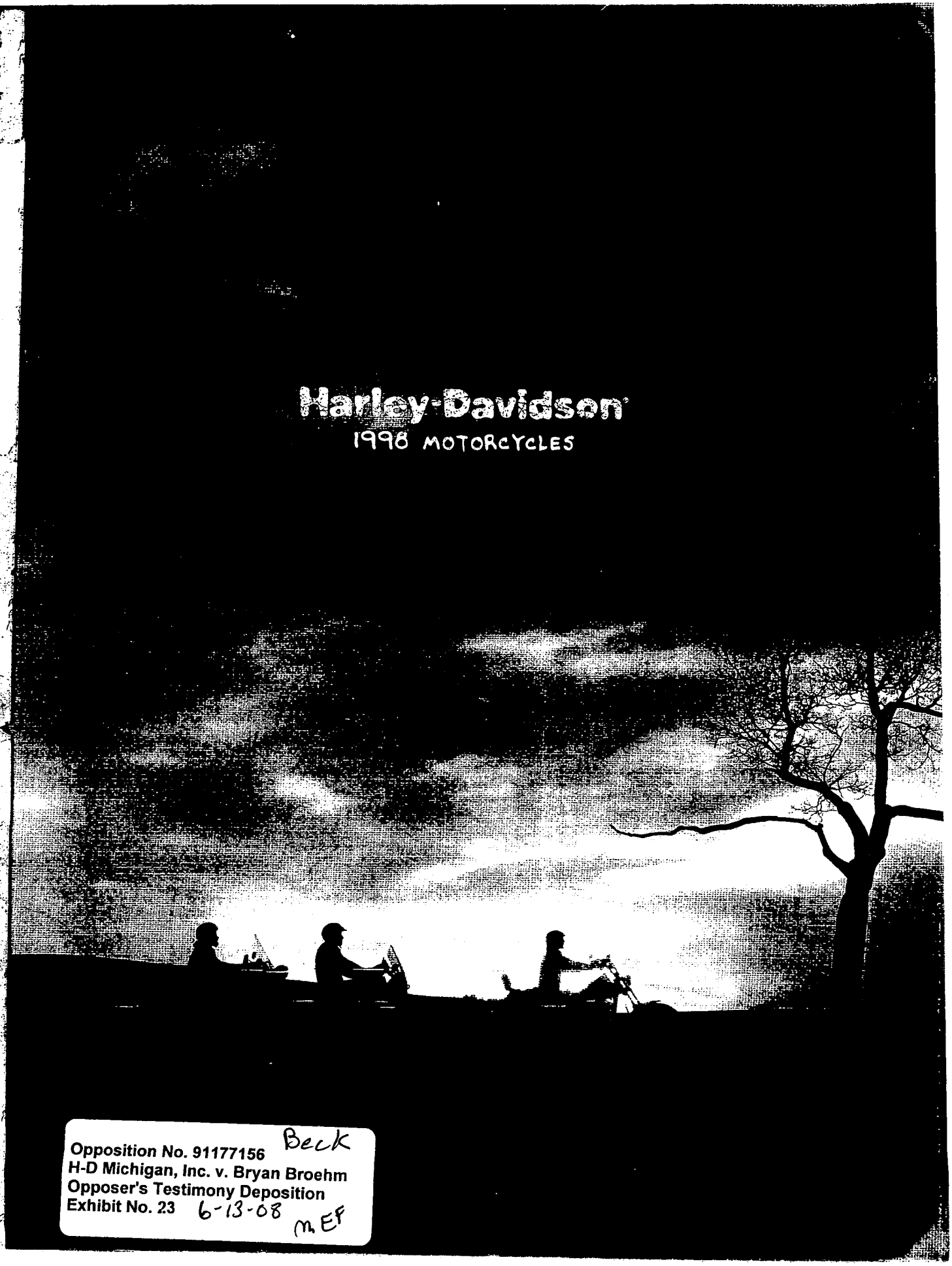
Mark:

Deposition of Scott Beck

Exhibit 23

Harley-Davidson

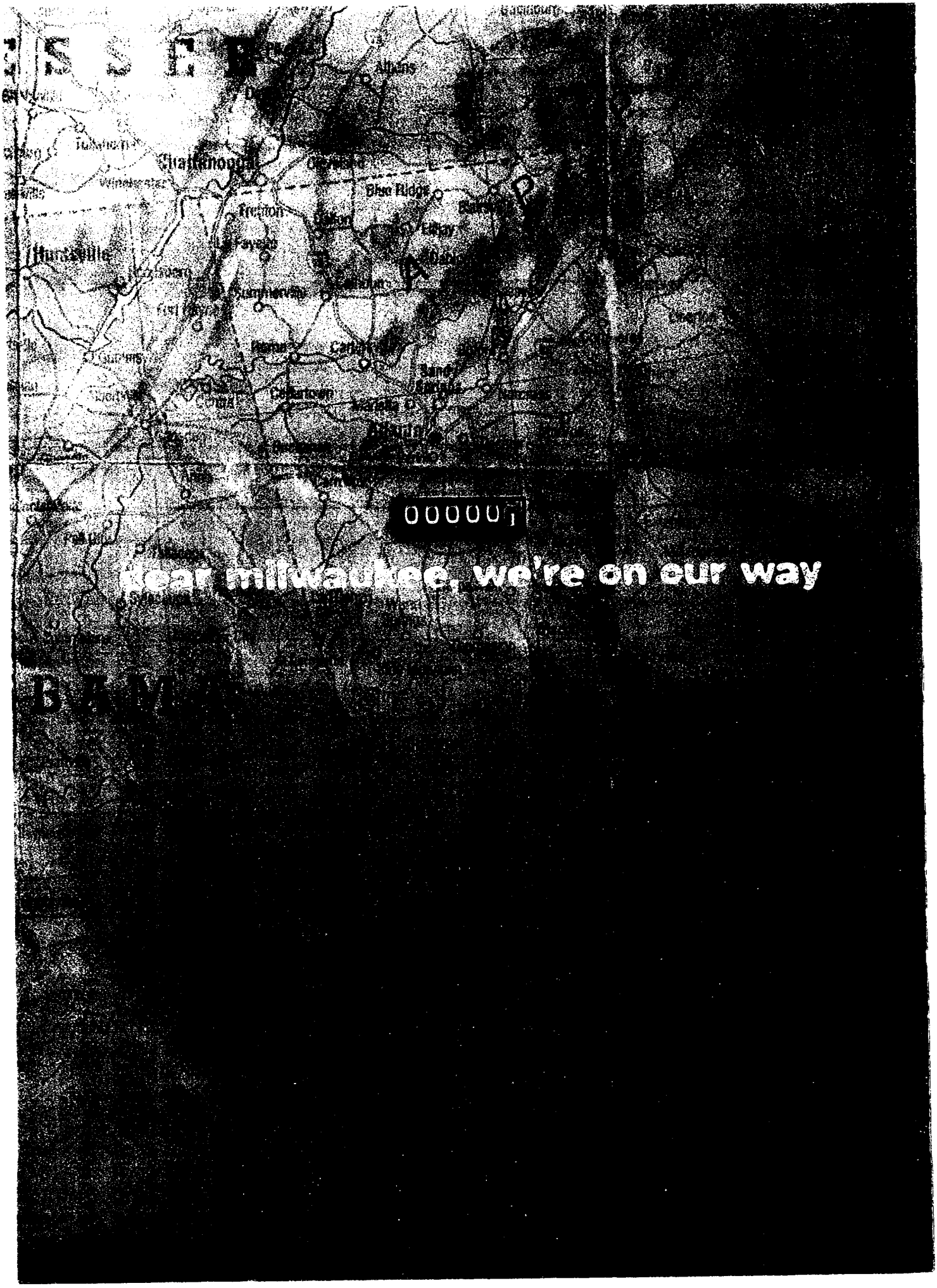
1998 MOTORCYCLES



Opposition No. 91177156 Beck
H-D Michigan, Inc. v. Bryan Broehm
Opposer's Testimony Deposition
Exhibit No. 23 6-13-08 MEF

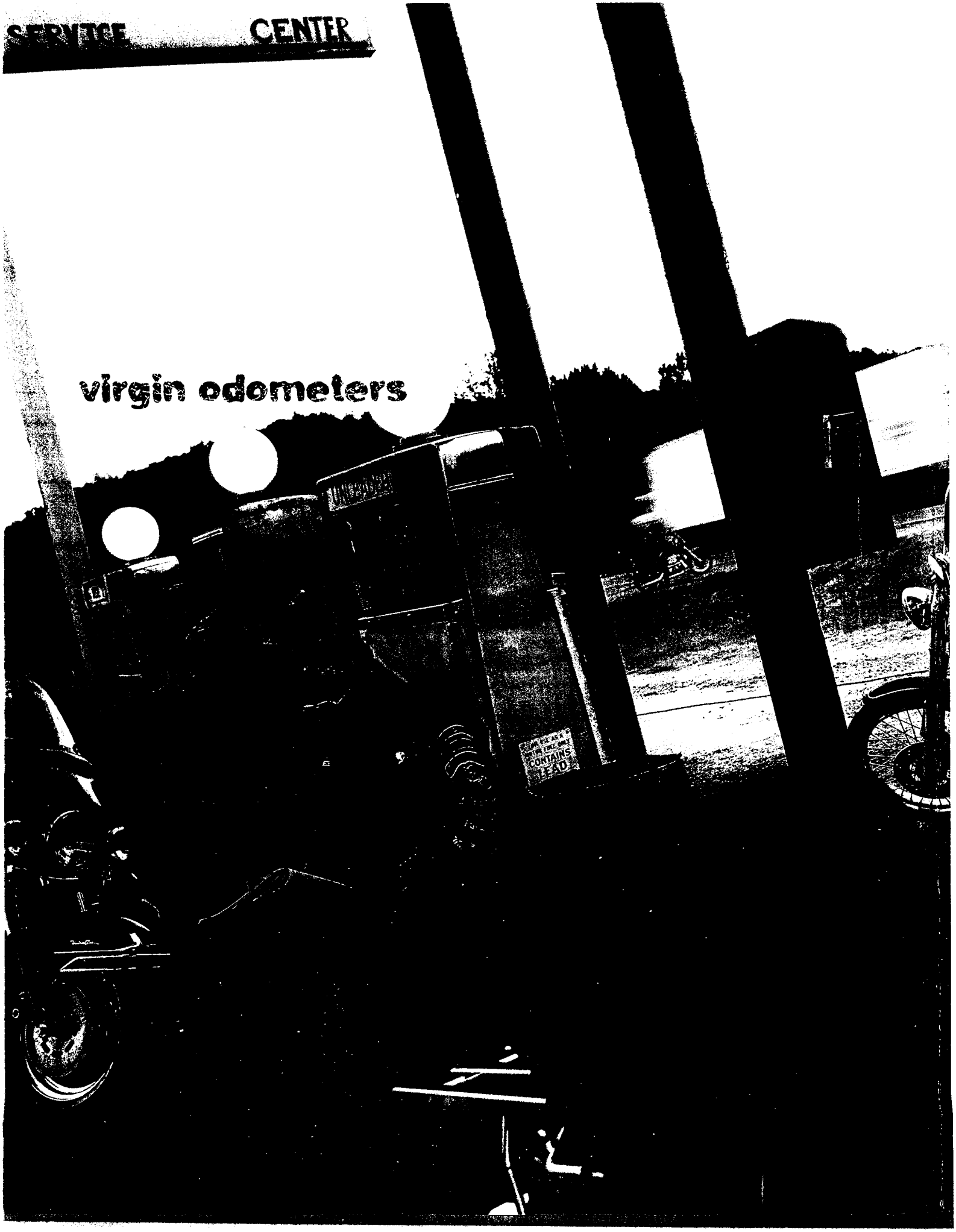
Ninety-five years ago William Harley and Arthur, Walter and William Davidson rolled the first motorcycle bearing their name out of a tiny Milwaukee shed. Then pointed it down the nearest available stretch of road. What their original 3hp engine set in motion continues to this day. From the first iron singles, on into legend. The family product has carried generations of riders off to satisfy the phantom restlessness that stirs inside each of us. And so in the ninety-fifth year of the Harley-Davidson motorcycle we make the trip once again. Different road. Same feeling of history. The idea is a run across half the continent, destination Milwaukee. It's a journey many riders will make this year to mark the event. It's a dream we've all had. The ocean behind us. The whole country ahead, laid out along a route derived from endless hours tracing crooked lines on dog-eared maps. The starting point is Daytona Beach. The route will take us up through a heartland steeped in riding heritage. We're out to experience firsthand the result of 95 years of Harley-Davidson. You're welcome to turn the page and come along.

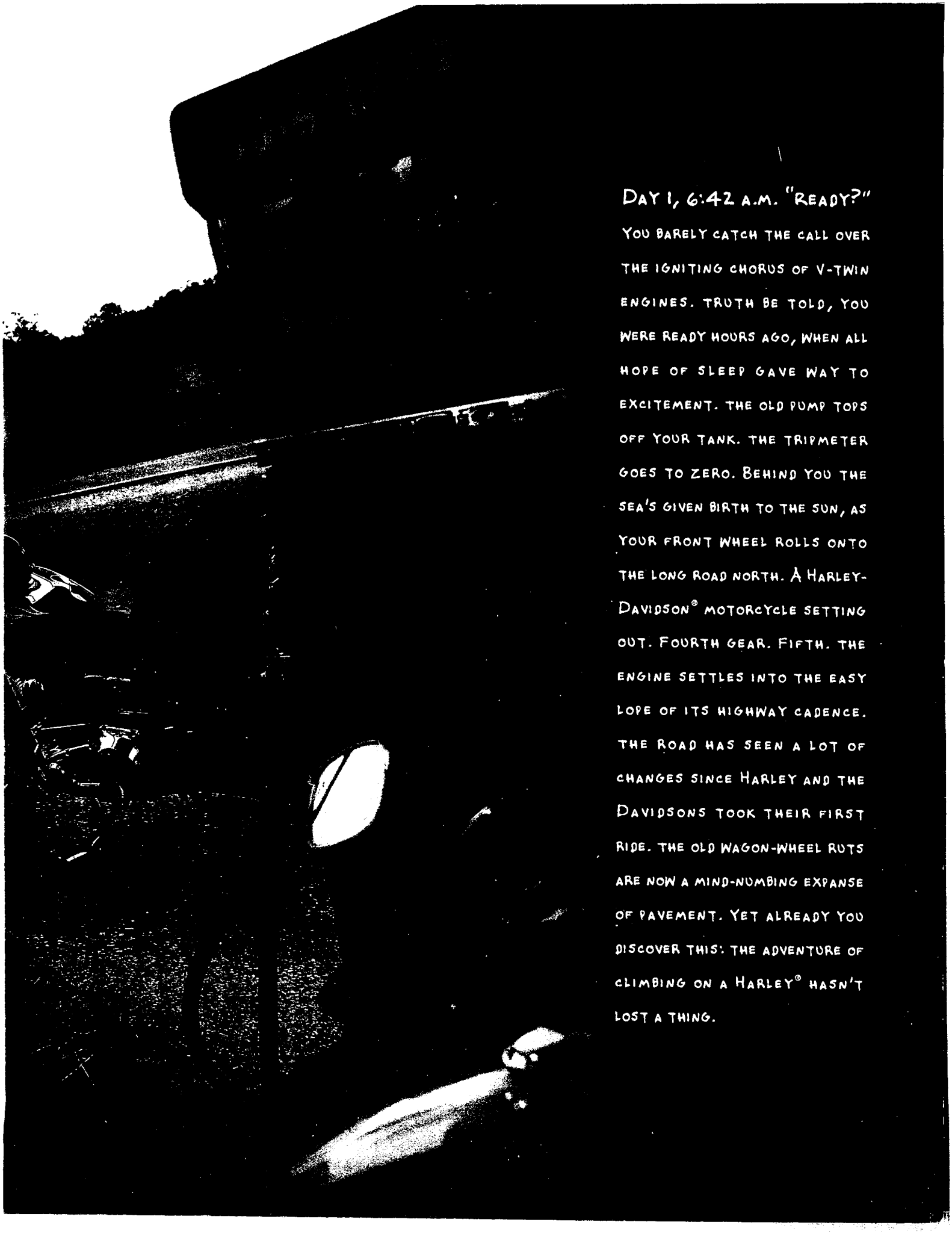
HARLEY-DAVIDSON


Athens
Blue Ridge
Huntsville
Cedartown
Marietta
000001
Dear milwaukee, we're on our way

SERVICE CENTER

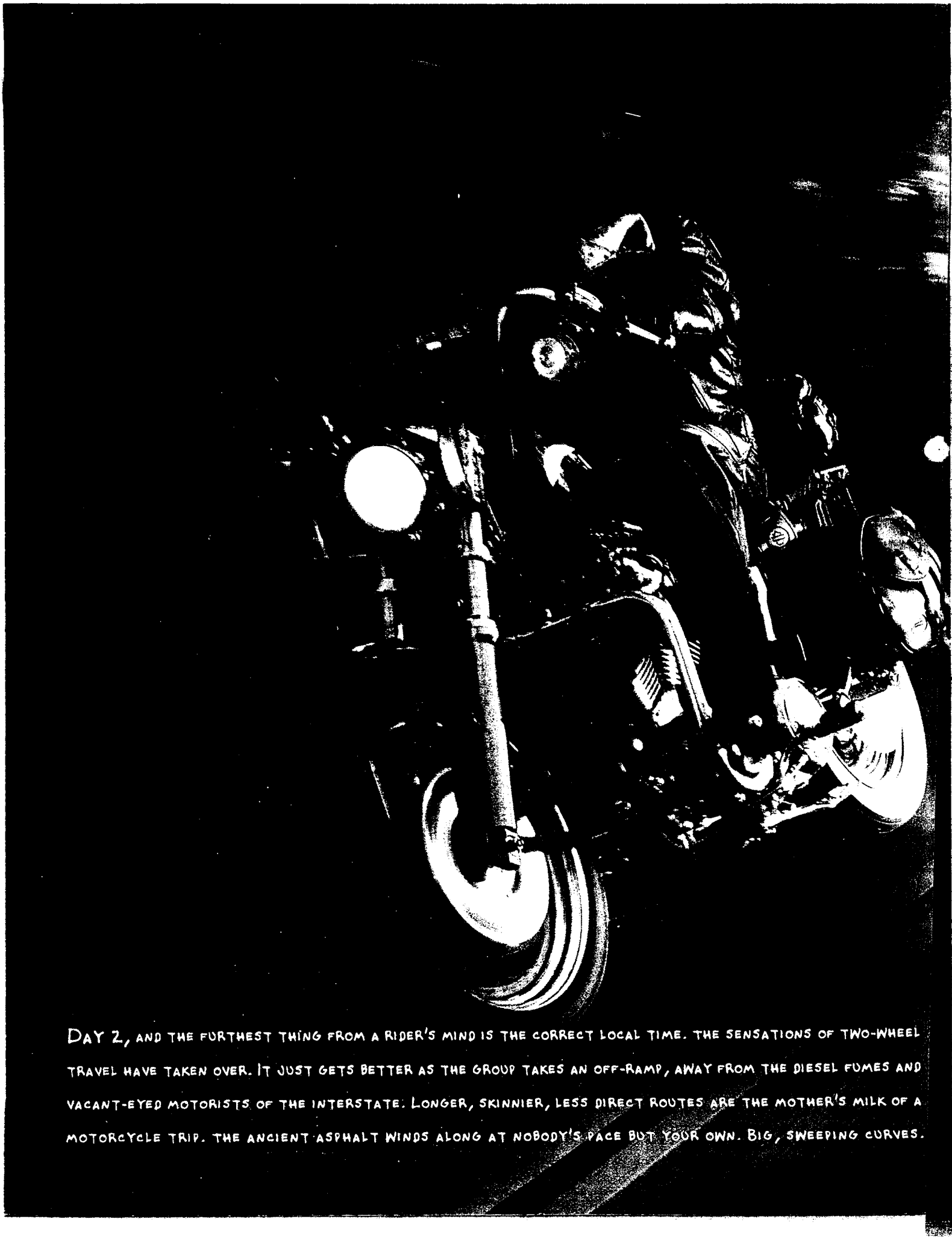
virgin odometers



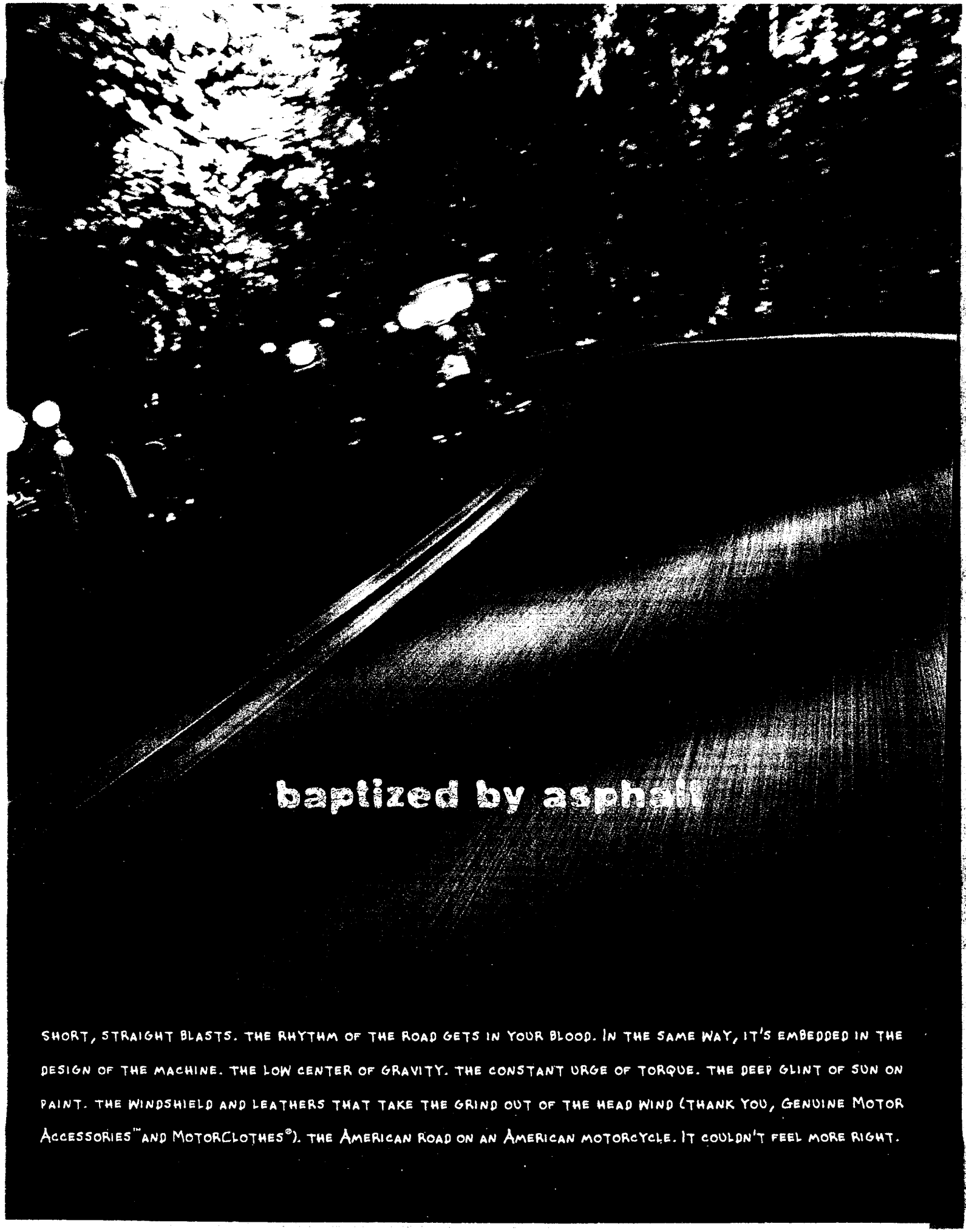


DAY 1, 6:42 A.M. "READY?"

YOU BARELY CATCH THE CALL OVER THE IGNITING CHORUS OF V-TWIN ENGINES. TRUTH BE TOLD, YOU WERE READY HOURS AGO, WHEN ALL HOPE OF SLEEP GAVE WAY TO EXCITEMENT. THE OLD PUMP TOPS OFF YOUR TANK. THE TRIPMETER GOES TO ZERO. BEHIND YOU THE SEA'S GIVEN BIRTH TO THE SUN, AS YOUR FRONT WHEEL ROLLS ONTO THE LONG ROAD NORTH. A HARLEY-DAVIDSON® MOTORCYCLE SETTING OUT. FOURTH GEAR. FIFTH. THE ENGINE SETTLES INTO THE EASY LOPE OF ITS HIGHWAY CADENCE. THE ROAD HAS SEEN A LOT OF CHANGES SINCE HARLEY AND THE DAVIDSONS TOOK THEIR FIRST RIDE. THE OLD WAGON-WHEEL RUTS ARE NOW A MIND-NUMBING EXPANSE OF PAVEMENT. YET ALREADY YOU DISCOVER THIS: THE ADVENTURE OF CLIMBING ON A HARLEY® HASN'T LOST A THING.



DAY 2, AND THE FURTHEST THING FROM A RIDER'S MIND IS THE CORRECT LOCAL TIME. THE SENSATIONS OF TWO-WHEEL TRAVEL HAVE TAKEN OVER. IT JUST GETS BETTER AS THE GROUP TAKES AN OFF-RAMP, AWAY FROM THE DIESEL FUMES AND VACANT-EYED MOTORISTS OF THE INTERSTATE. LONGER, SKINNIER, LESS DIRECT ROUTES ARE THE MOTHER'S MILK OF A MOTORCYCLE TRIP. THE ANCIENT ASPHALT WINDS ALONG AT NOBODY'S PACE BUT YOUR OWN. BIG, SWEEPING CURVES.

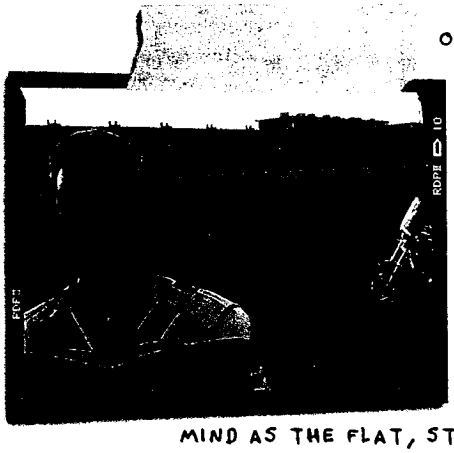


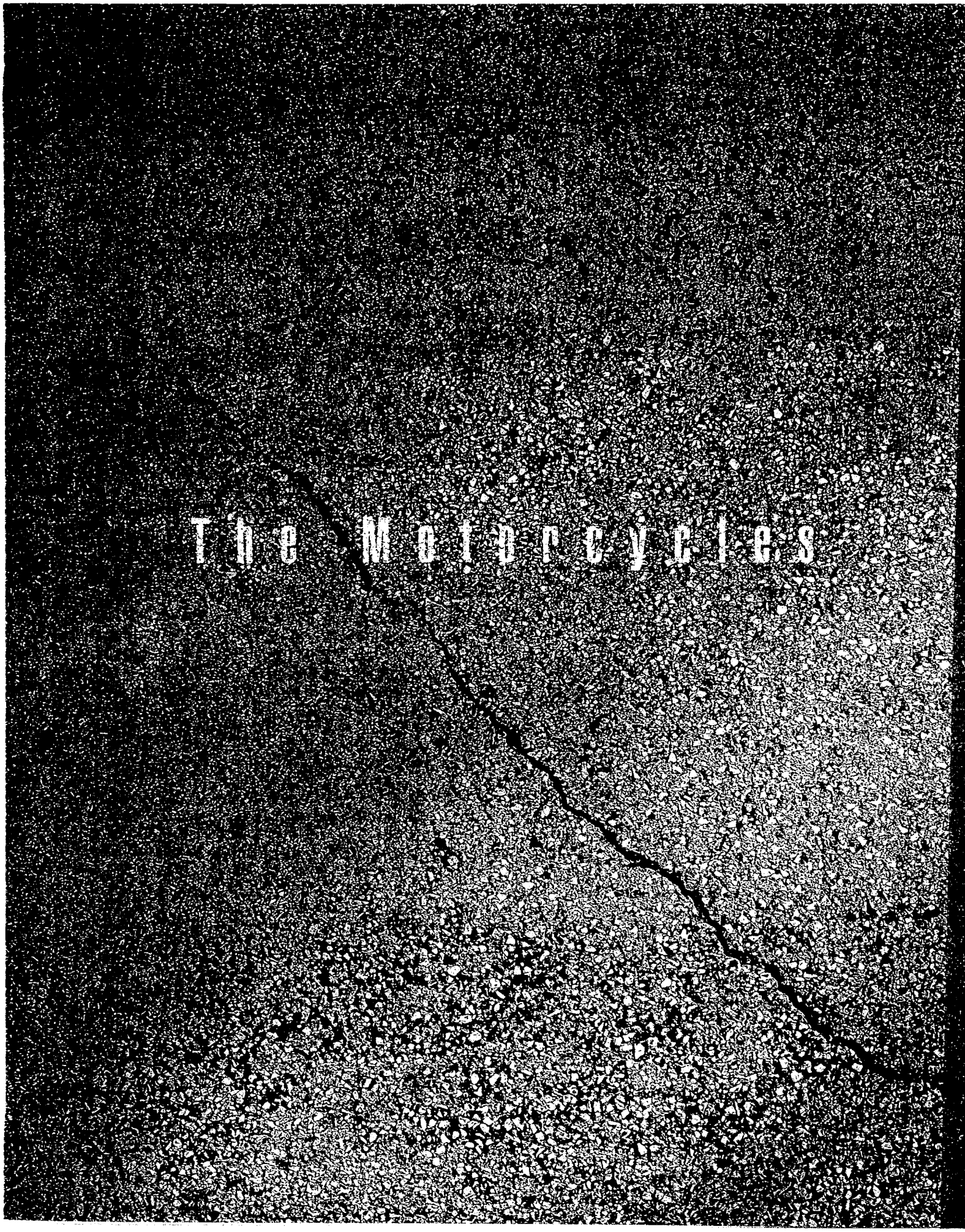
SHORT, STRAIGHT BLASTS. THE RHYTHM OF THE ROAD GETS IN YOUR BLOOD. IN THE SAME WAY, IT'S EMBEDDED IN THE DESIGN OF THE MACHINE. THE LOW CENTER OF GRAVITY. THE CONSTANT URGE OF TORQUE. THE DEEP GLINT OF SUN ON PAINT. THE WINDSHIELD AND LEATHERS THAT TAKE THE GRIND OUT OF THE HEAD WIND (THANK YOU, GENUINE MOTOR ACCESSORIES™ AND MOTORCLOTHES®). THE AMERICAN ROAD ON AN AMERICAN MOTORCYCLE. IT COULDN'T FEEL MORE RIGHT.

1800 MILES TO GO AND NO CLEAN SOCKS
BOTTSTOWN

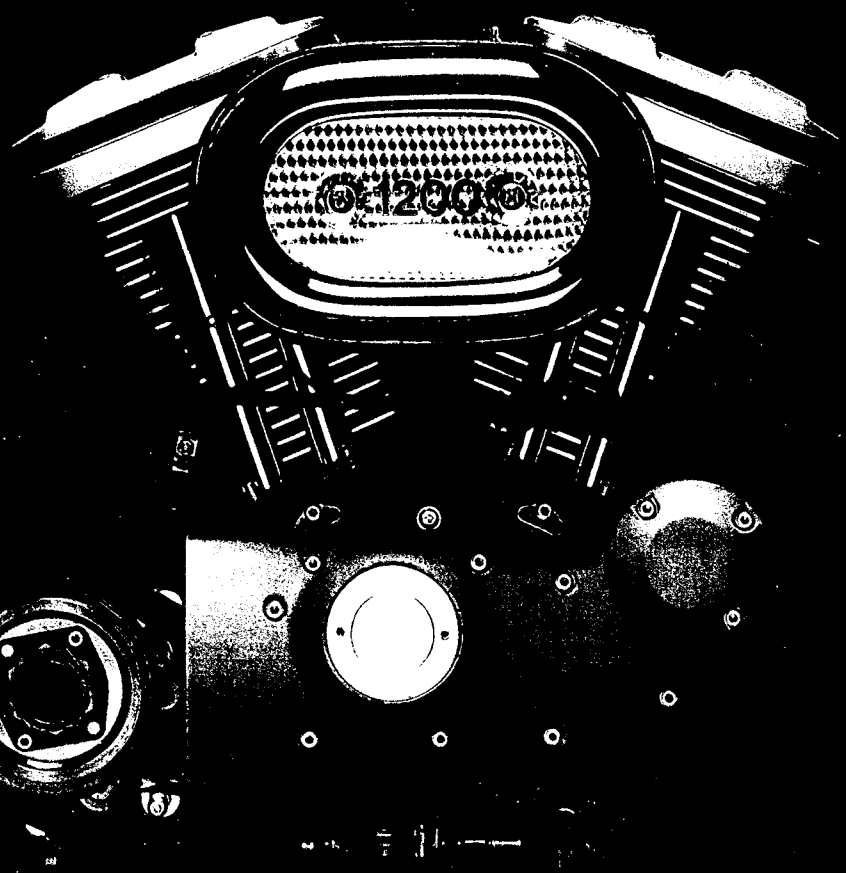
DAY 3, 8:20 A.M. LIKE THE DAY BEFORE, IT STARTS THE MOMENT YOU OPEN YOUR EYES. BREAKFAST CAN WAIT. THE COOL SLAP OF THE MORNING AIR IS ALL THE WAKE-UP CALL YOU NEED. THE SMALL TOWNS THAT POPULATE THE LANDSCAPE ARE MARKED BY CHURCH STEEPLES INSTEAD OF FAST FOOD SIGNS. A ROADSIDE DINER SERVES GRITS AND COUNTRY HAM (SALTY!). THERE IS NOTHING ELSE LIKE SEEING THE COUNTRY ON A HARLEY-DAVIDSON® MOTORCYCLE. YOU DON'T JUST WATCH AMERICA ROLL BY. YOU'RE ASTRIDE A PIECE OF IT. ORIGINAL AND UNCOMPROMISED. YET THE BIKE HAS BEEN CONTINUALLY REFINED. THAT IS WHAT MAKES A HARLEY® SO DISTINCTIVE. IT'S NEVER LOST SIGHT OF THE GOOD THINGS FROM THE PAST. IT'S NEVER STOPPED MOVING AHEAD. EXAMPLES OF THIS ARE EVERYWHERE IN THE 1998 MOTORCYCLES. FOUR DECADES OF BRUTE STREET PERFORMANCE GET A WILD UPGRADE IN THE NEW XL™ 1200S SPORTSTER® 1200 SPORT.™ TOURING RIDERS GET TREATED TO NEW CUSTOM STYLING TO GO WITH LAST YEAR'S LOWERED SEAT HEIGHT AND IMPROVED RIDE, IN THE FORM OF THE NEW FLTR™ ROAD GLIDE™. A MID-AFTERNOON STOP BRINGS YOU TO THE PLACE ALL SUCH REFINEMENTS MUST SURVIVE BEFORE BECOMING PART OF A HARLEY. THE SUPERSPEEDWAY AT TALLADEGA, ALABAMA. HOME OF THE HARLEY-DAVIDSON TEST FACILITY. AS SPECIAL TEST RIDER DALE "MAX" EVITTS SHOWS THE GROUP AROUND, IT'S AMAZING TO SEE THE LEVEL OF TESTING THAT GOES INTO EACH MOTORCYCLE AND ACCESSORY. THERE'S EVEN A GROUP CHECKING SOUND QUALITY ON A NEW FL RADIO. NO DETAIL IS TOO SMALL. FINALLY IT'S TIME TO HIT THE ROAD AGAIN, NORTH TO TENNESSEE. NONE OF THIS IS WHAT OCCUPIES THE MIND AS THE FLAT, STRAIGHT HIGHWAY GIVES WAY TO ROLLING HILLS. OVERHEAD A SOLITARY HAWK GLIDES, RIDING THE WIND. FOR MILES, IT FEELS LIKE YOU'RE DOING THE SAME THING YOURSELF.

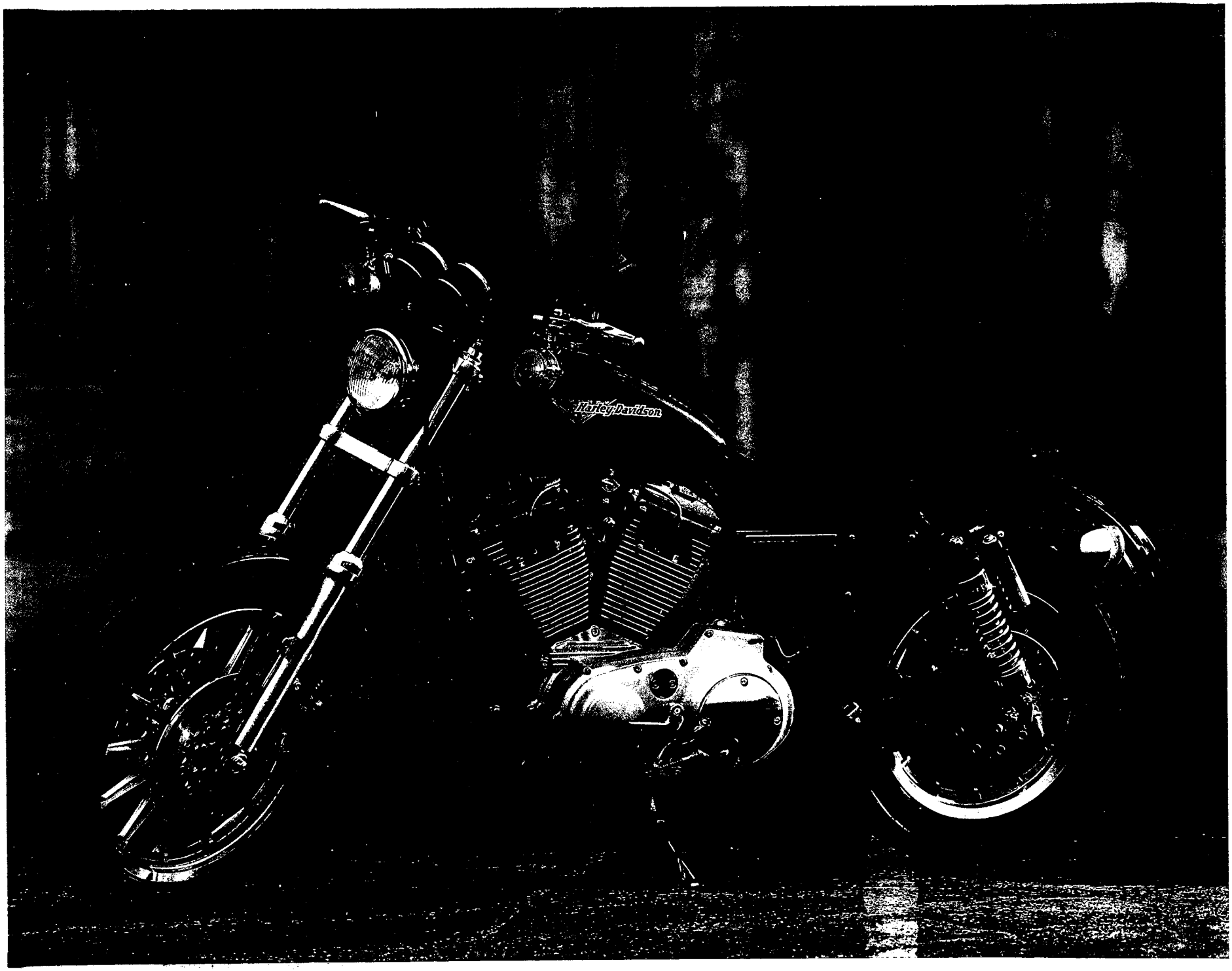
how much of the country can you see before breakfast?




The Motorcycles

It doesn't matter whether you're riding across the country, or rocketing to the next stoplight. A Harley-Davidson gets right to the heart of the experience. Two wheels and a fistful of engine. We have a passion for that basic combination that few others understand. To see how far we can take it, check out the engine powering this year's XL™ 1200S Sportster® 1200 Sport.™ It's the newest Harley-Davidson V-twin, and once again the powertrain engineers in Milwaukee have done their homework. High-compression dual spark plug cylinder heads are just the most noticeable feature of the engine. Twist the throttle and one more thing becomes clear. There's a healthy boost in performance, as measured by the legendary Sportster torque. Head off into the next pages and you'll see all the directions we've taken the 1998 motorcycles. Enjoy the postcards.




Harley-Davidson

XL™ 1200S SPORTSTER® 1200 SPORT™

If you can't decide whether the latest XL™ 1200S Sportster® is an eyeful with an engine upgrade, or a performance bike with new nasty-as-sin styling, you've got the right idea. The bike is altered inside and out for '98. The Sport™ made its debut two years ago with a suspension unlike anything ever attached to a stock, street-legal Harley.® The cartridge-type damper valves on the front fork and gas reservoir shocks on the rear gave a new edge to the agile Sportster ride. Then we went further, making their pre-load, compression and rebound adjustable. Riders could dial in the bike's responsiveness any way the road ahead required. It produced the kind of feeling a rider can never get enough of. So for '98 we went to work on the engine. Powertrain engineers raised compression. The cams are new. There's a second spark plug on top of each cylinder, breathing in more fire. The ignition is upgraded to a single fire design (no wasted spark), with timing cued by engine load and RPM sensors to precisely match demand on the engine. If it all sounds like daunting technology, just try the throttle. It gets down to earth in a hurry. The engine lays down a broad band of usable torque like you've never felt before. Of course, a quick bike is a waste if you're ashamed to be seen on it. From the start, Styling worked with Engineering to create the 1998 Sport. The goal was to add performance without losing the famous profile of a Sportster. The end result is a knockout. The new ignition components fit in right, with just enough accent color. Select parts of the engine get a silver powder coat that looks for all the world like a custom bead-blast finish. Just about everything else is black on black. The handlebar. The mirrors. The headlight eyebrow. The new low-profile custom seat. The lean, mean, street fighting image of the original Sportster is back, in spades. Like all '98 XL models, the Sport also gets an improved oil pump, and new hassle-free fuse box tucked under the side cover (it includes an electronic diagnostics plug on the Sport). Adding to the bike's control are sticky performance-compound Dunlop® tires and floating disc brakes. All the better to serve up any stretch of pavement just the way you like it.

Length (IN./CM)	88.5/224.79
Seat Height (IN./CM)[1]	28.0/71.12
Ground Clearance (IN./CM)	6.7/17.02
Rake/Trail (°/IN.)	29.6/4.60
Wheelbase (IN./CM)	60.2/152.91
Dry Weight (LBS./KG)	501/227.25
Engine	OHV V-Twin® Evolution™
Bore x Stroke (IN.)	3.498 x 3.812
Displacement (CU. IN./CC)	73.20/1200
Compression Ratio	10.0:1
Fuel System	Carburetor
Oil Capacity (U.S. QTS.)	3
Fuel Capacity (U.S. GALS.) (Includes reserve)	3.3
Exhaust System	Staggered shorty duals
Primary Drive	Triple-row chain
Gear Ratios (Overall)	1st: 9.047 2nd: 6.629 3rd: 4.823 4th: 3.973 5th: 3.366
Torque (FT. LBS. @ RPMS)	78.0 @ 4000 rpm
Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20 dual floating disc/ 11.5 x .23 floating disc
Braking (Maximum Loaded Vehicle WT.)	160 ft. @ 60 mph 48.8m @ 96.60 kmph
Tire Size (Front, Rear)	100/90-19 51V, 130/90-16 64V
Wheels	13 spoke silver painted aluminum cast
Miles Per Gallon[2]	52 hwy./45 city
Lean Angles Per SAE J1168 (Right/Left)	37°/37.5°
Instruments	Electronic speedometer with odometer and resettable trip meter tach
Color Options[3]	Vivid black

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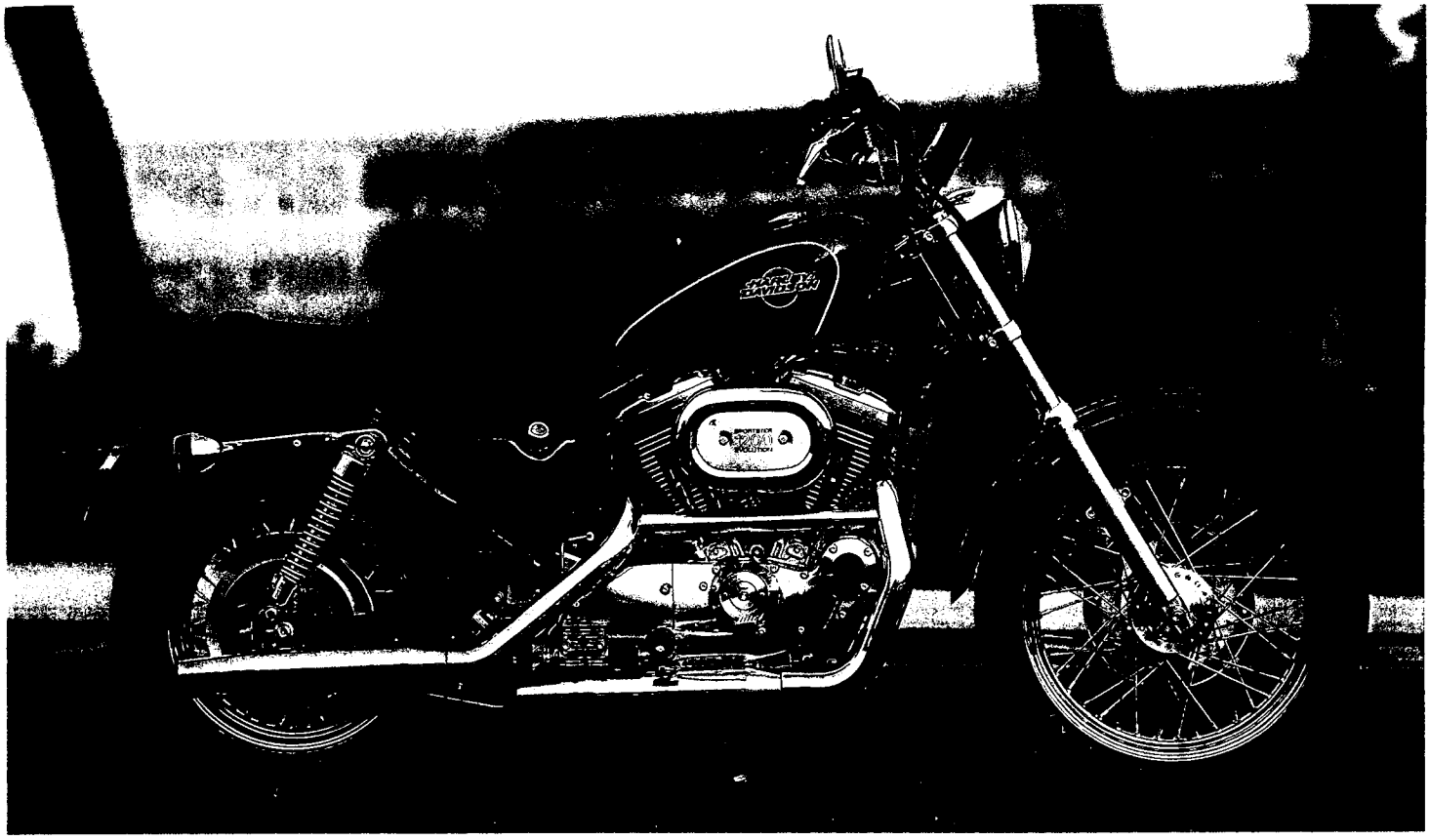
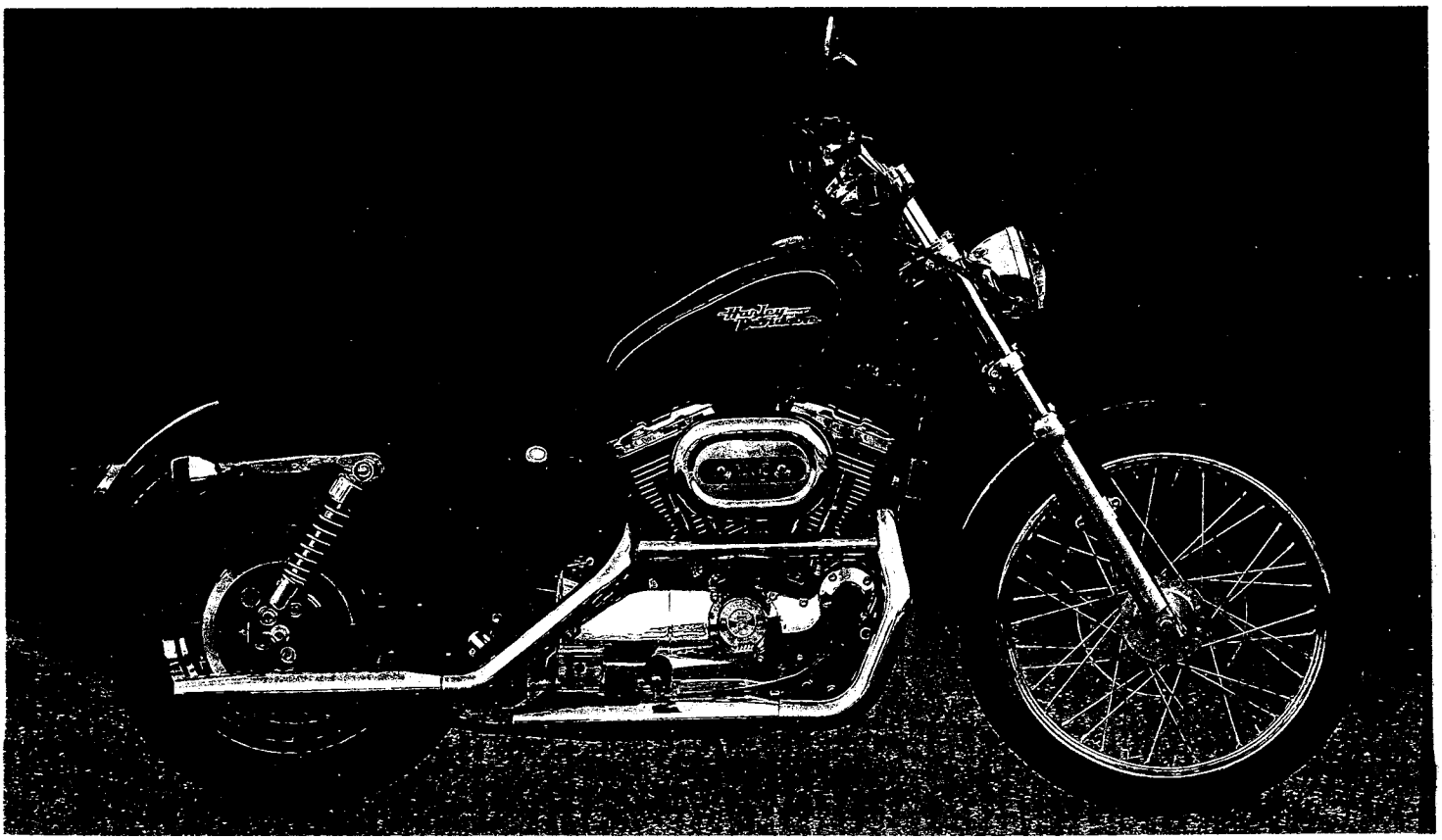
1 Measurement reflects 180# operator weight. 2 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary. 3 Availability of colors may vary from dealer to dealer and is subject to change without notice. All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath; and twelve-month, unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions. We reserve the right to discontinue models or change specifications at any time without incurring any obligations. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only. Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.

FRIEDA DESIGNS CYCLE PRODUCTS



XLH™ SPORTSTER® 1200™ MILWAUKEE, WI '98



XL™ 1200C SPORTSTER® 1200 CUSTOM™ MILWAUKEE, WI '98

XLH™ SPORTSTER® 1200

Anyone who rides a Sportster® knows what it's like to just get out and go. Put some quick miles between you and *everyday life.* With the Sportster 1200, nothing gets in the way of the experience. The big, meaty power of the 1200cc Evolution® V-twin is right there, urging you on. The styling is classic Sportster, pure and unadorned. A pullback buck-horn handlebar. A narrow 3.3 gallon fuel tank to put just enough distance between stops. The shorty dual exhaust. There's a two-up seat and grab strap in case you want to share the fun (it converts to solo in case you don't). A more compact ignition module is new. The 1200. Enough Sportster to make anyone grin. *Vehicle shown with laced wheel option.

Length (IN./CM)	88.1/223.77
Seat Height (IN./CM)[2]	28.9/73.41
Ground Clearance (IN./CM)	6.7/17.02
Rake/Trail (°/IN.)	29.6/4.60
Wheelbase (IN./CM)	60.0/152.40
Dry Weight (LBS./KG)	491/222.71
Engine	OHV V-® Evolution®
Bore x Stroke (IN.)	3.498 x 3.812
Displacement (CU. IN./CC)	73.20/1200
Compression Ratio	9.0:1
Fuel System	Carburetor
Oil Capacity (U.S. QTS.)	3
Fuel Capacity (U.S. GALS.) (Includes reserve)	3.3
Exhaust System	Staggered shorty duals
Primary Drive	Triple-row chain
Gear Ratios (Overall)	1st: 9.047 2nd: 6.629 3rd: 4.823 4th: 3.973 5th: 3.366
Torque (FT. LBS. @ RPMS)	71.0 @ 4000 rpm
Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20/ 11.5 x .23
Braking (Maximum Loaded Vehicle WT.)	160 ft. @ 60 mph 48.8m @ 96.60 kmph
Tire Size (Front, Rear)	100/90-19, 130/90HB 16
Wheels	13 spoke black painted cast (laced option)
Miles Per Gallon[3]	52 hwy./45 city
Lean Angles Per SAE J1168 (Right/Left)	37°/37°
Instruments	Electronic speedometer with odometer and resettable trip meter; electronic tach
Color Options[4]	Vivid black; violet pearl; lazer red pearl; sinister blue pearl; 2-tone lazer red & black

HARLEY-DAVIDSON® MOTORCYCLES · 98

Place Stamp Here

1 Model not available in all markets. 2 Measurement reflects 180# operator weight. 3 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary. 4 Availability of colors may vary from dealer to dealer and is subject to change without notice. All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath; and twelve-month, unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions. We reserve the right to discontinue models or change specifications at any time without incurring any obligations. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only. Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.

XL™ 1200C SPORTSTER® 1200 CUSTOM™

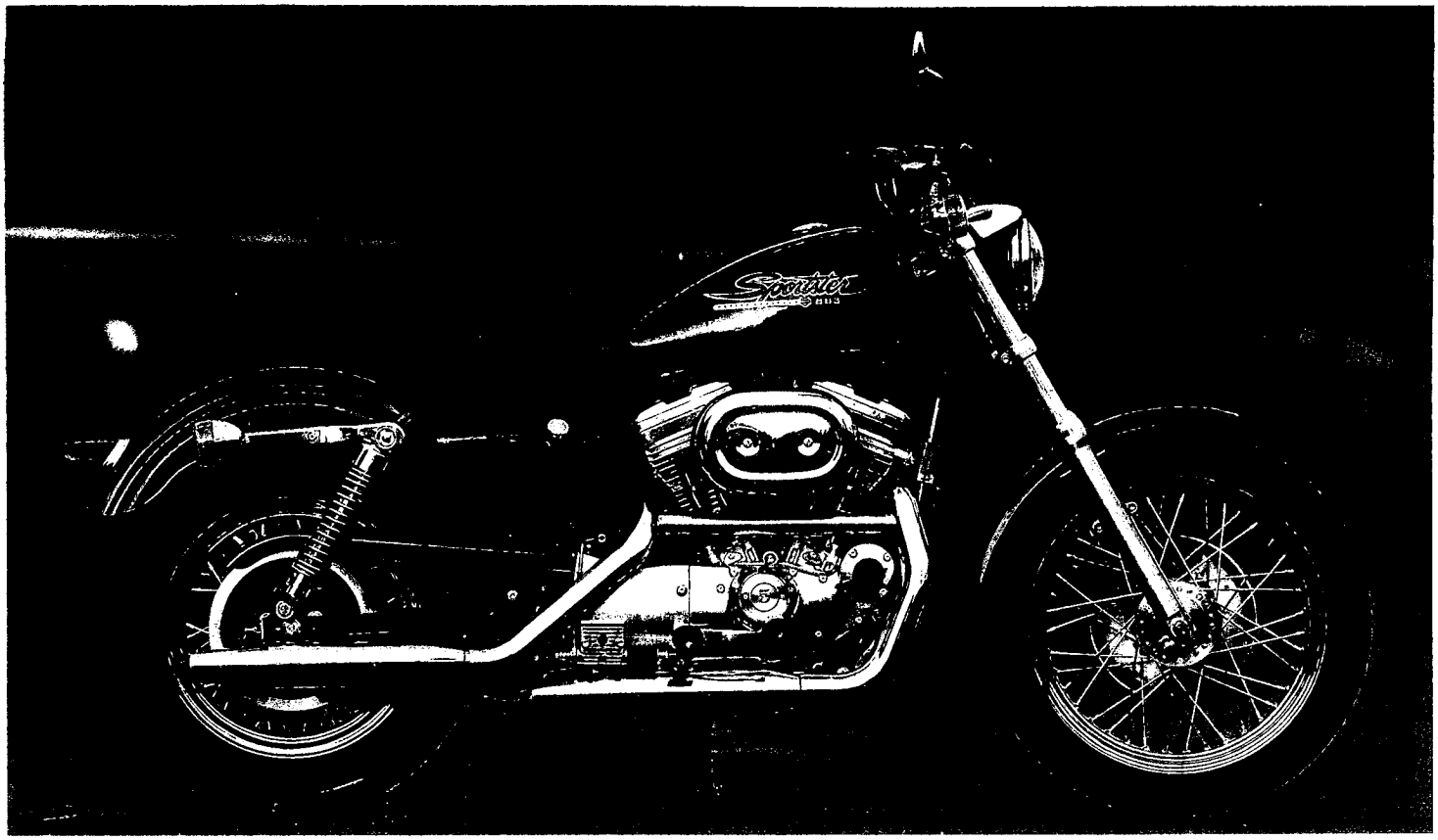
Leave it to a Sportster® to look this good without spending its life parked behind a braided rope. Performance on the street is what made the Sportster, and it's what the Custom™ is all about. The unique handlebar and riser accent the hard-hitting Sportster profile. Same with the bullet headlight. The lone speedo. The suspension is lowered. The 21" laced front wheel and slotted disc rear wheel have floating disc brakes. There's a compact new ignition. And at the center of attention, a 1200cc chrome and black Evolution® V-twin. To top it off, we're offering a limited, numbered Anniversary Edition™ finish, each carrying a 95-year cloisonné emblem on the tank.

Length (IN./CM)	88.0/223.52
Seat Height (IN./CM)[2]	27.12/68.88
Ground Clearance (IN./CM)	4.7/11.94
Rake/Trail (°/IN.)	30.1/4.70
Wheelbase (IN./CM)	59.0/149.86
Dry Weight (LBS./KG)	491/222.71
Engine	OHV V-® Evolution®
Bore x Stroke (IN.)	3.498 x 3.812
Displacement (CU. IN./CC)	73.20/1200
Compression Ratio	9.0:1
Fuel System	Carburetor
Oil Capacity (U.S. QTS.)	3
Fuel Capacity (U.S. GALS.) (Includes reserve)	3.3
Exhaust System	Staggered shorty duals
Primary Drive	Triple-row chain
Gear Ratios (Overall)	1st: 9.047 2nd: 6.629 3rd: 4.823 4th: 3.973 5th: 3.366
Torque (FT. LBS. @ RPMS)	71.0 @ 4000 rpm
Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20 floating disc/ 11.5 x .23 floating disc
Braking (Maximum Loaded Vehicle WT.)	160 ft. @ 60 mph 48.8m @ 96.60 kmph
Tire Size (Front, Rear)	MH90-21, MT90 B16
Wheels	Front laced, rear disc
Miles Per Gallon[3]	52 hwy./45 city
Lean Angles Per SAE J1168 (Right/Left)	35°/33°
Instruments	Electronic speedometer with odometer and resettable trip meter
Color Options[4]	Vivid black; violet pearl; lazer red pearl; sinister blue pearl; 2-tone lazer red & black; Anniversary Edition™ 2-tone midnight red & champagne pearl

HARLEY-DAVIDSON® MOTORCYCLES · 98

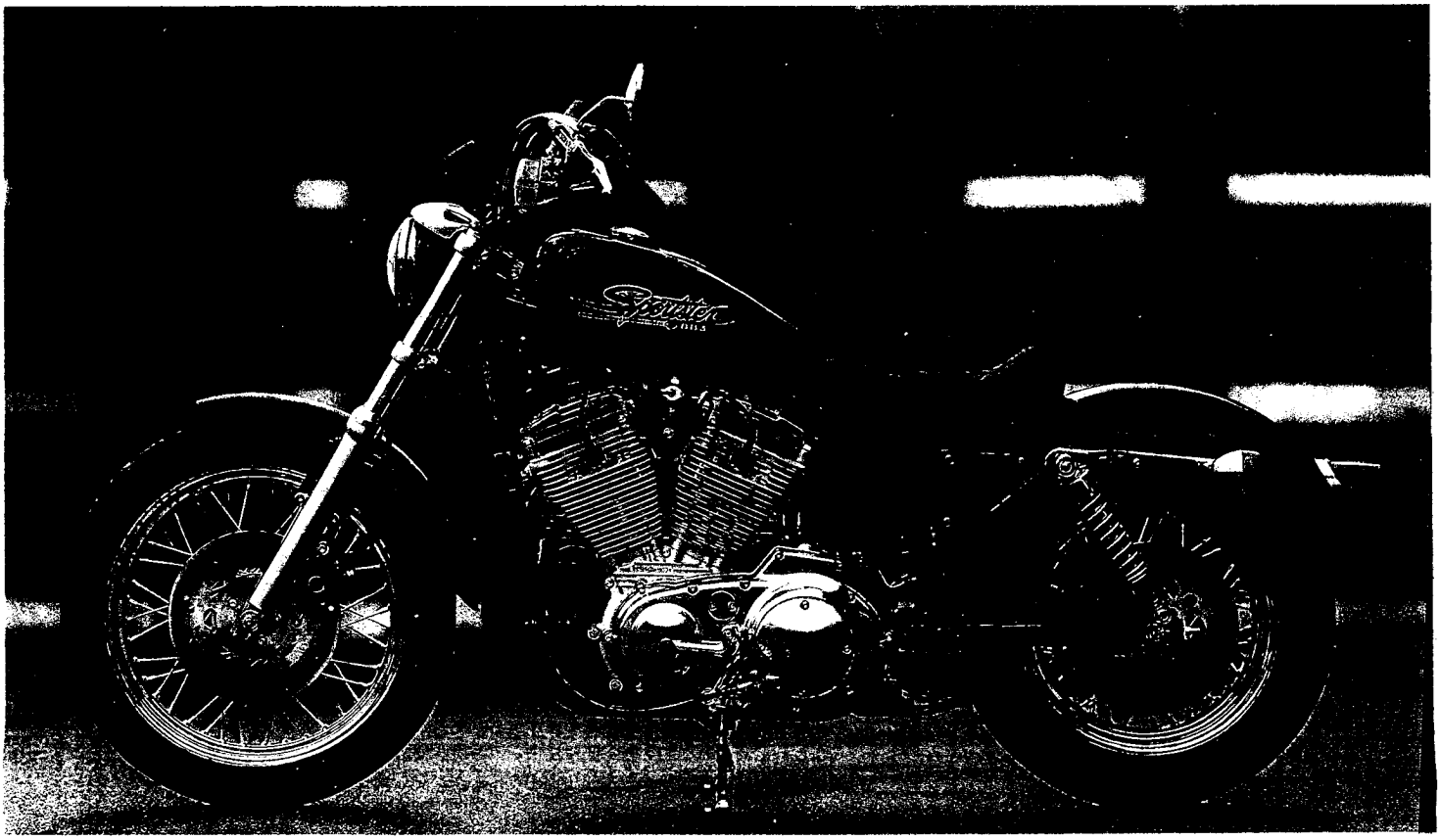
Place Stamp Here

1 Measurement reflects 180# operator weight. 2 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary. 3 Availability of colors may vary from dealer to dealer and is subject to change without notice. All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath; and twelve-month, unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions. We reserve the right to discontinue models or change specifications at any time without incurring any obligations. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only. Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.



XLH™ SPORTSTER® 883*

MILWAUKEE, WI '98



XLH™ SPORTSTER® 883 HUGGER®*

MILWAUKEE, WI '98

XLH™ SPORTSTER® 883

The XLH™ 883 is a perfect example of what happens when a motorcycle manufacturer refuses to give in to the trend of the moment. And sets out instead to build something timeless. The feeling you get from an 883cc Evolution® V-twin just does not go out of style. It never will. It's perfectly matched by the straight-ahead look of the XLH. Solo seat. Low-rise handlebar. Shorty dual exhaust. The classic shape of the 3.3 gallon tank. The style will never be duplicated, it can only be refined (including this year's upgrades to the ignition and fuse systems). The Sportster® 883. When you get the basics this right, you just don't need a whole lot more. *Vehicle shown with laced wheel option.

Length (IN./CM)	88.1/223.77	Fuel Capacity (U.S. GALS.) (Includes reserve)	3.3	Wheels	13 spoke cast (laced option)
Seat Height (IN./CM)[1]	28.0/71.12	Exhaust System	Staggered shorty duals	Miles Per Gallon[2]	57 hwy./48 city
Ground Clearance (IN./CM)	6.7/17.02	Primary Drive	Triple-row chain	Lean Angles Per SAE J1168 (Right/Left)	37°/37°
Rake/Trail (°/IN.)	29.6/4.60	Gear Ratios (Overall)	1st: 9.717 2nd: 7.120 3rd: 5.180 4th: 4.267 5th: 3.615	Instruments	Speedometer with odometer and resettable trip meter
Wheelbase (IN./CM)	60.0/152.40	Torque (FT. LBS. @ RPMS)	52.0 @ 4500 rpm	Color Options[3]	Vivid black; lazer red pearl; sinister blue pearl
Dry Weight (LBS./KG)	489/221.81	Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20/ 11.5 x .23		
Engine	OHV V-Twin Evolution™	Braking (Maximum Loaded Vehicle WT.)	160 ft. @ 60 mph 48.00m @ 96.60 kmph		
Bore x Stroke (IN.)	3.000 x 3.812	Tire Size (Front, Rear)	100/90-19, 130/90HB 16		
Displacement (CU. IN./CC)	53.86/883				
Compression Ratio	9.0:1				
Fuel System	Carburetor				
Oil Capacity (U.S. QTS.)	3				

HARLEY-DAVIDSON® MOTORCYCLES 98

Place Stamp Here

1 Measurement reflects 180# operator weight. 2 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary. 3 Availability of colors may vary from dealer to dealer and is subject to change without notice. All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath, and twelve-month unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions. We reserve the right to discontinue models or change specifications at any time without incurring any obligation. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only. Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.

XLH™ SPORTSTER® 883 HUGGER®

Take the distinctive style of the Harley-Davidson® Sportster®, then bring it as close as you can get to the pavement. You have the Hugger®. With a seat height of just over 27", a rider gets the perfect angle for appreciating the solid muscle of an 883cc Evolution® V-twin. Settle into the solo seat, grab the pullback buckhorn bar, and you feel like you're a part of the machine. Let the deep, resonant power of the engine take over and you notice one more thing. You get a quality ride. Spring and damping rates are calibrated specially for the Hugger. Add in the new ignition and other refinements for '98 and there's no doubt. Life is good down here. *Vehicle shown with laced wheel option.

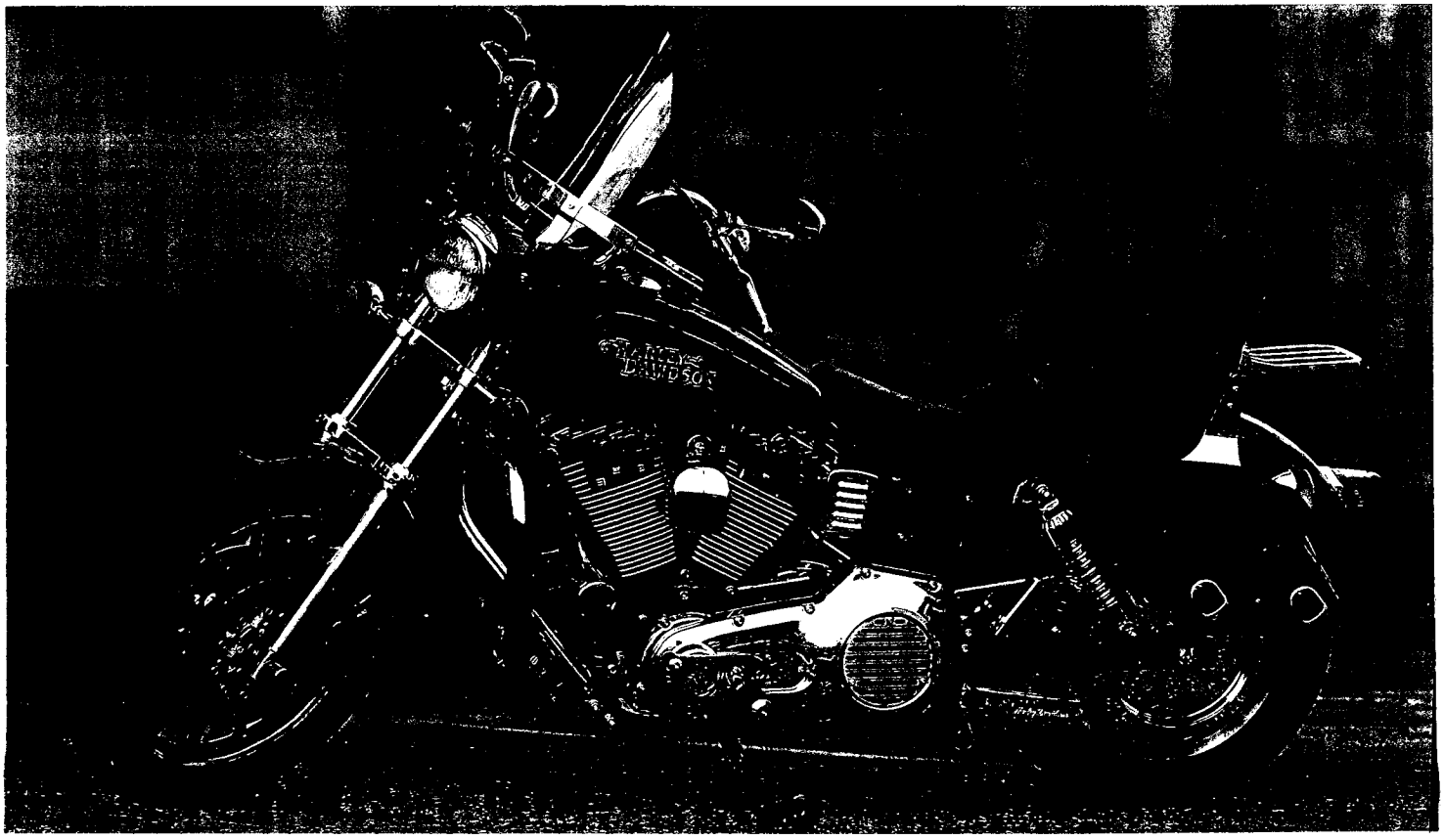
Length (IN./CM)	88/223.52	Fuel Capacity (U.S. GALS.) (Includes reserve)	3.3	Wheels	13 spoke cast (laced option)
Seat Height (IN./CM)[1]	27.12/68.88	Exhaust System	Staggered shorty duals	Miles Per Gallon[2]	57 hwy./48 city
Ground Clearance (IN./CM)	4.7/11.94	Primary Drive	Triple-row chain	Lean Angles Per SAE J1168 (Right/Left)	35°/33°
Rake/Trail (°/IN.)	30.1/4.70	Gear Ratios (Overall)	1st: 9.717 2nd: 7.120 3rd: 5.180 4th: 4.267 5th: 3.615	Instruments	Speedometer with odometer and resettable trip meter
Wheelbase (IN./CM)	59.0/149.86	Torque (FT. LBS. @ RPMS)	52.0 @ 4500 rpm	Color Options[3]	Vivid black; lazer red pearl; sinister blue pearl
Dry Weight (LBS./KG)	486/220.45	Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20/ 11.5 x .23		
Engine	OHV V-Twin Evolution®	Braking (Maximum Loaded Vehicle WT.)	160 ft. @ 60 mph 48.00m @ 96.60 kmph		
Bore x Stroke (IN.)	3.000 x 3.812	Tire Size (Front, Rear)	100/90-19, 130/90HB 16		
Displacement (CU. IN./CC)	53.86/883				
Compression Ratio	9.0:1				
Fuel System	Carburetor				
Oil Capacity (U.S. QTS.)	3				

HARLEY-DAVIDSON® MOTORCYCLES 98

Place Stamp Here

1 Measurement reflects 180# operator weight. 2 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary. 3 Availability of colors may vary from dealer to dealer and is subject to change without notice. All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath, and twelve-month unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions. We reserve the right to discontinue models or change specifications at any time without incurring any obligation. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only. Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.

XL™ 1200C SPORTSTER® 1200 CUSTOM™ WITH GENUINE MOTOR ACCESSORIES™ MILWAUKEE, WI '98



FXDL™ DYNA LOW RIDER® WITH GENUINE MOTOR ACCESSORIES™ MILWAUKEE, WI '98

XL™ 1200C SPORTSTER® 1200 CUSTOM™ *With Genuine Motor Accessories™*

In 1957 the Harley-Davidson® Sportster® hit the streets and back roads of America like a fundamental force. The performance was lean and mean. The look alone could split pavement. The tradition continues unbroken in a 1998 model *Sportster. As one glance at this XL™ 1200C tells you, it's just the start.* There's plenty from Genuine Motor Accessories™ to whet the appetite of anyone who wants to take their production Sportster a bit further. They're made with the same fanatic devotion to heritage and detail as the bike itself. The result is a motorcycle that is every inch a Harley-Davidson Sportster, with a look guaranteed to satisfy your own custom vision.

GENUINE MOTOR ACCESSORIES™ BEHIND THE LOOK OF THIS SPORTSTER®:

- New 95TH Anniversary™ compact windshield and docking kit
- New 95TH Anniversary™ front fender medallion
- New 95TH Anniversary™ passenger backrest
- New braided front brake line
- New Bar & Shield® valve stem cap
- New XL™ pyramid axle adjuster
- New midnight red XL™ oil tank
- New midnight red XL™ ignition module cover
- New "H-D Motor Co." chrome grips
- Sissy bar sideplates and low upright
- Sportster® leather saddlebags
- Sport luggage rack
- Detachable seat hardware kit
- Chrome Dome timer cover
- Chrome gear shift lever
- Chrome battery and battery top covers
- Chrome hand levers
- Chrome front master cylinder
- Chrome switch housing
- Chrome axle nut covers
- Chrome belt sprocket cover
- Chrome belt guard
- Chrome Sportster® lower belt guard cover
- Chrome headbolt cover
- Chrome spark plug cover
- Chrome voltage regulator
- Flat lens turn signals
- Silver braided spark plug wires
- Adjustable highway pegs
- Steering stem bolt cover
- Custom rider footpegs
- Custom passenger footpegs
- Custom shifter peg
- Limited Edition 95TH Anniversary™ midnight red & champagne pearl paint, with cloisonné emblem and individually numbered plate
- See stock XL™ 1200C Sportster® 1200 Custom™ for specifications on this model.

HARLEY-DAVIDSON® MOTORCYCLES '98

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FXDL™ DYNA LOW RIDER® *With Genuine Motor Accessories™*

In 1991, the Dyna Glide® chassis was born out of one of the most extensive engineering efforts in our history. One glance at this year's models tells you the hard work is still paying off. The motorcycles have the heart and soul to take you as far as you care to go. Then cruise into town with more style than anything on the scene. Each is built around an 80 cubic inch V-twin, isolation-mounted to make any amount of miles feel good. 1998 models get a refined clutch, with a noticeable reduction in the lever effort needed to get you into gear. Which brings us to Genuine Motor Accessories™. The way to further enhance the bike with a style all your own.

GENUINE MOTOR ACCESSORIES™ BEHIND THE LOOK OF THIS LOW RIDER®:

- New Dyna® leather saddlebags
- New braided front brake line
- Profile™ low suspension
- Detachable smoked touring windshield and docking kit
- Detachable sissy bar
- Dyna® solo saddle
- Dyna® passenger pillion
- Dyna® docking hardware
- Dyna® leather tool roll
- Dyna® leather tool box
- Low backrest pad
- Low Bar & Shield® sissy bar upright
- Harley-Davidson® padded sissy bar logo
- "H-D Motor Co." chrome air cleaner insert
- "H-D Motor Co." chrome headbolt covers
- Sport rack
- Violet pearl electrical cover
- Violet pearl battery top and side covers
- Violet pearl timer and derby covers
- Chrome switch housing
- Chrome front master cylinder cover
- Chrome coil cover
- Chrome voltage regulator
- Chrome engine guard
- Chrome caliper inserts
- Chrome hand control levers
- Chrome lower belt guard cover
- Chrome belt sprocket cover
- Chrome instrument housing and trim panel
- Chrome axle nut covers
- Chrome floating brake discs
- Chrome license plate bracket
- Classic oil pump cover
- Trim panel
- Small footpegs
- Large footpegs
- Shifter peg
- Forged fork brace
- Handlebar clamp
- Silver braided spark plug wires
- Stock production violet pearl paint
- See stock FXDL™ Dyna Low Rider® for specifications on this model.

HARLEY-DAVIDSON® MOTORCYCLES '98

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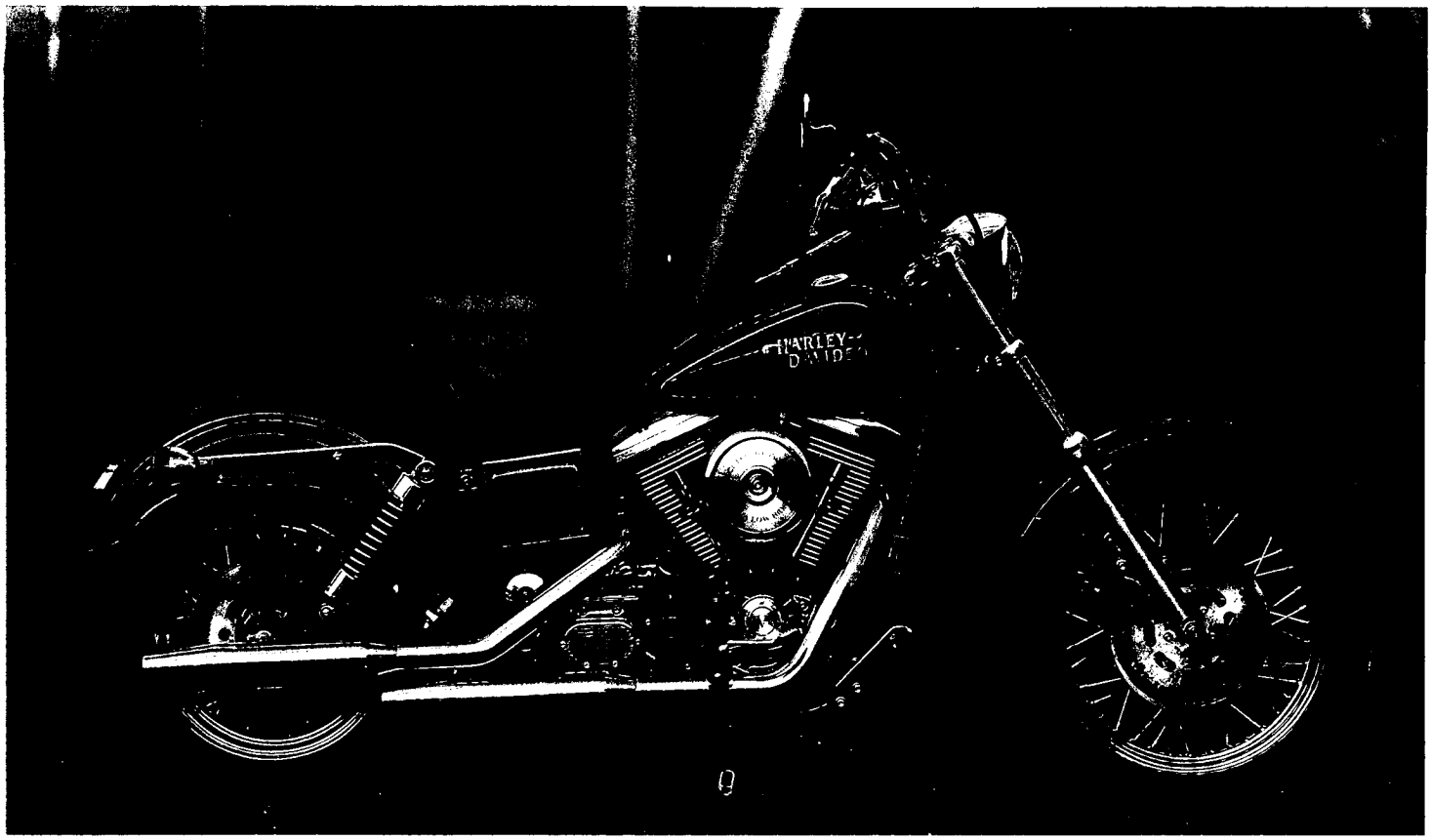
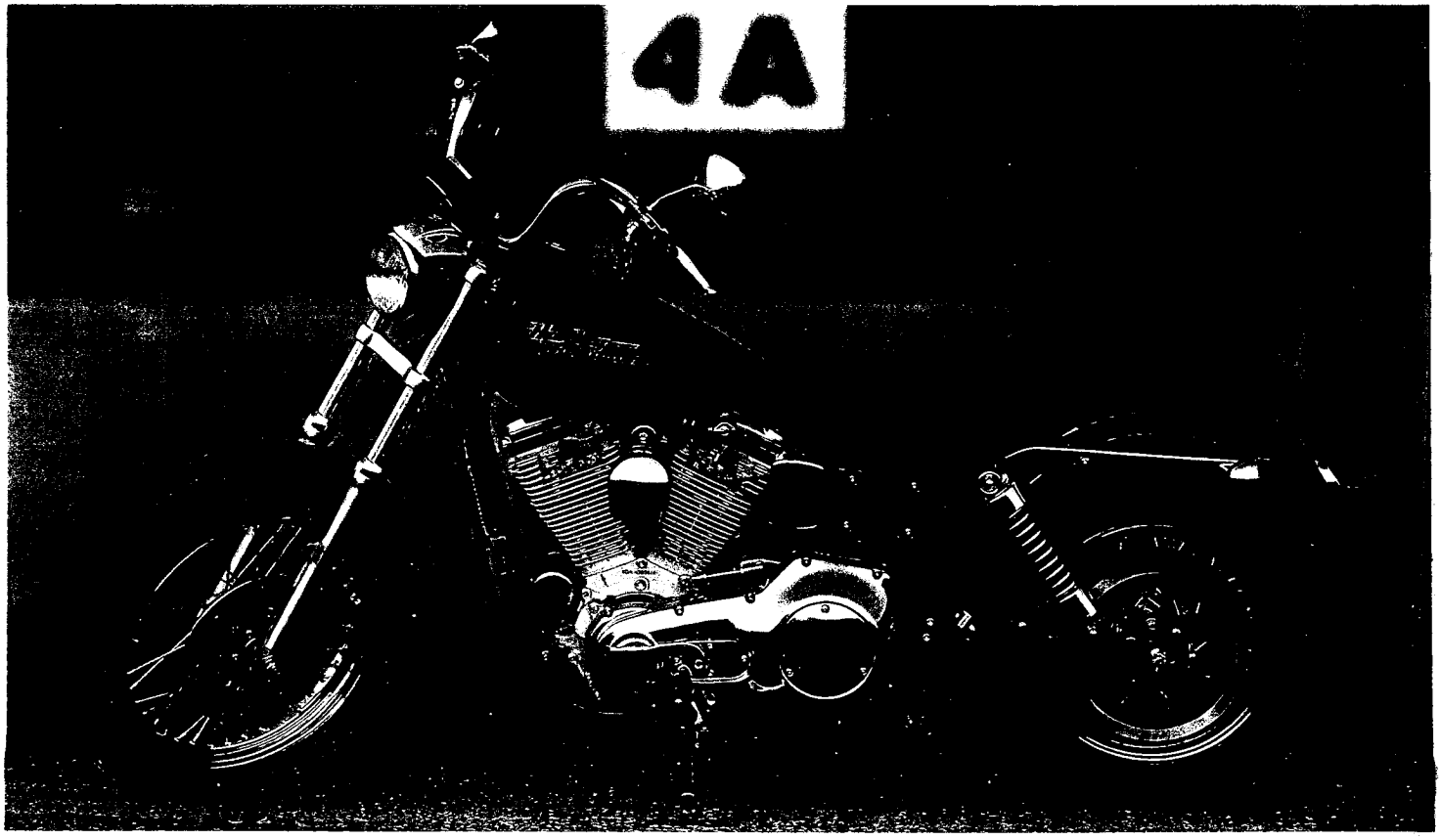


FXDL™ DYNA LOW RIDER®*

MILWAUKEE, WI '98



FXD™ DYNA SUPER GLIDE®*

MILWAUKEE, WI '98

FXDL™ DYNA LOW RIDER®

The Low Rider® has been one of the best-known names in motorcycling for over twenty years. As the '98 Dyna Low Rider proves, it still has a powerful lure. Take a look. Time hasn't begun to dull the edge of the custom styling. The raked 32° front end. Buckhorn handlebar. Fat Bob® tank. Center console with tach and speedo. Settle into the plush stepped seat and you're riding just 26.5 inches off the pavement. Immediately below is a glittering chrome and wrinkle black Evolution® engine, set in a rubber isolation-mounting system. We include highway pegs standard. Because once you feel the deep, resonant pulse of the Big Twin, we know what happens next. *Vehicle shown with laced wheel option

Length (IN./CM)	94.0/239	Fuel Capacity (U.S. GALS.) (Includes reserve)	4.9	Wheels	13 spoke black painted cast (laced option)
Seat Height (IN./CM)	26.5/67.31	Exhaust System	Staggered shorty duals	Miles Per Gallon[2]	55 hwy./43 city
Ground Clearance (IN./CM)	5.6/14.22	Primary Drive	Double-row chain	Lean Angles Per SAE J1168 (Right/Left)	31°/32°
Rake/Trail (°/IN.)	32/5.10	Gear Ratios (Overall)	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	Instruments	Electronic speedometer with odometer and resettable trip meter; tach; fuel gauge
Wheelbase (IN./CM)	65.5/166.37				
Dry Weight (LBS./KG)	598/271.25				
Engine	OHV V-Twin® Evolution®, vibration isolation-mounted	Torque (FT. LBS. @ RPMS)	79.0 @ 3500 rpm	Color Options[3]	Vivid black; violet pearl; lazer red pearl; sinister blue pearl; 2-tone lazer red & black
Bore x Stroke (IN.)	3.498 x 4.250	Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20 dual disc/ 11.5 x .23		
Displacement (CU. IN./CC)	80/1340	Braking (Maximum Loaded Vehicle WT.)	170 ft. @ 60 mph 51.00m @ 96.60 kmph		
Compression Ratio	8.5:1				
Fuel System	Carburetor	Tire Size (Front, Rear)	100/90-19, 130/90HB 16		
Oil Capacity (U.S. QTS.)	3				

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HARLEY-DAVIDSON® MOTORCYCLES '98

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FXD™ DYNA SUPER GLIDE®

If you're the type of rider who can't sit still without being in the seat of a motorcycle, the Super Glide® is your kind of Harley. It's not too hard to figure out why. Here is the 80 cubic inch Evolution® engine in pure form. Polished, and set low in a vibration-damping Dyna Glide® frame. No other machine on the road can match its mystique. The basic shape grabs the eye like a magnet. Open the throttle and your gut gets the same treatment, made even more thrilling by the responsiveness of a 28° front end. Add in the classic Fat Bob® tank, center console, buckhorn handlebar and stepped seat and you have it all. The undeniable style of a Milwaukee custom. *Vehicle shown with laced wheel option.

Length (IN./CM)	91.0/231.1	Fuel Capacity (U.S. GALS.) (Includes reserve)	4.9	Wheels	13-spoke cast (laced option)
Seat Height (IN./CM)[1]	26.5/67.31	Exhaust System	Staggered shorty duals	Miles Per Gallon[2]	55 hwy./43 city
Ground Clearance (IN./CM)	5.6/14.22	Primary Drive	Double-row chain	Lean Angles Per SAE J1168 (Right/Left)	31°/32°
Rake/Trail (°/IN.)	28/4.10	Gear Ratios (Overall)	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	Instruments	Electronic speedometer with odometer and resettable trip meter; fuel gauge
Wheelbase (IN./CM)	62.5/158.75				
Dry Weight (LBS./KG)	593/268.98				
Engine	OHV V-Twin® Evolution®, vibration isolation-mounted	Torque (FT. LBS. @ RPMS)	79.0 @ 3500 rpm	Color Options[3]	Vivid black; lazer red pearl; sinister blue pearl
Bore x Stroke (IN.)	3.498 x 4.250	Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20/ 11.5 x .23		
Displacement (CU. IN./CC)	80/1340	Braking (Maximum Loaded Vehicle WT.)	170 ft. @ 60 mph 51.00m @ 96.60 kmph		
Compression Ratio	8.5:1				
Fuel System	Carburetor	Tire Size (Front, Rear)	100/90-19, 130/90HB 16		
Oil Capacity (U.S. QTS.)	3				

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HARLEY-DAVIDSON® MOTORCYCLES '98

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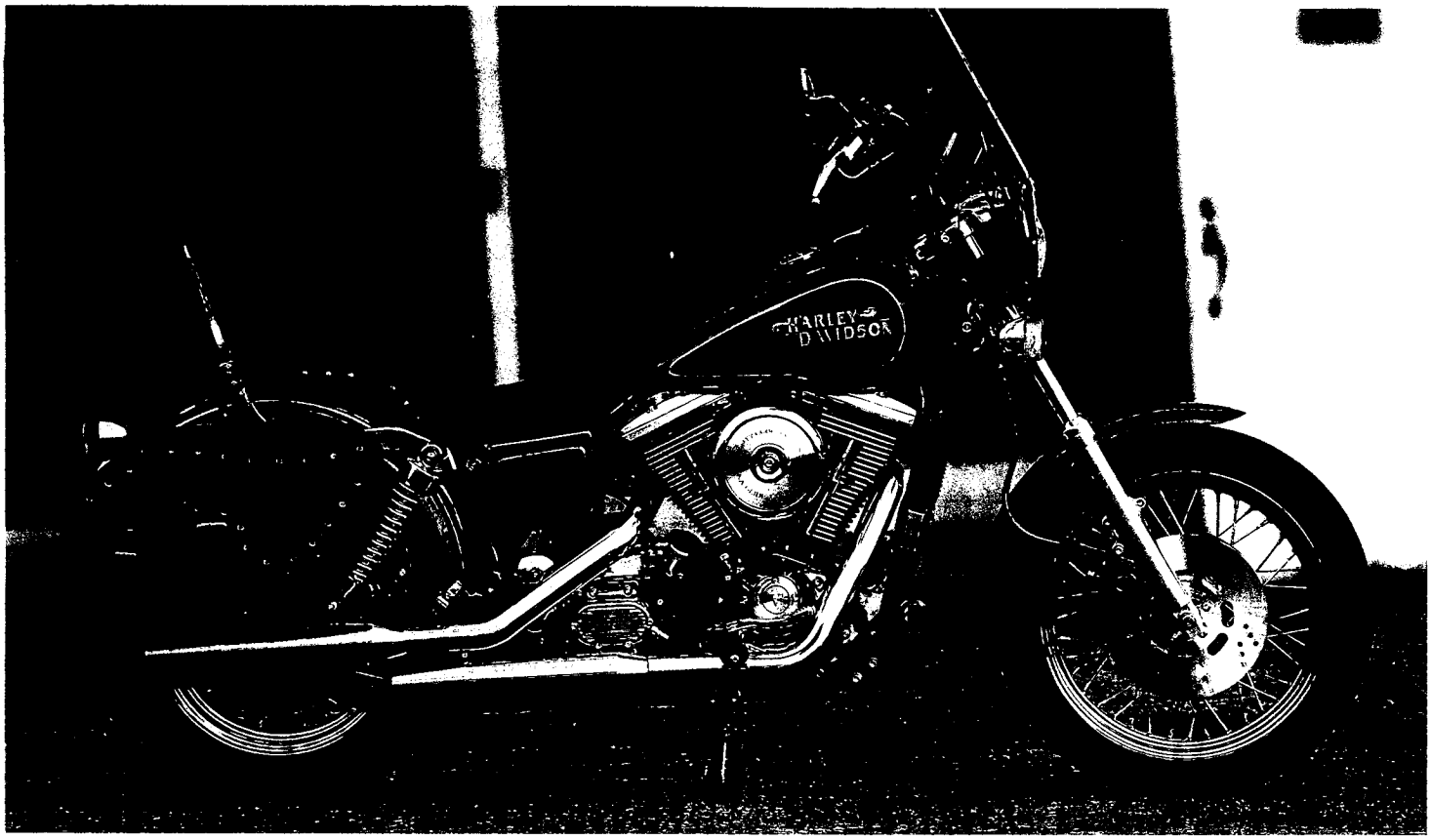
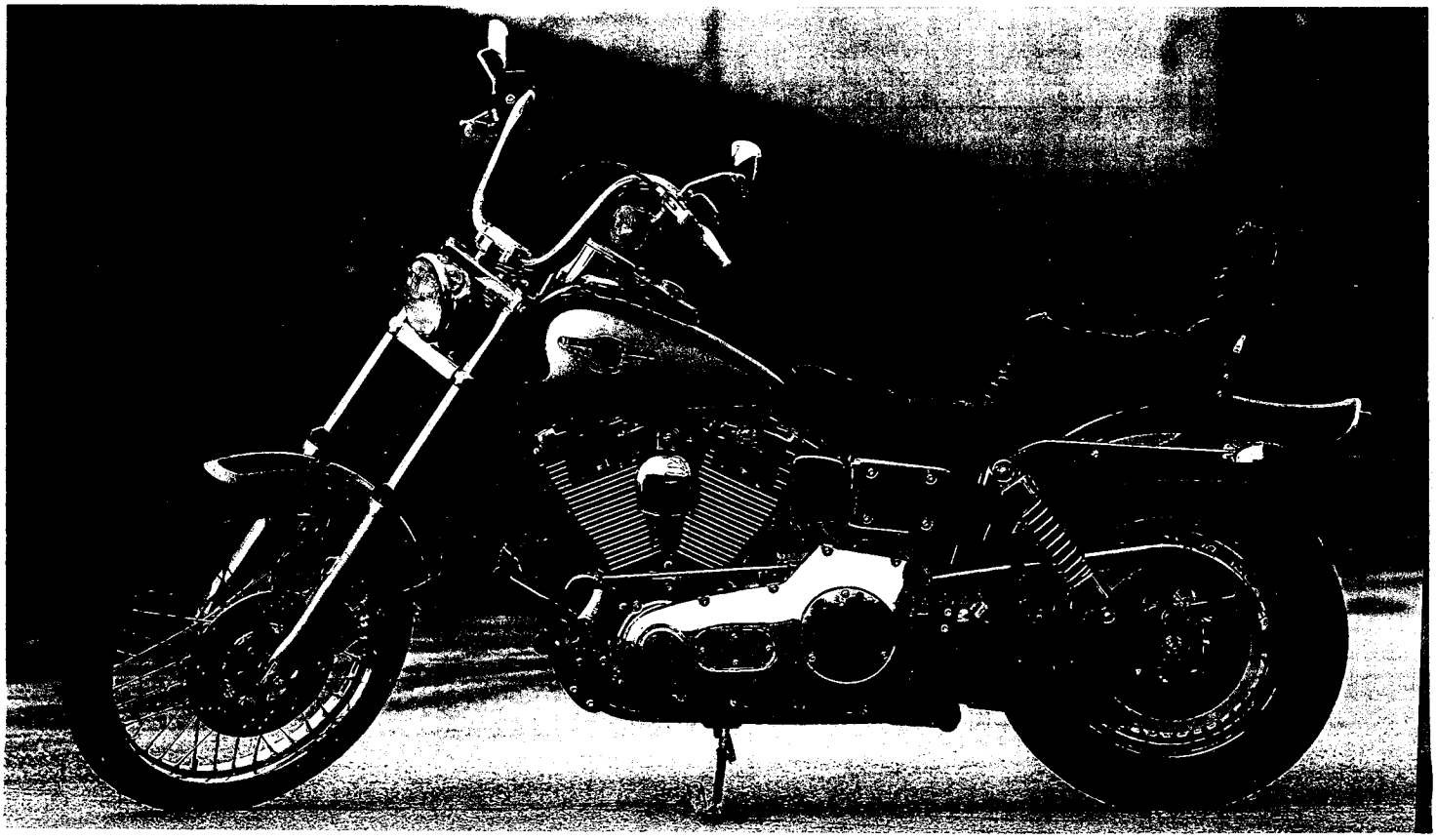


FXDS-CONV™ DYNA CONVERTIBLE™ [1]

MILWAUKEE, WI '98



FXDWG™ DYNA WIDE GLIDE® [1]

MILWAUKEE, WI '98

FXDS-CONV™ DYNA CONVERTIBLE™

If you can't settle for owning just one kind of Harley,® then don't. Get yourself in the saddle of the Dyna Convertible™ instead. One bike, and you're set for everything from sport riding to cross-country touring to cruising the downtown strip. The basic bike is a knockout. Long and low, with plenty of chrome to reflect the local nightlife. Hook on the quick-detach windshield and saddlebags, and you're set to make the most of a rubber-mounted Big Twin's long-mile capabilities. And should the world throw a narrow, curvy road your way, you've got a tighter 28° fork with dual-rate springs and triple disc brakes. The Convertible takes it all in stride. *Vehicle shown with laced wheel option.

Length (IN./CM)	92.88/235.90	Fuel Capacity (U.S. GALS.) (Includes reserve)	4.9	Wheels	13 spoke black painted cast (laced option)
Seat Height (IN./CM)[2]	27.75/70.49				
Ground Clearance (IN./CM)	6.25/15.88	Exhaust System	Staggered shorty duals	Miles Per Gallon[3]	55 hwy./43 city
Rake/Trail (°/IN.)	28/4.10	Primary Drive	Double-row chain	Lean Angles Per SAE J1168 (Right/Left)	33.5°/34.5°
Wheelbase (IN./CM)	63.88/162.25	Gear Ratios (Overall)	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	Instruments	Electronic speedometer with odometer and resettable trip meter; tach; fuel gauge
Dry Weight (LBS./KG)	621/281.68				
Engine	OHV V-Twin Evolution®, vibration isolation-mounted	Torque (FT. LBS. @ RPMS)	79.0 @ 3500 rpm	Color Options[4]	Vivid black; violet pearl; lazer red pearl; sinister blue pearl; 2-tone lazer red & black
Bore x Stroke (IN.)	3.498 x 4.250	Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20 dual disc/ 11.5 x .23		
Displacement (CU. IN./CC)	80/1340	Braking (Maximum Loaded Vehicle WT.)	170 ft. @ 60 mph 51.00m @ 96.60 kmph		
Compression Ratio	8.5:1				
Fuel System	Carburetor	Tire Size (Front, Rear)	100/90-19, 130/90HB 16		
Oil Capacity (U.S. QTS.)	3				

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HARLEY-DAVIDSON® MOTORCYCLES · 98

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FXDWG™ DYNA WIDE GLIDE®

Take a motorcycle born to defy convention, wrap it in 95 years of tradition, and you have the 95TH Anniversary Edition™ Dyna Wide Glide®. It's a study in the extremes. Start at the skinny 21" front wheel. Your eye travels up a wide, raked fork. And doesn't stop until it gets to the top of the ape hanger handlebar. The forward-mount controls create a traveling posture hard-core riders will appreciate. The rubber-mounted Big Twin makes it one smooth trip. The midnight red and champagne pearl Anniversary paint is topped by a cloisonné emblem and serialized plate. Or you can choose from our stock colors. Either way takes you miles away from the straight and narrow.

Length (IN./CM)	94.5/240.00	Fuel Capacity (U.S. GALS.) (Includes reserve)	5.2	Wheels	Laced
Seat Height (IN./CM)[2]	26.75/67.95			Miles Per Gallon[3]	55 hwy./43 city
Ground Clearance (IN./CM)	5.6/14.22	Exhaust System	Staggered shorty duals	Lean Angles Per SAE J1168 (Right/Left)	31°/32°
Rake/Trail (°/IN.)	32/5.10	Primary Drive	Double-row chain	Instruments	Electronic speedometer with odometer and resettable trip meter; fuel gauge
Wheelbase (IN./CM)	66.1/167.90	Gear Ratios (Overall)	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150		
Dry Weight (LBS./KG)	598/271.25			Color Options[4]	Vivid black; violet pearl; lazer red pearl; sinister blue pearl; 2-tone lazer red & black; Anniversary Edition™ 2-tone midnight red & champagne pearl
Engine	OHV V-Twin Evolution®, vibration isolation-mounted	Torque (FT. LBS. @ RPMS)	79.0 @ 3500 rpm		
Bore x Stroke (IN.)	3.498 x 4.250	Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20/ 11.5 x .23		
Displacement (CU. IN./CC)	80/1340	Braking (Maximum Loaded Vehicle WT.)	170 ft. @ 60 mph 51.00m @ 96.60 kmph		
Compression Ratio	8.5:1				
Fuel System	Carburetor	Tire Size (Front, Rear)	MH90-21, 130/90HB 16		
Oil Capacity (U.S. QTS.)	3				

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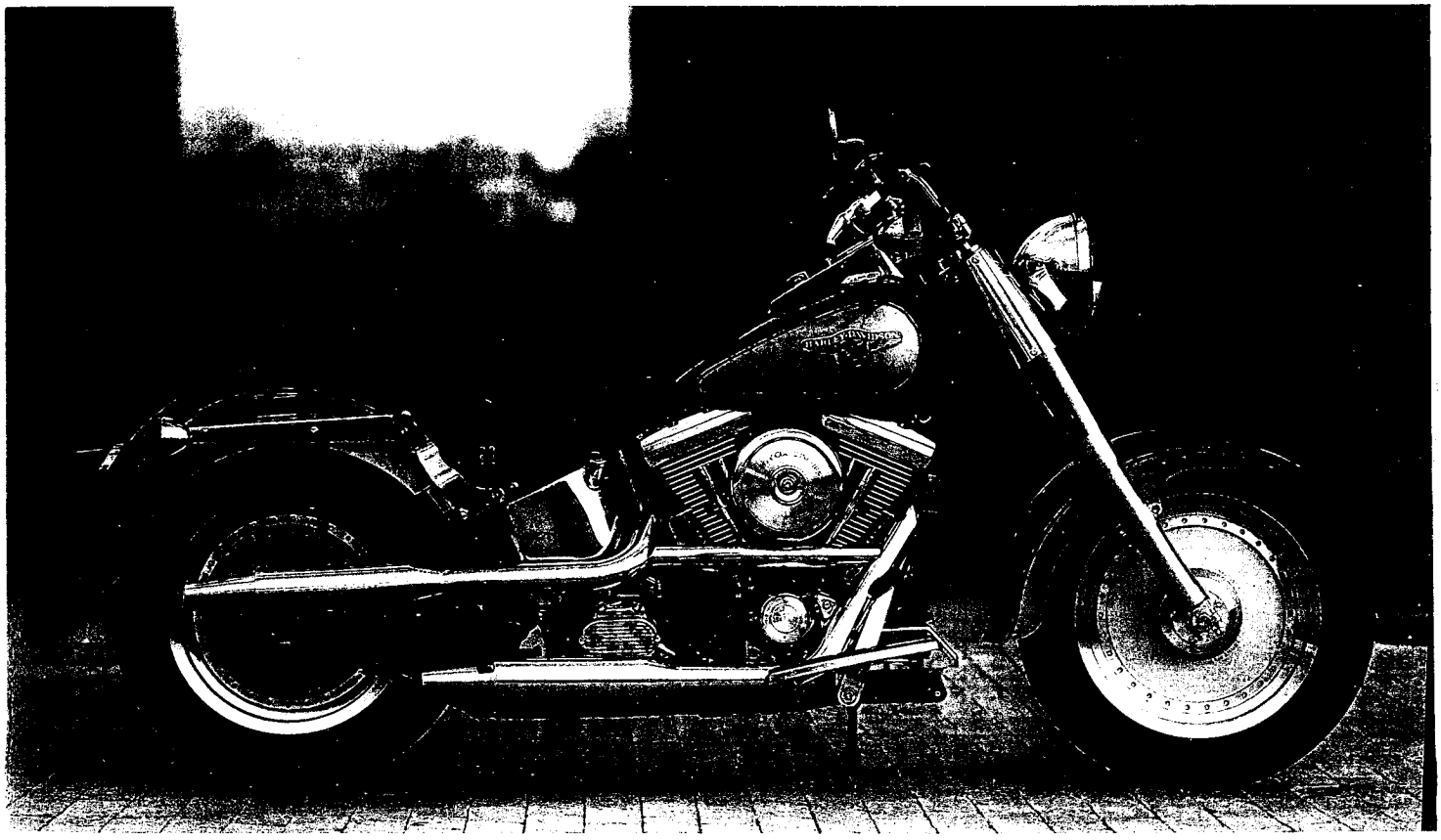
HARLEY-DAVIDSON® MOTORCYCLES · 98

1 Model not available in all markets. 2 Measurement reflects 180# operator weight. 3 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary. 4 Availability of colors may vary from dealer to dealer and is subject to change without notice. All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Sequential Port Fuel Injection models), multi-plate clutch with diaphragm spring in oil bath; and twelve-month, unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions. We reserve the right to discontinue models or change specifications at any time without incurring any obligations. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only. Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.

FXSTS™ SPRINGER® SOFTAIL®

MILWAUKEE, WI '98



FLSTF™ FAT BOY®

MILWAUKEE, WI '98

FXSTS™ SPRINGER® SOFTAIL®

There is no question that the FXSTS™ Springer® Softail® is a beautiful motorcycle. Just getting from one end of the bike to the other is a journey for the eyes, with plenty to notice along the way. But while no one would blame you if you just stand and drool, it would be a shame. Because the Springer is also one of the smoothest-riding motorcycles to ever roll off a production line. All the computer-aided design and aerospace materials that went into the exposed spring suspension result in travel that feels as good as it looks. The hidden suspension of a Softail® does the same for the rear. In between, there's a gleaming Big Twin. To make it all flash by in style.

Length (IN./CM)	92.52/235.00
Seat Height (IN./CM)[1]	26.12/66.34
Ground Clearance (IN./CM)	5.59/14.20
Rake/Trail (°/IN.)	32/5.25
Wheelbase (IN./CM)	64.41/163.60
Dry Weight (LBS./KG)	625/283.75
Engine	OHV V-Twin Evolution®
Bore x Stroke (IN.)	3.498 x 4.250
Displacement (CU. IN./CC)	80/1340
Compression Ratio	8.5:1
Fuel System	Carburetor
Oil Capacity (U.S. QTS.)	3
Fuel Capacity (U.S. GALS.) (Includes reserve)	4.2
Exhaust System	Staggered shorty duals
Primary Drive	Double-row chain
Gear Ratios (Overall)	1st: 9.388 2nd: 6.461 3rd: 4.599 4th: 3.586 5th: 2.925
Torque (FT. LBS. @ RPMS)	76.0 @ 3500 rpm
Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20/ 11.5 x .23
Braking (Maximum Loaded Vehicle WT.)	177 ft. @ 60 mph 53.90m @ 96.60 kmph
Tire Size (Front, Rear)	MH90-21, MT90B 16
Wheels	Laced
Miles Per Gallon[2]	55 hwy./43 city
Lean Angles Per SAE J1168 (Right/Left)	28°/29°
Instruments	Electronic speedometer with odometer and resettable trip meter
Color Options[3]	Vivid black; violet pearl; lazer red pearl; sinister blue pearl; 2-tone lazer red & black

HARLEY-DAVIDSON® MOTORCYCLES · 98

Place Stamp Here

1 Measurement reflects 180# operator weight. 2 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary. 3 Availability of colors may vary from dealer to dealer and is subject to change without notice. All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath; and twelve-month, unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions. We reserve the right to discontinue models or change specifications at any time without incurring any obligations. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only. Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.

FLSTF™ FAT BOY®

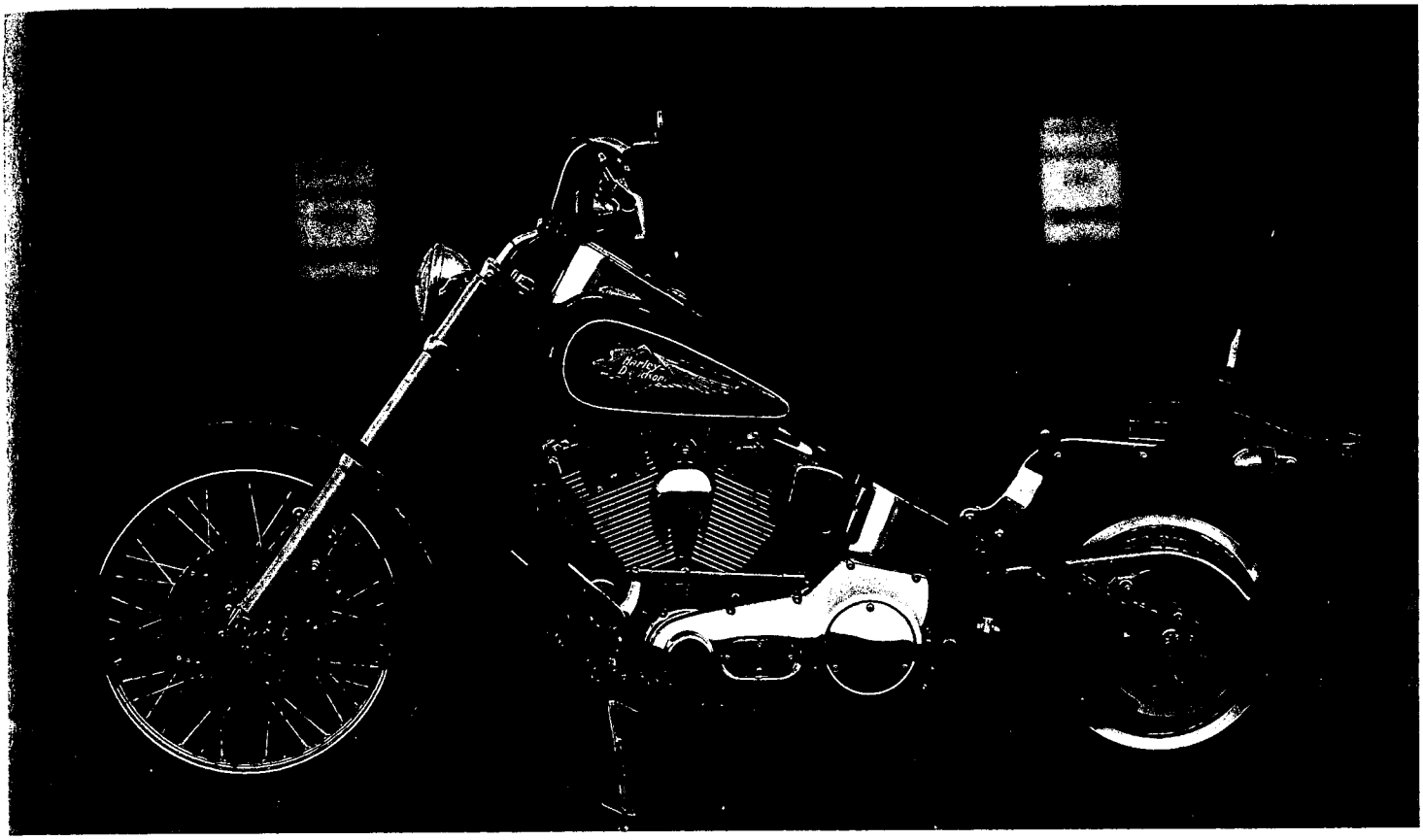
The Fat Boy® is 631 pounds of factory custom. And not an ounce of it subtle. Set square in the midst of it all is an 80 cubic inch Evolution® engine, finished in chrome and black. The same big, unfettered power echoes throughout the motorcycle's custom styling. Dual shotgun exhaust. Solid disc wheels. Full-sized floorboards. A 7-inch chrome headlamp. The fat front fork and broad handlebar may take you back a ways. The hidden suspension of a Softail® takes you anywhere with loads of comfort. This year's paint options match the magnitude of the motorcycle: Standard; or our Anniversary Edition,™ with each bike numbered and topped by a fired cloisonné emblem.

Length (IN./CM)	93.85/238.40
Seat Height (IN./CM)[1]	25.75/65.40
Ground Clearance (IN./CM)	5.47/13.90
Rake/Trail (°/IN.)	32/5.80
Wheelbase (IN./CM)	63.89/162.30
Dry Weight (LBS./KG)	631/283.95
Engine	OHV V-Twin Evolution®
Bore x Stroke (IN.)	3.498 x 4.250
Displacement (CU. IN./CC)	80/1340
Compression Ratio	8.5:1
Fuel System	Carburetor
Oil Capacity (U.S. QTS.)	3
Fuel Capacity (U.S. GALS.) (Includes reserve)	4.2
Exhaust System	Shotgun shorty duals
Primary Drive	Double-row chain
Gear Ratios (Overall)	1st: 9.388 2nd: 6.461 3rd: 4.599 4th: 3.586 5th: 2.925
Torque (FT. LBS. @ RPMS)	76.0 @ 3500 rpm
Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20/ 11.5 x .23
Braking (Maximum Loaded Vehicle WT.)	177 ft. @ 60 mph 53.90m @ 96.60 kmph
Tire Size (Front, Rear)	MT90B 16, MT90B 16
Wheels	Disc
Miles Per Gallon[2]	55 hwy./43 city
Lean Angles Per SAE J1168 (Right/Left)	28°/29°
Instruments	Electronic speedometer with odometer and resettable trip meter
Color Options[3]	Vivid black; violet pearl; lazer red pearl; sinister blue pearl; 2-tone lazer red & black, Anniversary Edition™ 2-tone midnight red & champagne pearl

HARLEY-DAVIDSON® MOTORCYCLES · 98

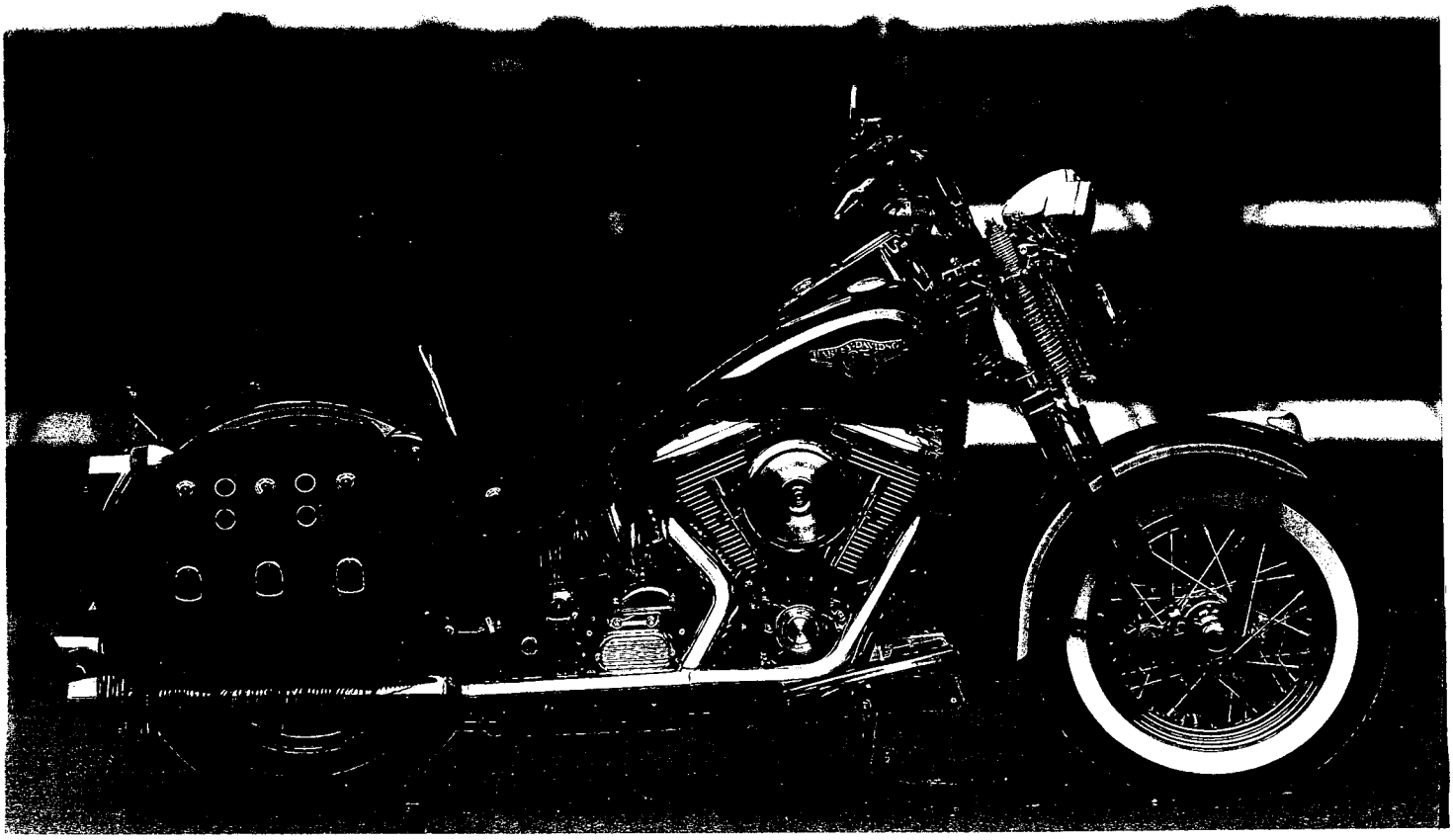
Place Stamp Here

1 Measurement reflects 180# operator weight. 2 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary. 3 Availability of colors may vary from dealer to dealer and is subject to change without notice. All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath, and twelve month, unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions. We reserve the right to discontinue models or change specifications at any time without incurring any obligations. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only. Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.



FXSTC™ SOFTAIL® CUSTOM™

MILWAUKEE, WI '98



FLSTS™ HERITAGE SPRINGER™

MILWAUKEE, WI '98

FXSTC™ SOFTAIL® CUSTOM™

The Softail® Custom™ pays homage to those riders who would strip an old Panhead, attach a skinny wheel to the vanishing point of a wildly raked fork, and set out for points unknown. A classic 21" laced wheel leads the way. A textured and polished solid disc with bobtail fender brings up the rear. In between there's plenty to make sure this motorcycle will never blend in. A radically stepped seat. Eagle-emblazoned sissy bar. The uncompromising lines of the motorcycle's hidden suspension. Get your fists up on the pullback handlebar and your boots on the forward-mount controls, and you ride with a style guaranteed to never blend in with the scenery.

Length (IN./CM)	94.92/241.10	Fuel Capacity (U.S. GALS.) (Includes reserve)	5.2	Wheels	Front laced, rear disc
Seat Height (IN./CM)[1]	26.62/67.62			Miles Per Gallon[2]	55 hwy./43 city
Ground Clearance (IN./CM)	5.94/15.09	Exhaust System	Staggered shorty duals	Lean Angles Per SAE J1168 (Right/Left)	28°/29°
Rake/Trail (°/IN.)	34/5.00	Primary Drive	Double-row chain	Instruments	Electronic speedometer with odometer and resettable trip meter
Wheelbase (IN./CM)	66.50/169.00	Gear Ratios (Overall)	1st: 9.388 2nd: 6.461 3rd: 4.599 4th: 3.586 5th: 2.925		
Dry Weight (LBS./KG)	613/275.85			Color Options[3]	Vivid black; violet pearl; lazer red pearl; sinister blue pearl; 2-tone lazer red & black
Engine	OHV V-Twin Evolution®	Torque (FT. LBS. @ RPMS)	76.0 @ 3500 rpm		
Bore x Stroke (IN.)	3.498 x 4.250				
Displacement (CU. IN./CC)	80/1340	Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20/ 11.5 x .23		
Compression Ratio	8.5:1	Braking (Maximum Loaded Vehicle WT.)	177 ft. @ 60 mph 53.90m @ 96.60 kmph		
Fuel System	Carburetor	Tire Size (Front, Rear)	MH90-21 MT90B 16		
Oil Capacity (U.S. QTS.)	3				

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HARLEY-DAVIDSON® MOTORCYCLES 98

1 Measurement reflects 180# operator weight. 2 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary. 3 Availability of colors may vary from dealer to dealer and is subject to change without notice. All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath; and twelve-month, unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions. We reserve the right to discontinue models or change specifications at any time without incurring any obligations. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only. Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.

FLSTS™ HERITAGE SPRINGER®

If you can stop staring at the stunning Anniversary Edition™ paint, the rest of the Heritage Springer® takes you deep into Harley-Davidson history. The front end with its exposed spring suspension, full floating fender and classic horn design looks straight off a '48 Panhead. Look a little further, and past and present melt together. The tooled leather. The cross-over dual exhaust. Fishtail mufflers. Tombstone taillight. Of course you can also get it with one of our stock broad-stripe paint schemes. Either way, the eyes aren't all that get treated. As anyone who's thrown a leg over the big tractor-style seat will tell you, the ride feels like nothing else on the road.*

Length (IN./CM)	94.0/238.80	Fuel Capacity (U.S. GALS.) (Includes reserve)	4.2	Wheels	Laced
Seat Height (IN./CM)[1]	25.75/65.40			Miles Per Gallon[2]	55 hwy./43 city
Ground Clearance (IN./CM)	5.0/12.70	Exhaust System	Crossover dual fishtails*	Lean Angles Per SAE J1168 (Right/Left)	28°/28°
Rake/Trail (°/IN.)	31.25/6.30	Primary Drive	Double-row chain	Instruments	Electronic speedometer with odometer and resettable trip meter
Wheelbase (IN./CM)	63.07/160.20	Gear Ratios (Overall)	1st: 9.388 2nd: 6.461 3rd: 4.599 4th: 3.586 5th: 2.925		
Dry Weight (LBS./KG)	690/310.50			Color Options	Vivid black w/ blue trim; vivid black w/ red trim; Anniversary Edition™ midnight red w/ champagne pearl
Engine	OHV V-Twin Evolution®	Torque (FT. LBS. @ RPMS)	76.0 @ 3500 rpm		
Bore x Stroke (IN.)	3.498 x 4.250				
Displacement (CU. IN./CC)	80/1340	Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20/ 11.5 x .23		
Compression Ratio	8.5:1	Braking (Maximum Loaded Vehicle WT.)	177 ft. @ 60 mph 53.90m @ 96.60 kmph		
Fuel System	Carburetor	Tire Size (Front, Rear)	MT90B 16, MT90B 16		
Oil Capacity (U.S. QTS.)	3				

*Except where prohibited by law.

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HARLEY-DAVIDSON® MOTORCYCLES 98

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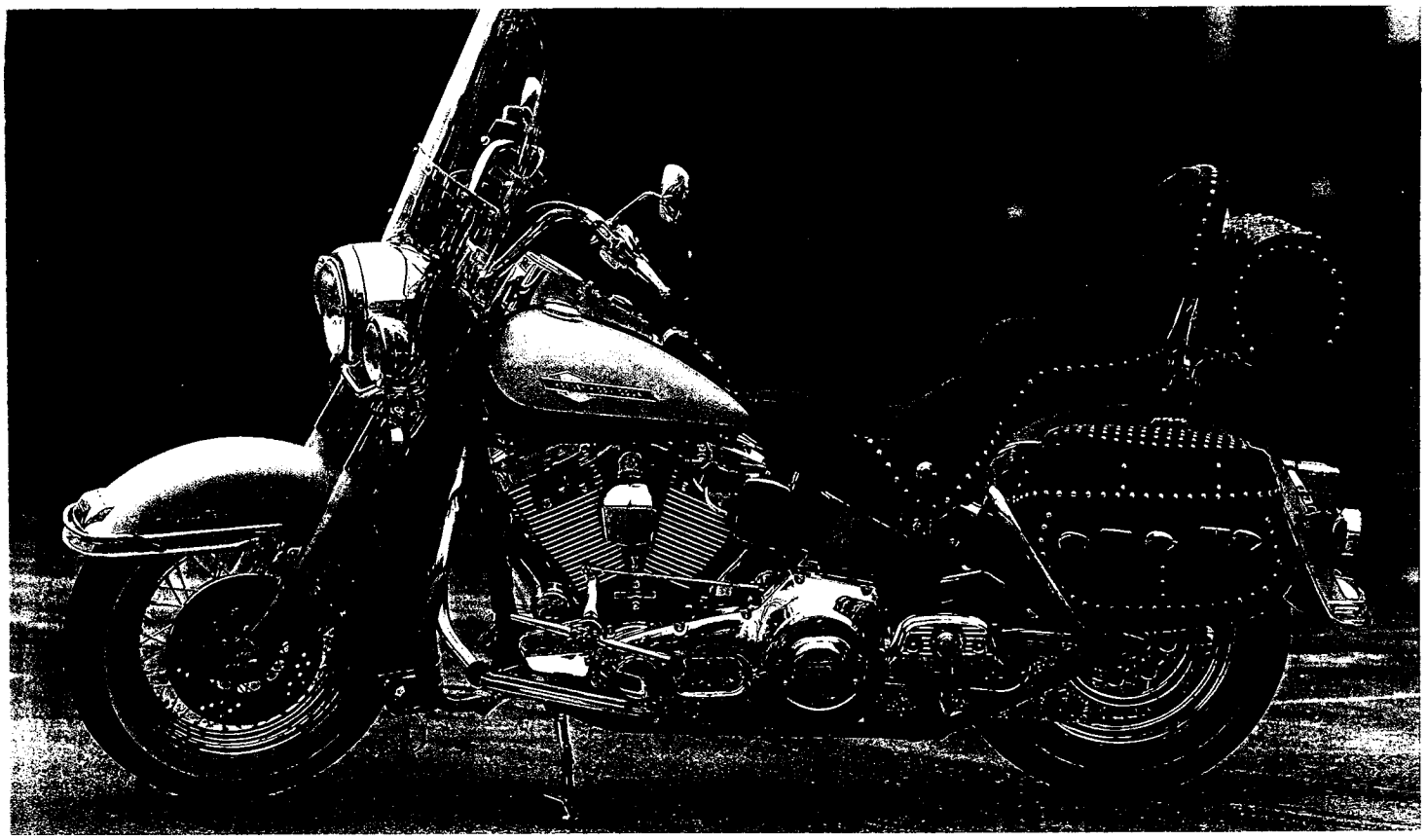
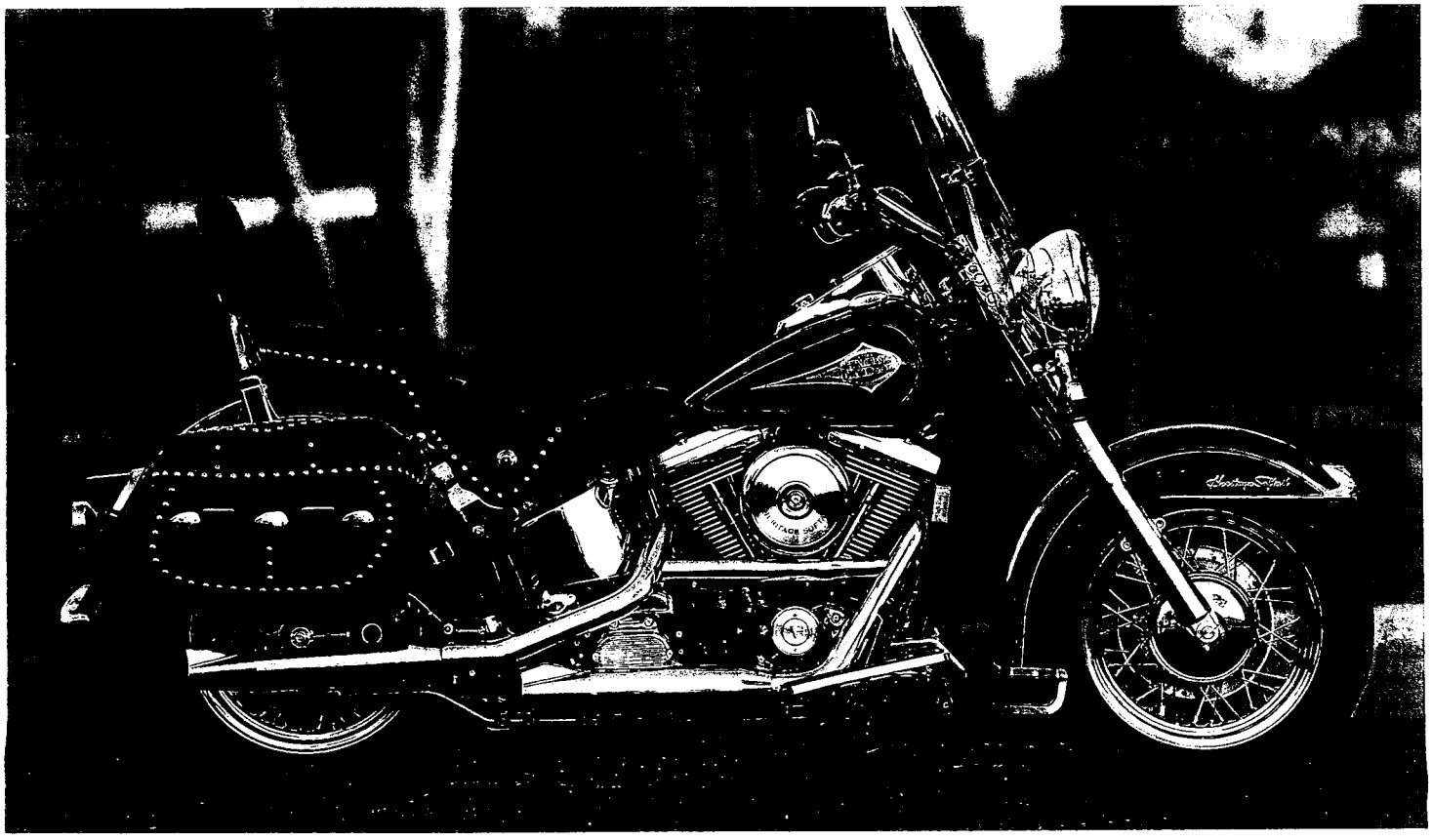


FLSTC™ HERITAGE SOFTAIL® CLASSIC™ WITH GENUINE MOTOR ACCESSORIES™

MILWAUKEE, WI '98



FLSTC™ HERITAGE SOFTAIL® CLASSIC™

MILWAUKEE, WI '98

FLSTC™ HERITAGE SOFTAIL® CLASSIC™ *With Genuine Motor Accessories™*

There's no doubt classic styling is popular. Seems everything on two wheels wants to borrow a little. It helps when the company building the bike actually has an interesting past. Take a look at a Harley-Davidson® Softail®. You get the full effect. Clean, uncluttered lines that date back to a '30s hardtail. The plush ride of a Softail with its hidden, adjustable suspension. The all-out sensation of the Big Twin engine (made even better for '98 by a stronger clutch with reduced lever effort). If you want to take it further, get some Genuine Motor Accessories™. You can put the same timeless thinking into your own creation. Perfection, from fender tip to fender tip.

GENUINE MOTOR ACCESSORIES™ BEHIND THE LOOK OF THIS SOFTAIL®:

- Detachable king size nacelle windshield
- Detachable sissy bar sideplate and docking kit
- Detachable pillion hardware kit
- FLSTC™ bucket backrest pad
- FLSTC™ round rack bag
- FLSTC™ saddlebag liners
- FLSTC™ chrome touring handlebar
- Two-up sport luggage rack
- Saddlebag bracket relocation kit
- Softail® chrome rear dresser bars
- Softail® gear shift control cover
- Softail® rear master cylinder cover
- Softail® 2-into-1 exhaust system with shark fin end cap
- Softail® passenger footboards
- Heritage™ chrome front fender rail
- Heritage™ chrome rear fender rail
- Fender tip lens kit
- Concho fender skirt
- Wide whitewall tires
- Leather tank panel with pouch, concho and studs
- Studded Dashinator™
- Bar & Shield® headbolt covers
- Concho footboard covers
- Nostalgic rider footboard insert kit
- Nostalgic passenger footboard insert
- Nostalgic brake pedal pad
- Nostalgic grips
- Nostalgic air cleaner cover
- Nostalgic derby cover
- Chrome headlight nacelle
- Chrome hand lever
- Chrome switch housing
- Chrome master cylinder cover
- Chrome engine guard
- Chrome Dome timer cover
- Chrome front axle nut covers
- Chrome swingarm pivot covers
- Chrome lower belt guard
- Chrome belt sprocket cover
- Chrome swingarm axle covers
- Silver braided spark plug wires
- Toolbox relocation kit
- Right side chrome toolbox
- Custom two-tone mint green & black paint
- See stock FLSTC™ Heritage Softail® Classic™ for specifications on this model.

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HARLEY-DAVIDSON® MOTORCYCLES

FLSTC™ HERITAGE SOFTAIL® CLASSIC™

Years ago, when highways first began connecting all the far-flung ends of the country, riders on two-wheeled dressers were among the first to explore them. They didn't ask for much beyond a windshield and a place to store some gear. And, of course, a motorcycle that was the best-looking piece of scenery within eyeshot. The same style and spirit of adventure live on in the Heritage Softail® Classic.® The big front fork and windshield. The studded seat and saddlebags. A chrome headlight flanked by twin passing lamps. Underneath it all is a hidden suspension and the reliable power of an 80 cubic inch Evolution® engine. The old road has never felt better.

Length (IN./CM)	94.02/238.81
Seat Height (IN./CM)[1]	26.5/67.31
Ground Clearance (IN./CM)	5.47/13.90
Rake/Trail (°/IN.)	32/5.80
Wheelbase (IN./CM)	63.90/162.30
Dry Weight (LBS./KG)	704/316.80
Engine	OHV V-Twin Evolution®
Bore x Stroke (IN.)	3.498 x 4.250
Displacement (CU. IN./CC)	80/1340
Compression Ratio	8.5:1
Fuel System	Carburetor
Oil Capacity (U.S. QTS.)	3
Fuel Capacity (U.S. GALS.) (Includes reserve)	4.2
Exhaust System	Staggered dual fishtails
Primary Drive	Double row chain
Gear Ratios (Overall)	1st: 9.388 2nd: 6.461 3rd: 4.599 4th: 3.586 5th: 2.925
Torque (FT. LBS. @ RPMS)	76.0 @ 3500 rpm
Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20/ 11.5 x .23
Braking (Maximum Loaded Vehicle WT.)	177 ft. @ 60 mph 53.90m @ 96.90 kmph
Tire Size (Front, Rear)	MT90B 16, MT90B 16
Wheels	Laced
Miles Per Gallon[2]	55 hwy./43 city
Lean Angles Per SAE J1168 (Right/Left)	28°/29°
Instruments	Electronic speedometer with odometer and resettable trip meter
Color Options	Vivid black; violet pearl; lazer red pearl; sinister blue pearl; 2-tone lazer red & black

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HARLEY-DAVIDSON® MOTORCYCLES

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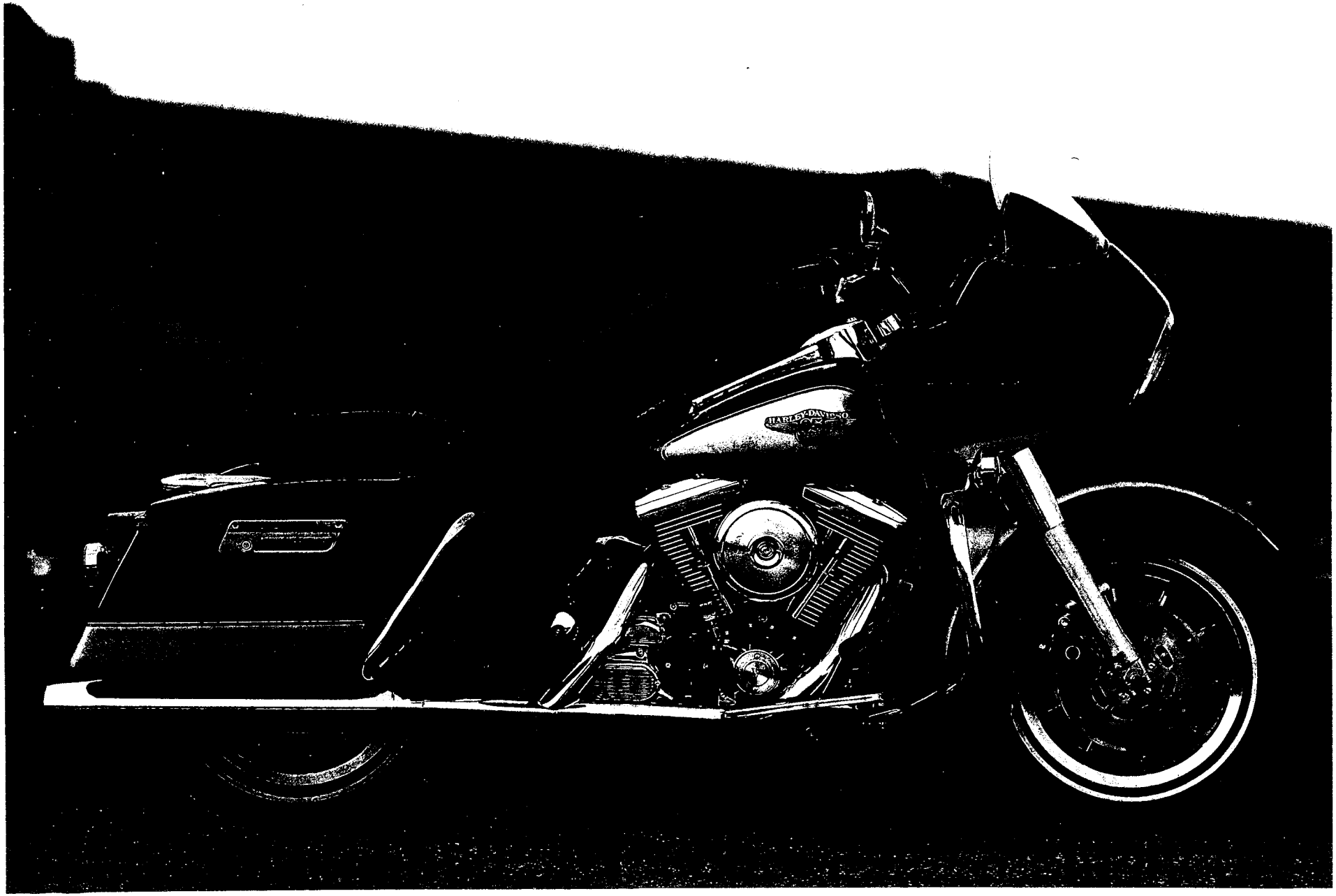
HARLEY-DAVIDSON

FLTR™/FLTRI™ ROAD GLIDE™

The Harley-Davidson® touring line is built around the idea that no matter how much comfort you load onto a motorcycle, nothing feels as fine as the wide open road rolling by. So when our touring motorcycles underwent a major update last year, we went to work on the essence of the experience. The ride. We re-engineered our touring frame. Lowered the seat. Lengthened the wheelbase. It enhanced everything riders love about a touring Harley®. In a tight parking lot, you've got nimble low-speed handling. On the highway, the self-centering steering is more rock solid than ever. It's only fitting that the first all-new Harley built on the redesigned frame be something special. The Road Glide™ takes touring in a new direction. Notice the custom influence. It starts with a sleek frame-mounted fairing and low windshield exclusive to this motorcycle. Out front is an enclosed twin-oval reflector optic headlight. There's a unique new "H-D" embossed seat and pillion, which accepts a rider backrest. The overall effect is pure custom touring. The fairing interior is also new. A clean-looking round gauge package wraps cockpit-style around the rider. If the mood strikes for background music, you're in for another treat. On all '98 models with stereos, we've completely re-tooled the sound system. You can rock everything between here and the horizon without distortion. Even the controls are new and fidget-free. And speaking of control, the special Road Glide handlebar includes all the wiring and switches you need to upgrade your ride according to your individual tastes on the road. Like all '98 tourers, there's an air-adjustable suspension. The luggage has secure barrel-type locks and quick-release hardware. There's an accessory plug under the seat for electrical hook-ups. And one thing that truly sets Harley-Davidson style touring apart. The chromed Evolution® V-twin (which gets an improved clutch with reduced lever effort for '98). There's a choice of ways to get a Road Glide. Carburetor or fuel injection. And you can choose our stock production paint, or a midnight red & champagne pearl 95TH Anniversary Edition™ with color-matched cast wheels, cloisonné emblem and numbered plate. Signifying that touring on this bike will be one rare form of pleasure.
*North American production begins October, 1997. Available internationally 1999 model year.

Length (IN./CM)	93.7/238.0
Seat Height (IN./CM)	26.94/68.40
Ground Clearance (IN./CM)	5.12/13.00
Rake/Trail (°/IN.)	26/6.16
Wheelbase (IN./CM)	63.5/161.3
Dry Weight (LBS./KG)	715/324
Engine	OHV V-Evolution™ vibration isolation-mounted
Bore x Stroke (IN.)	3.498 x 4.250
Displacement (CU. IN./CC)	80/1340
Compression Ratio	8.5:1
Fuel System	Carburetor or Sequential Port Fuel Injection (SPFI)
Oil Capacity (U.S. QTS.)	4
Fuel Capacity (U.S. GALS.) (Includes reserve)	5
Exhaust System	Dual
Primary Drive	Double-row chain
Gear Ratios (Overall)	1st 10.110 2nd 6.958 3rd 4.953 4th 3.862 5th 3.150
Torque (FT. LBS. @ RPMS)	
Carb.	77.0 @ 4000 rpm
SPFI	83.0 @ 3500 rpm
Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20 dual disc/ 11.5 x .30
Braking (Maximum Loaded Vehicle WT.)	180 ft. @ 60 mph 54.9m @ 96.60 kmph
Tire Size (Front, Rear)	MT90B 16. MT90B 16
Wheels	10 spoke cast (laced option) Anniversary Edition™ cast only
Miles Per Gallon	
Carb.	50 hwy./40 city
SPFI	52 hwy./42 city
Lean Angles Per SAE J1168 (Right/Left)	31°/30°
Instruments	Speedometer; tach; oil pressure indicator lamp; oil pressure gauge; voltmeter; fuel gauge; ambient air temp. gauge; clock; sound system; cigarette lighter; low fuel warning light
Color Options	Vivid black; violet pearl; lazer red pearl; sinister blue pearl; Anniversary Edition™ 2-tone midnight red & champagne pearl

1 Measurement reflects 180# operator weight. 2 Recommended 91 octane or higher fuel (R+M)/2. 3 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary. 4 Availability of colors may vary from dealer to dealer and is subject to change without notice. All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive, 40mm constant velocity carburetor with enrichner and accelerator pump (except Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath; and twelve month, unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions. We reserve the right to discontinue models or change specifications at any time without incurring any obligations. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only. Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.

HARLEY-DAVIDSON MOTORCYCLES

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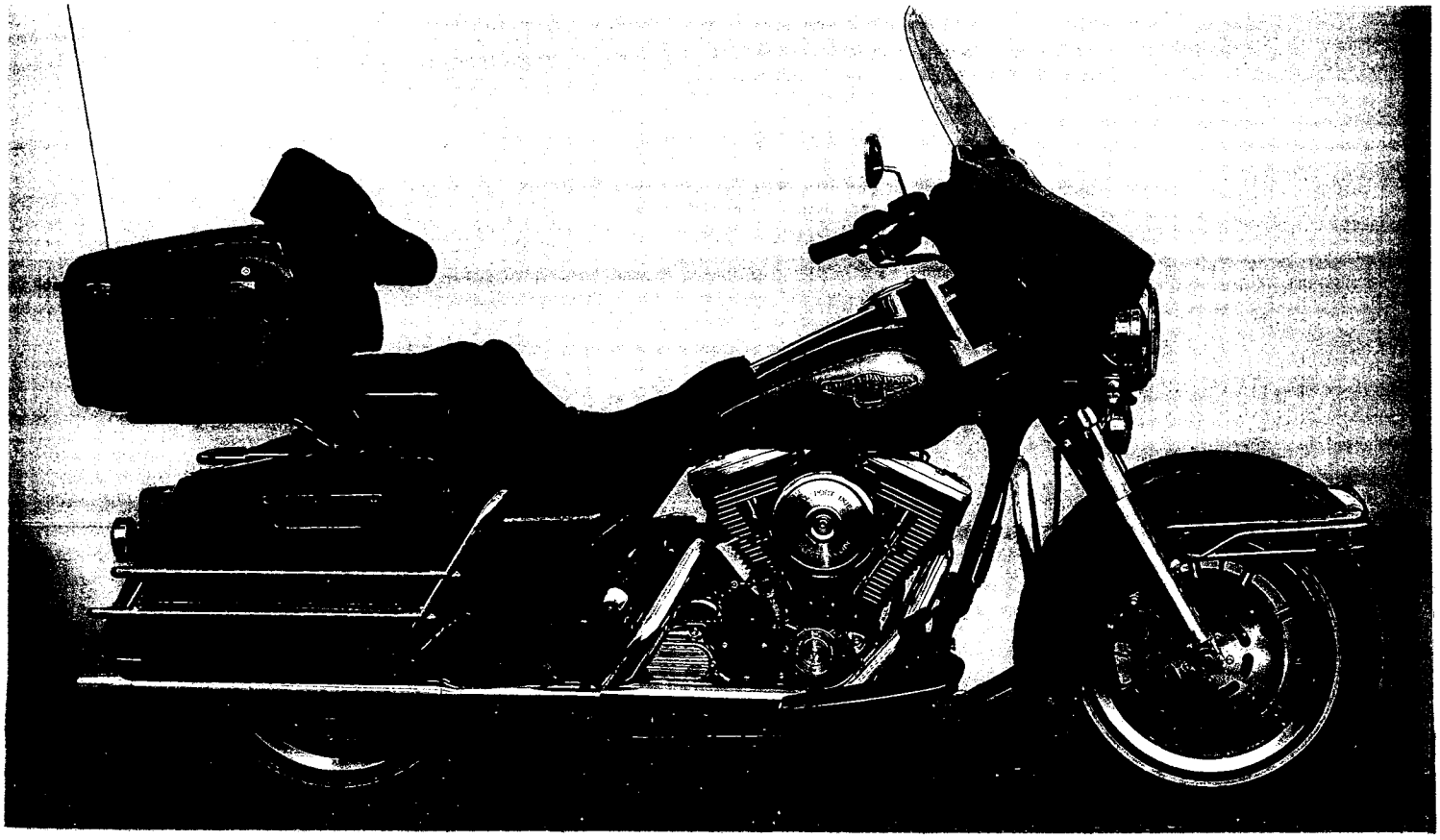
FLHT™ ELECTRA GLIDE® STANDARD™

MILWAUKEE, WI '98



FLHTC™/FLHTCI™ ELECTRA GLIDE® CLASSIC™

MILWAUKEE, WI '98

FLHT™ ELECTRA GLIDE® STANDARD

The Electra Glide® Standard is the easiest way to discover what's always been right about a Harley-Davidson® touring machine. Sit in the wide saddle and you've got 80 cubic inches of polished Evolution® engine. Ready to roll on the adventure. Like every touring Harley®, the engine is isolation-mounted into a frame with an air-adjustable suspension. It delivers some of the most reliable power on the road, through a clean belt final drive. There's the timeless Electra Glide® fairing to keep the wind off your chest. Saddlebags with barrel-type locks for your gear. And comfortable floorboards for your feet. In other words, all you need for the perfect road trip.

Length (IN./CM)	93.7/238.0
Seat Height (IN./CM)[2]	27.25/69.20
Ground Clearance (IN./CM)	5.12/13.00
Rake/Trail (°/IN.)	26/6.16
Wheelbase (IN./CM)	63.5/161.3
Dry Weight (LBS./KG)	742/336.57
Engine	OHV V-Twin Evolution®, vibration isolation-mounted
Bore x Stroke (IN.)	3.498 x 4.250
Displacement (CU. IN./CC)	80/1340
Compression Ratio	8.5:1
Fuel System	Carburetor
Oil Capacity (U.S. QTS.)	4
Fuel Capacity (U.S. GALS.) (Includes reserve)	5
Exhaust System	Dual
Primary Drive	Double-row chain
Gear Ratios (Overall)	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150
Torque (FT. LBS. @ RPMS)	77.0 @ 4000 rpm
Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20 dual disc/ 11.5 x .30
Braking (Maximum Loaded Vehicle WT.)	180 ft. @ 60 mph 54.90m @ 96.60 kmph
Tire Size (Front, Rear)	MT90B 16, MT90B 16
Wheels	10 spoke cast (laced option)[1]
Miles Per Gallon[3]	50 hwy./40 city
Lean Angles Per SAE J1168 (Right/Left)	31°/30°
Instruments	Speedometer with odometer and resettable trip meter; tach; oil pressure indicator lamp; fuel gauge; voltmeter; cigarette lighter
Color Option	Vivid black

1 Model not available in all markets. 2 Measurement reflects 180# operator weight. 3 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary. All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath; and twelve-month, unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions. We reserve the right to discontinue models or change specifications at any time without incurring any obligations. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only. Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.

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FLHTC™/FLHTCI™ ELECTRA GLIDE® CLASSIC

There's a lot to be said for the tried and true when you're miles from home. The Classic is loaded with it. The profile is one of the most familiar sights on the road. The fairing, saddlebags and Tour-Pak® luggage box have seen countless miles, and you notice it in the details. Like room for two full-face helmets. Then there's one detail no one is going to miss. The stereo is new. More power. No distortion no matter how high you crank up the entertainment. It goes perfectly with the deep voice of the chrome and black Big Twin, which is available with carburetor or fuel injection. Also available: Our Anniversary Edition™ paint, right down to the special cast wheels.

Length (IN./CM)	97.5/247.7
Seat Height (IN./CM)[2]	27.25/69.20
Ground Clearance (IN./CM)	5.12/13.00
Rake/Trail (°/IN.)	26/6.16
Wheelbase (IN./CM)	63.5/161.3
Dry Weight (LBS./KG)	760/344.73
Engine	OHV V-Twin Evolution®, vibration isolation-mounted
Bore x Stroke (IN.)	3.498 x 4.250
Displacement (CU. IN./CC)	80/1340
Compression Ratio	8.5:1
Fuel System	Carburetor or Sequential Port Fuel Injection (SPFI)[1]
Oil Capacity (U.S. QTS.)	4
Fuel Capacity (U.S. GALS.) (Includes reserve)	5
Exhaust System	Dual
Primary Drive	Double-row chain
Gear Ratios (Overall)	1st 10.110 2nd 6.958 3rd 4.953 4th 3.862 5th 3.150
Torque (FT. LBS. @ RPMS)	Carb 77.0 @ 4000 rpm SPFI 83.0 @ 3500 rpm
Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20 dual disc/ 11.5 x .30
Braking (Maximum Loaded Vehicle WT.)	180 ft. @ 60 mph 54.90m @ 96.60 kmph
Tire Size (Front, Rear)	MT90B 16 MT90B 16
Wheels	10 spoke cast (laced option) Anniversary Edition™ cast only
Miles Per Gallon[4] Carb.	50 hwy./40 city
Miles Per Gallon[4] SPFI	52 hwy./42 city
Lean Angles Per SAE J1168 (Right/Left)	31°/30°
Instruments	Speedometer with odometer and resettable trip meter, tach; fuel gauge; volt meter; digital clock, oil pressure gauge; ambient temp. gauge; sound system with handlebar controls; cigarette lighter
Color Options[5]	Vivid black; lazer red pearl; sinister blue pearl; 2-tone lazer red & black; 2-tone sinister blue pearl & platinum silver; 2-tone mystique green & black; Anniversary Edition™ 2-tone midnight red & champagne pearl

1 Model not available in all markets. 2 Measurement reflects 180# operator weight. 3 Recommended 91 octane or higher fuel (R+M)/2. 4 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary. 5 Availability of colors may vary from dealer to dealer and is subject to change without notice. All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath; and twelve-month, unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions. We reserve the right to discontinue models or change specifications at any time without incurring any obligations. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only. Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.

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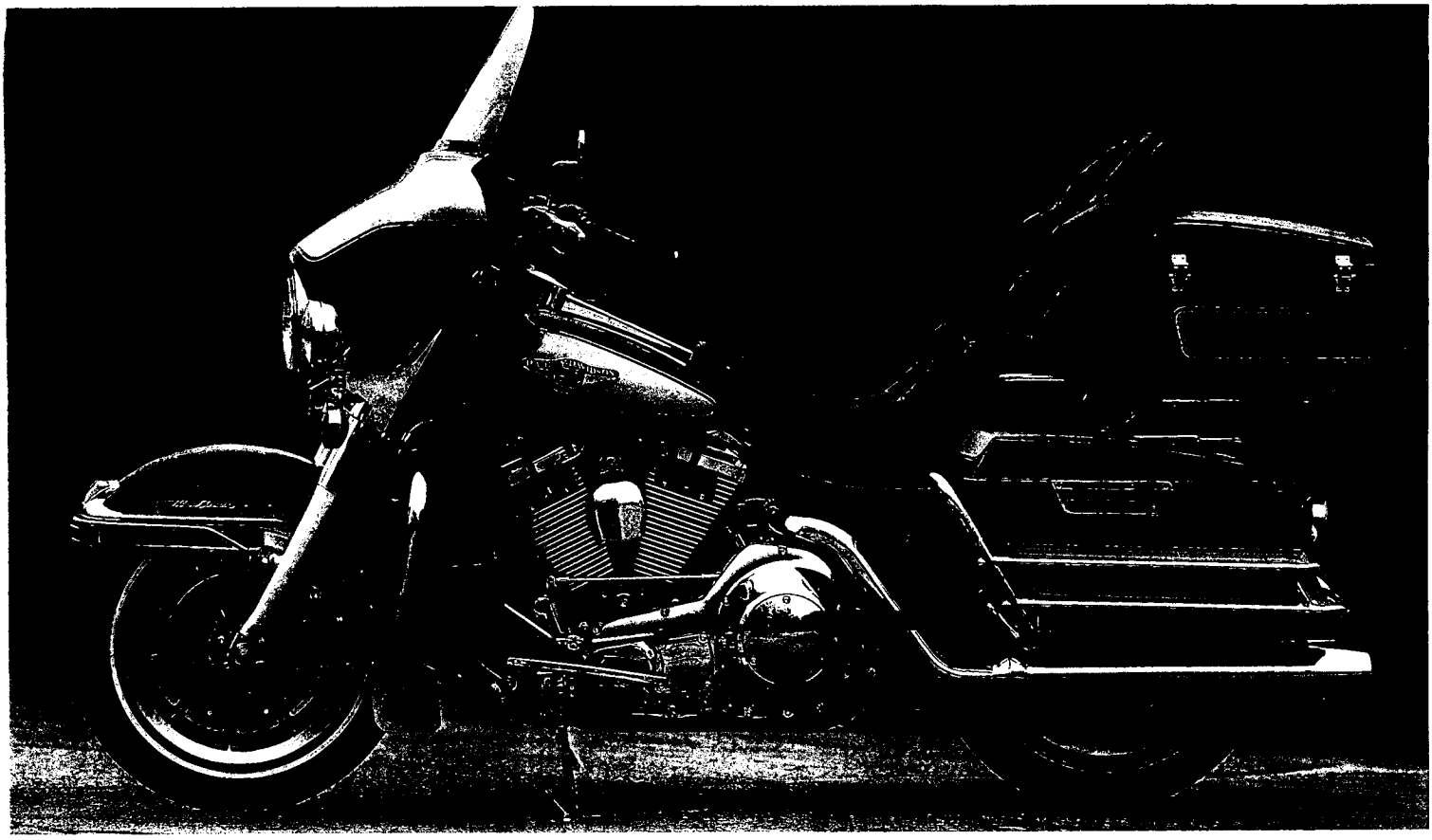
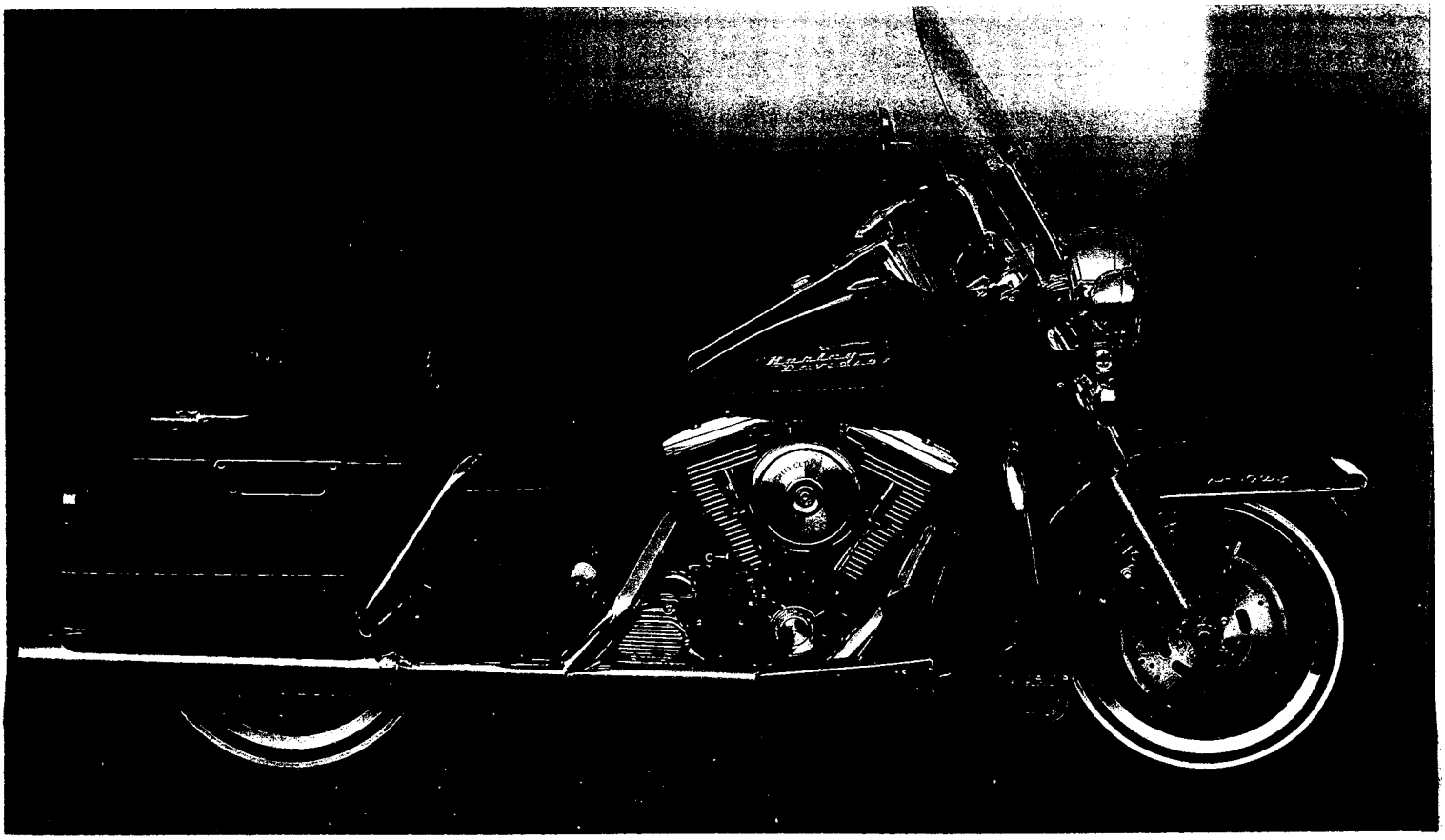


FLHTCUI™ ULTRA CLASSIC® ELECTRA GLIDE®

MILWAUKEE, WI '98



FLHR™ ROAD KING®

MILWAUKEE, WI '98

FLHTCUI™ ULTRA CLASSIC® ELECTRA GLIDE®

Behind the majestic fairing and lowers lies nothing less than the best Ultra Classic® we've ever built. It starts with the refinements made to all '98 tourers, including our new industrial-strength stereo. We've upgraded the rest of the sound system to match it. The CB[1] has better range and reception. All controls are simplified and integrated, so you can tune in without distraction. There's a better CB/intercom headset. And the whole thing sits neatly up front (no more CB under the Tour-Pak® luggage box). Cruise control is also improved. Fuel injection is now standard. So is a gorgeous finish. Or, you can treat yourself to special Anniversary Edition™ paint.

Length (IN./CM)	98.3/249.7
Seat Height (IN./CM)[2]	27.25/69.20
Ground Clearance (IN./CM)	5.12/13.00
Rake/Trail (°/IN.)	26/6.16
Wheelbase (IN./CM)	63.5/161.3
Dry Weight (LBS./KG)	772/350
Engine	OHV V-Twin® Evolution®, vibration isolation-mounted
Bore x Stroke (IN.)	3.498 x 4.250
Displacement (CU. IN./CC)	80/1340
Compression Ratio	8.5:1
Fuel System	Sequential Port Fuel Injection (SPFI)[3]
Oil Capacity (U.S. QTS.)	4
Fuel Capacity (U.S. GALS.)	5
Exhaust System	Dual
Primary Drive	Double-row chain
Gear Ratios (Overall)	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150
Torque (FT. LBS. @ RPMS)	83.0 @ 3500 rpm
Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20 dual disc/ 11.5 x .30
Braking (Maximum Loaded Vehicle WT.)	180 ft. @ 60 mph 54.90m @ 96.60 kmph
Tire Size (Front, Rear)	MT90B 16, MT90B 16
Wheels	10 spoke cast (laced option) Anniversary Edition™ cast only
Miles Per Gallon[4]	52 hwy./42 city
Lean Angles Per SAE J1168 (Right/Left)	31°/30°
Instruments	Speedometer with odometer and resettable trip meter; tach; fuel gauge; low fuel warning light; voltmeter; digital clock; oil pressure gauge; ambient temp. gauge; sound system with handlebar controls; C.B./voice-actuated intercom; cruise control; cigarette lighter
Color Options[5]	Vivid black; lazer red pearl; sinister blue pearl; 2-tone lazer red & black; 2-tone sinister blue pearl & platinum silver; 2-tone mystique green & black; Anniversary Edition™ 2-tone midnight red & champagne pearl

HARLEY-DAVIDSON® MOTORCYCLES · 98

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1 C.B. prohibited by law in some countries. 2 Measurement reflects 180# operator weight. 3 Recommended 91 octane or higher fuel (R+M)/2. 4 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary. 5 Availability of colors may vary from dealer to dealer and is subject to change without notice. All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath; and twelve-month, unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions. We reserve the right to discontinue models or change specifications at any time without incurring any obligations. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only. Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.

FLHR'™ ROAD KING®

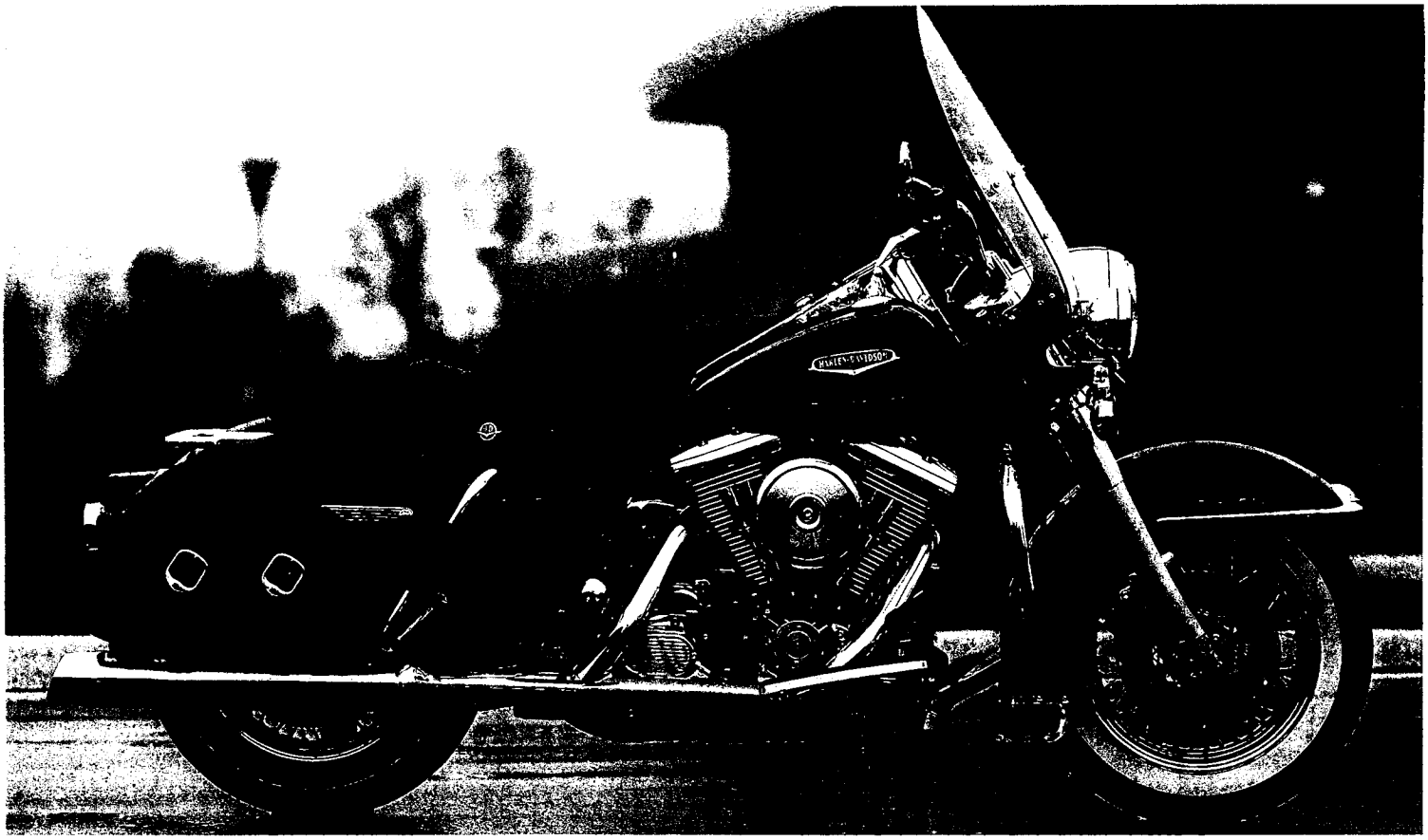
The strong, basic lines and big appetite for miles that made a '65 Electra Glide® the original King of the Highway live on. Just cast a glance at the Road King® The family resemblance is unmistakable. The huge chrome headlamp and nacelle. The broad handlebar. It's the kind of style that separates a rider from anything on the road. Even better, it's not just there for looks. You get 80 cubic inches of chrome and black Evolution® V-twin, isolation-mounted in a touring frame. It's one premium ride for the open road. And when it finally comes time to stop, the windshield and pillion detach. Providing a knock-out custom look for Mainstreet, U.S.A.

Length (IN./CM)	93.7/238.0
Seat Height (IN./CM)[1]	27.25/69.20
Ground Clearance (IN./CM)	5.12/13.00
Rake/Trail (°/IN.)	26/6.16
Wheelbase (IN./CM)	63.5/161.3
Dry Weight (LBS./KG)	707/321
Engine	OHV V-Twin® Evolution®, vibration isolation-mounted
Bore x Stroke (IN.)	3.498 x 4.250
Displacement (CU. IN./CC)	80/1340
Compression Ratio	8.5:1
Fuel System	Carburetor
Oil Capacity (U.S. QTS.)	4
Fuel Capacity (U.S. GALS.) (Includes reserve)	5
Exhaust System	Dual
Primary Drive	Double-row chain
Gear Ratios (Overall)	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150
Torque (FT. LBS. @ RPMS)	77.0 @ 4000 rpm
Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20 dual disc/ 11.5 x .30
Braking (Maximum Loaded Vehicle WT.)	180 ft. @ 60 mph 54.90m @ 96.60 kmph
Tire Size (Front, Rear)	MT90B 16, MT90B 16
Wheels	10 spoke cast (laced option)
Miles Per Gallon[2]	50 hwy./40 city
Lean Angles Per SAE J1168 (Right/Left)	31°/30°
Instruments	Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp
Color Options[3]	Vivid black; violet pearl; lazer red pearl; sinister blue pearl; 2-tone lazer red & black; 2-tone mystique green & black

HARLEY-DAVIDSON® MOTORCYCLES · 98

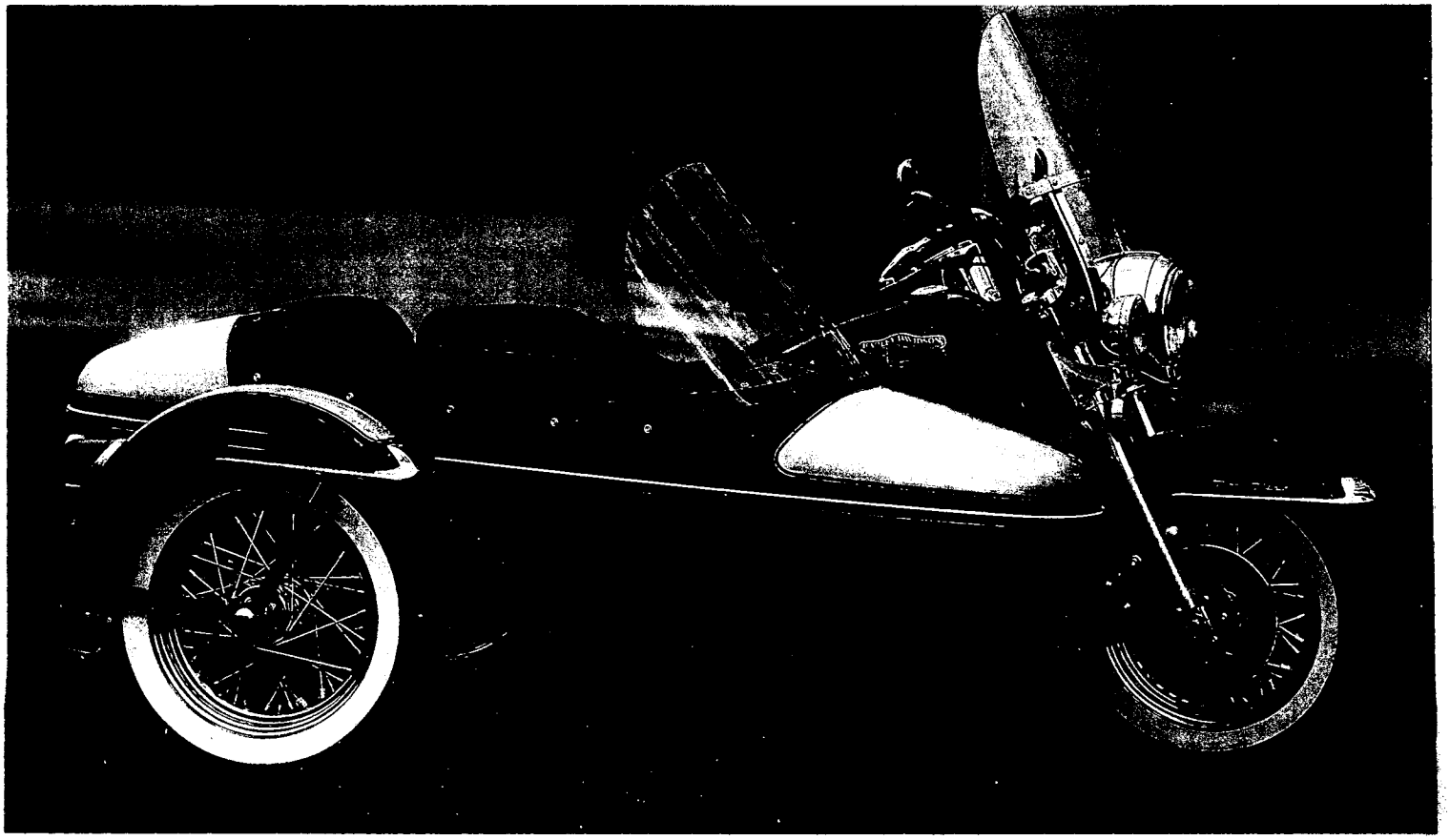
Place Stamp Here

1 Measurement reflects 180# operator weight. 2 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary. 3 Availability of colors may vary from dealer to dealer and is subject to change without notice. All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath; and twelve-month, unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions. We reserve the right to discontinue models or change specifications at any time without incurring any obligations. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only. Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.



FLHRCI™ ROAD KING® CLASSIC

MILWAUKEE, WI '98



FLHRCI™ ROAD KING® CLASSIC WITH SIDECAR

MILWAUKEE, WI '98

FLHRCI™ ROAD KING® CLASSIC

Who but Harley-Davidson could conceive of a road trip like this? It starts with our fuel-injected Big Twin and plush touring ride. From there, the Road King® Classic lays on enough traditional styling to drop jaws from Maine to Alaska. *Laced wheels. Fat whitewalls.* The gorgeous leather saddlebags are a new hard-style that keep their shape across the long miles. Slant cut mufflers echo the shape of the bags. The tooled leather design runs from the bags to the unique custom seat. The fender tips, tank and seat valance all carry a new 3D metal emblem. You can finish it up with our stock color schemes, or go all the way with Anniversary Edition™ paint.

Length (IN./CM)	93.7/238.0	Oil Capacity (U.S. QTS.)	4	Wheels	Laced
Seat Height (IN./CM)[1]	26.94/68.4	Fuel Capacity (U.S. GALS.) (Includes reserve)	5	Miles Per Gallon[3]	52 hwy./42 city
Ground Clearance (IN./CM)	5.12/13	Exhaust System	Dual	Lean Angles Per SAE J1168 (Right/Left)	31°/30°
Rake/Trail (°/IN.)	26/6.16	Primary Drive	Double-row chain	Instruments	Electronic speedometer with odometer & resettable trip meter; fuel gauge; oil pressure indicator lamp
Wheelbase (IN./CM)	63.5/161.3	Gear Ratios (Overall)	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	Color Options[4]	Vivid black; violet pearl; lazer red pearl; sinister blue pearl; 2-tone lazer red & black; 2-tone mystique green & black; Anniversary Edition™ 2-tone midnight red & champagne pearl
Dry Weight (LBS./KG)	694/315	Torque (FT. LBS. @ RPMS)	83 @ 3500 rpm		
Engine	OHV V-Twin "Evolution" vibration isolation-mounted	Brakes, Dia. x W. (IN. Front/IN. Rear)	11.5 x .20 dual disc/ 11.5 x .30		
Bore x Stroke (IN.)	3.498 x 4.250	Braking (Maximum Loaded Vehicle WT.)	180ft. @ 60 mph 54.9m @ 96.60 kmph		
Displacement (CU. IN./CC)	80/1340	Tire Size (Front, Rear)	MT90B 16, MT90B 16		
Compression Ratio	8.5:1				
Fuel System	Sequential Port Fuel Injection (SPFI)				

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1 Measurement reflects 180# operator weight. 2 Recommended 91 octane or higher fuel (R+M)/2. 3 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary. 4 Availability of colors may vary from dealer to dealer and is subject to change without notice. All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath; and twelve-month, unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions. We reserve the right to discontinue models or change specifications at any time without incurring any obligations. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only. Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.

FLHRCI™ ROAD KING® CLASSIC WITH SIDECAR

Almost before there were roads to take them on, there were Harley-Davidson® sidecars. We introduced our first in 1914, and the sidecars have done everything from haul freight to mount machine guns in two world wars. The modern Harley-Davidson sidecar has exactly one mission: To treat your passenger to a traveling experience like no other. 1998 models are available for all touring models, and include options that run from a classic laced wheel to our powerful new amplifier and speakers for sound-system-equipped bikes. Also new for '98: The handling advantages of a disc brake. Add the color-matched paint (including our Anniversary Edition™), and you'll have the most distinctive rig on the road.

Description	TLE	ULTRA
Body		
Lightweight fiberglass with internal footrest	x	x
Matching lower fender trim skirt	x	x
Matching lower motorcycle fairing and cap		x
Suspension		
Single leaf-spring mounted body	x	x
Mounting System		
Quick disconnect of mechanical and electrical systems for ease of installation and removal	x	x
Connection kit includes hardware to retain passenger footboard adjustability		
Lighting		
Directional signal, tail light, fender tip lamp	x	x
Wheel		
Dunlop® Elite II Touring Whitewall Tire with Cast Rim	x	x
Laced wheel option	x	x
Braking		
Disc brake on third wheel	x	x
Storage		
Fully carpeted and lockable area behind seat	x	x
Passenger side storage pockets		x
Windshield		
Lexan windshield contoured for wind protection	x	x
Cover		
Snap-down tonneau type, vin cotton	x	x

Description	TLE	ULTRA
Paint		
Powder coated painted frame and components	x	x
All 1998 colors available, plus matches back to 1988 model year	x	x
Carpeting		
Deluxe carpeted interior	x	x
Seat		
Forward folding seat for storage access	x	x
Padded vinyl seat and cushioned side rails	x	x
Pillow soft vinyl seats, cushioned side rails, headrest and padded knee rest		x
Stereo		
80 watts of power; 40 watts per speaker with volume control		x
CB PTT button, AM/FM/WB selection, cassette forward/reverse control, radio up/down tune		x
Dash		
Chrome ultra accent		x
Hand Grips		
Polished Stainless Steel		x
Sidecar Step		x
Weight (LBS.)	220	246
Height (IN.)	42.13	42.13
Length (IN.)	78.38	78.38
Sidecar Width (IN.)	23.5	23.5

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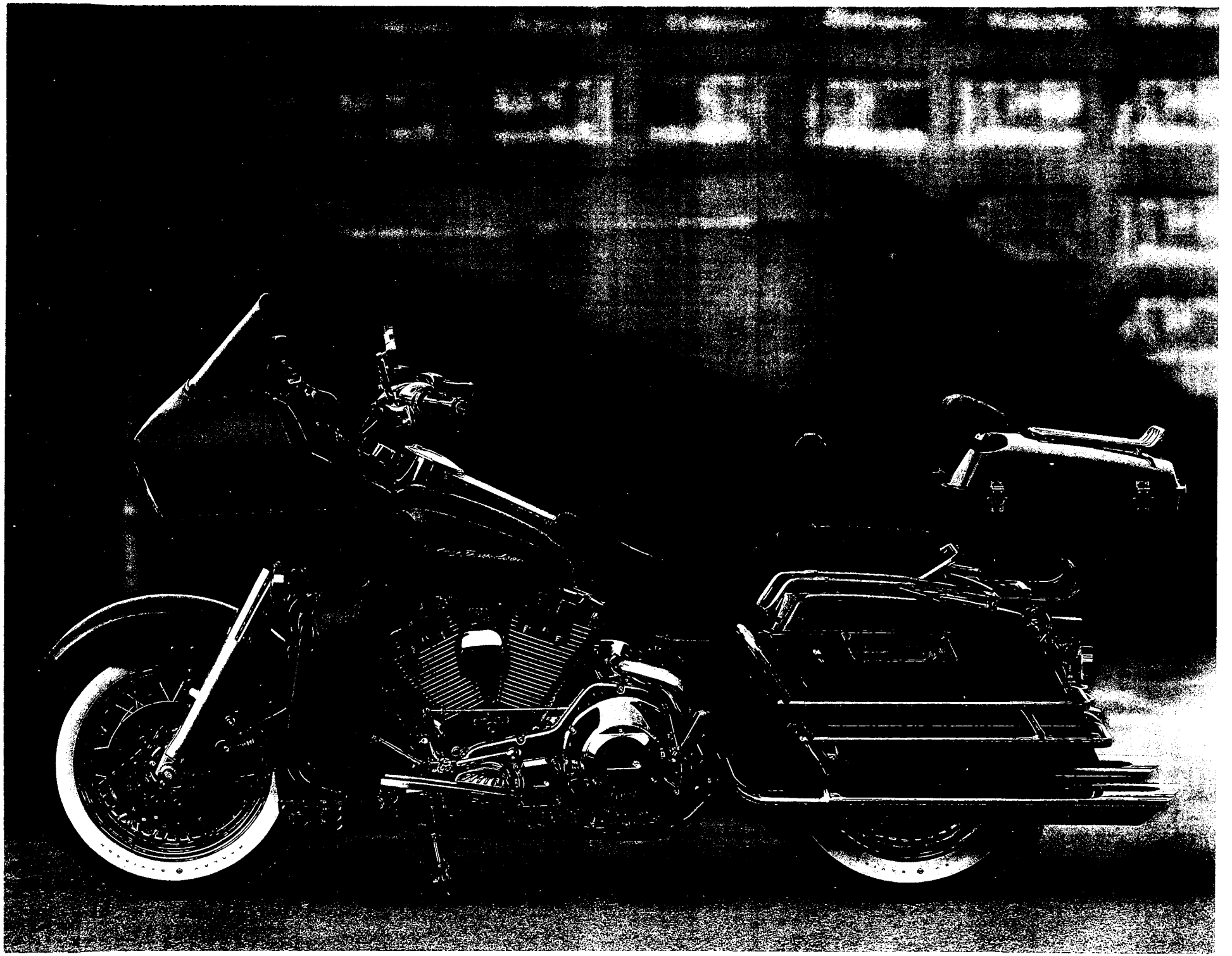
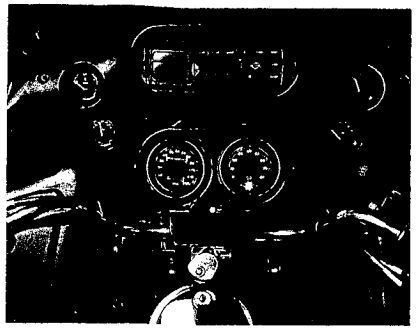
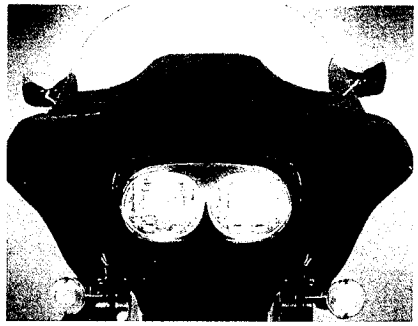


FLTR™/FLTRI™ ROAD GLIDE™ WITH GENUINE MOTOR ACCESSORIES™

MILWAUKEE, WI '98



Rider's view of the new Road Glide™



Pedestrian's view of the new Road Glide™

FLTR™/FLTRI™ ROAD GLIDE™ *With Genuine Motor Accessories™*

It started with an itch to explore a little further. Maybe bring a few creature comforts along for the trip. But before long it became clear that the new kind of motorcycle that grew out of those first long road trips also carried something more. A style and stature that was head and shoulders above anything on the road. The Harley-Davidson® touring tradition was born. The Road Glide™ is the latest in a long line of motorcycles to spring from that heritage, and it's no surprise that the styling may inspire some different ideas in the minds of riders. Some will appreciate its clean, simple lines and unadorned front fender, and go for the minimalist look with their rides. Others will take it as the perfect starting point for the traditional grand American touring machine, and begin adding hard luggage and other creature comforts to the package. Not to mention a little flash to go with. Either way, a trip to the Genuine Motor Accessories™ catalog is the way to go. The parts have countless miles and high design standards behind them. Just like the bike itself. The end result is flawless in every detail, no matter which way you take it. *North American production begins October, 1997. Available internationally 1999 model year.

GENUINE MOTOR ACCESSORIES™ BEHIND THE LOOK OF THIS ROAD GLIDE™

New lazer red chopped Tour-Pak® luggage box

New lazer red fairing lowers

New lazer red Dashinator®

New chopped Tour-Pak® liner

New chopped Tour-Pak® passenger backrest

New compact passenger backrest pad

New rider backrest

New EFI Stage II performance kit

New smoked low windshield

New lighted chrome directional bar

New antenna relocation kit

New Aluminator® billet mirror

Aluminator® front axle nut covers

Aluminator® air cleaner insert

Aluminator® timer cover

Aluminator® derby cover

Aluminator® inspection cover

Aluminator® chrome dipstick

Detachable Tour-Pak® mounting rack and docking kit

Detachable passenger backrest and docking kit

Mini Tour-Pak® lid rack

Passenger footpegs

Dresser mufflers with slash cut end caps

Dresser saddlebag lid rails

Chrome hand control levers

Chrome master cylinder cover

Chrome switch housing kit

Chrome upper fork covers

Chrome instrument gauge bezels

Chrome gauge bezel covers

Chrome brake pedal pad

Chrome rider footboard inserts

Chrome triple rail fender trim

Chrome headbolt covers

Chrome spark plug covers

Chrome front floating brake discs

Custom passenger footpegs

Custom shifter peg

Oil pump cover top plate

Classic oil pump cover

Fairing lower glove boxes

Large chrome and rubber grips

Bar & Shield® fender tip lens kit

Saddlebag guard rails

Wide whitewall tires

Stock production lazer red paint

See stock FLTR/FLTRI™ Road Glide™ for specifications on this model.

H A R L E Y - D A V I D S O N M O T O R C Y C L E S 1998

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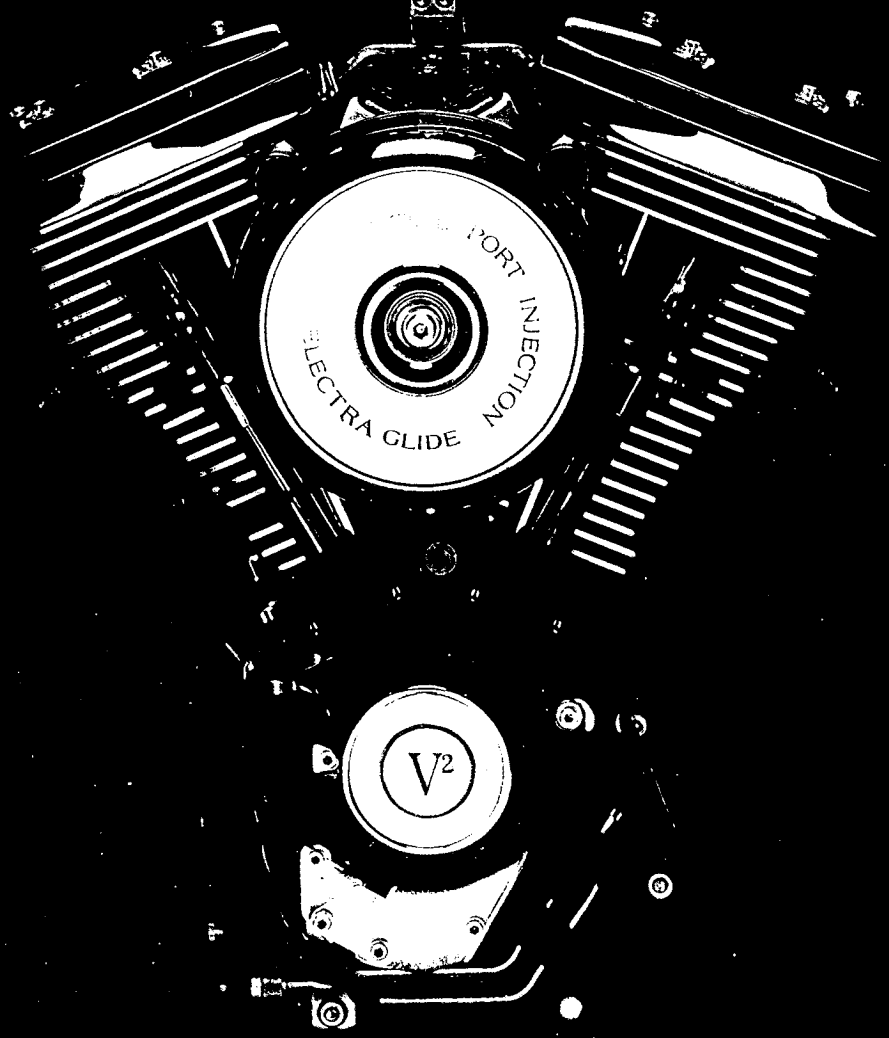
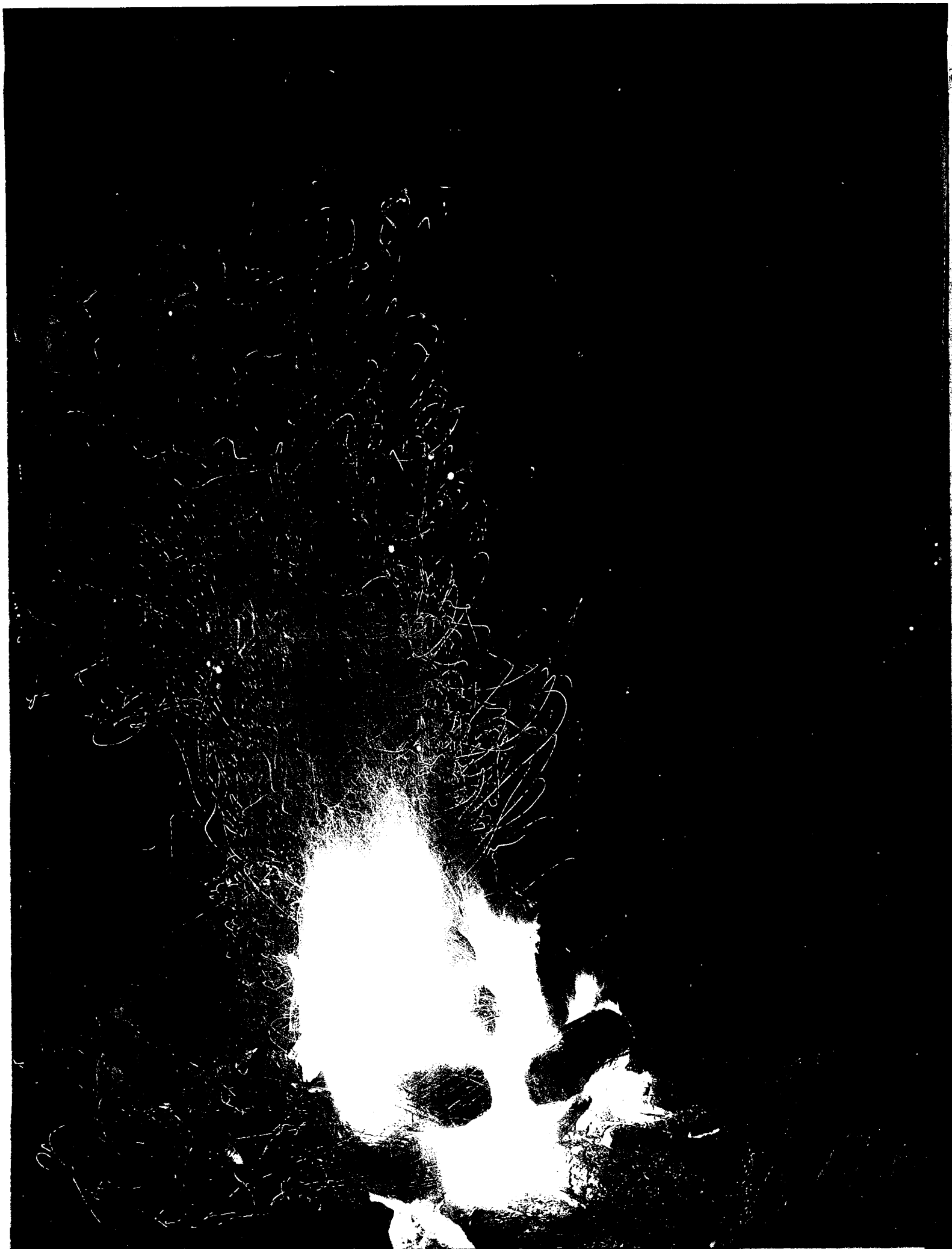
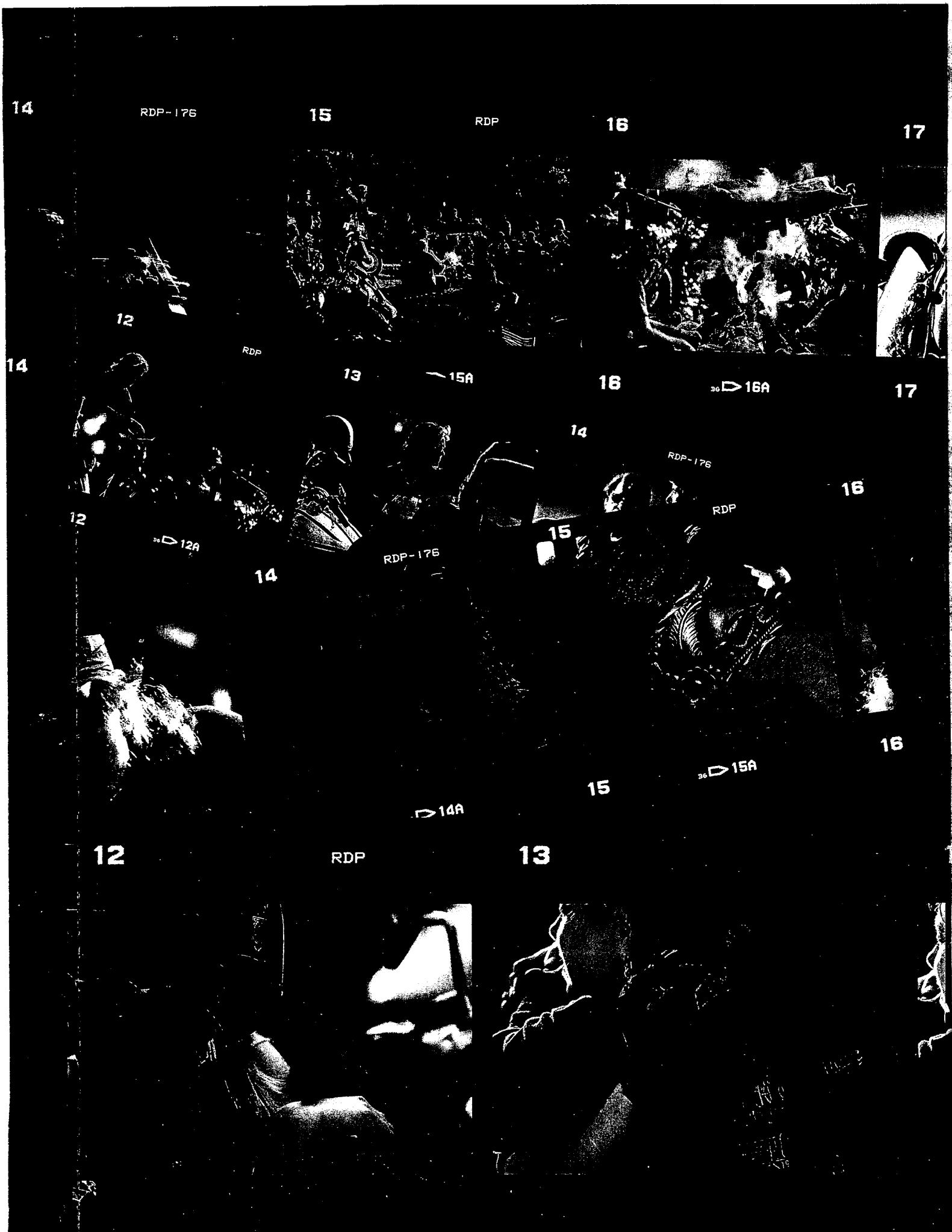
Look at any Harley-Davidson® Dyna Glide®, Softail® or touring motorcycle, and suddenly you're no longer in charge of your own two eyes. The lines of the bike take over, and before you know it you're gazing directly into the power and glory of a 45° air-cooled Evolution® Big Twin engine. There is a very good reason for this. It is our long-held belief that when too much plastic gets wrapped around a motorcycle, something inside it dies. So no matter where we take our styling, the engine is the centerpiece. The crown jewel of the motorcycle art, exposed for all the world to see. In truth, the only thing more all-out satisfying than this feast for the eyes is the feeling that fills the rest of you when the starter is engaged. Our latest refinement, a strong new nine plate clutch, gets you into gear with less lever effort. For those who know it, the generous surge of torque that follows needs no further explanation. The deep down beat coming from the engine says it all.





DAY 4, 7:15 P.M. IRON MOUNTAINS, VIRGINIA. MORE THAN ANYTHING ELSE, A HARLEY-DAVIDSON® MOTORCYCLE SATISFIES THE TWO GREAT IMPULSES OF HUMANITY. THE NEED TO GET AWAY FROM IT ALL. AND THE NEED TO GET TOGETHER FROM TIME TO TIME. IT DOESN'T MATTER WHERE YOU RIDE. FRIENDLINESS FOLLOWS IN THE WAKE OF THE MOTORCYCLES. PEOPLE WANT TO KNOW ALL ABOUT WHERE YOU'RE FROM AND WHERE YOU'RE HEADED. IN 1983 THIS NATURAL GRAVITATION LED TO THE FORMATION OF THE HARLEY OWNERS GROUP®.* HERE IN THE MIDDLE OF VIRGINIA'S HILL COUNTRY, THAT SAME SPIRIT HAS LED A LONG LINE OF AREA H.O.G.® MEMBERS UP THE DUSTY ROAD, TO THE CAMPGROUND WHERE THE GROUP HAS DINNER ROASTING. A PHONE CALL TO THE LOCAL DEALER BROUGHT ABOUT THE SPUR-OF-THE-MOMENT GET-TOGETHER, AND IT DOESN'T TAKE LONG FOR GREETINGS TO BE EXCHANGED. STORIES SWAPPED. MOTORCYCLES CHECKED OUT. IN THE CLEAR LIGHT OF THE PRISTINE MOUNTAIN AIR IT'S EASY TO SEE. RIDING A HARLEY-DAVIDSON DOESN'T JUST MELT THE MILES. IT DEMOLISHES THE WALLS.

*A ONE-YEAR H.O.G.® MEMBERSHIP IS INCLUDED WITH THE PURCHASE OF NEW HARLEY-DAVIDSON® VEHICLES SOLD BY AN AUTHORIZED GENUINE DEALER™. TO LEARN ABOUT JOINING, CALL 1-800-CLUB-HOG IN THE USA. CALL 1-905-660-3500 IN TORONTO, 1-800-668-4836 IN THE REST OF CANADA (FAX 1-905-660-3372). IN EUROPE CALL 49-6105-284257/6 (FAX 49-6105-284255). IN JAPAN CALL 81-3-3457-0991 (FAX 81-3-3457-0939). OUTSIDE THE USA, CANADA, EUROPE AND JAPAN CALL 1-414-343-4896 (FAX 1-414-343-4515). OR WRITE: HARLEY OWNERS GROUP®, P.O. BOX 453, MILWAUKEE, WI 53201.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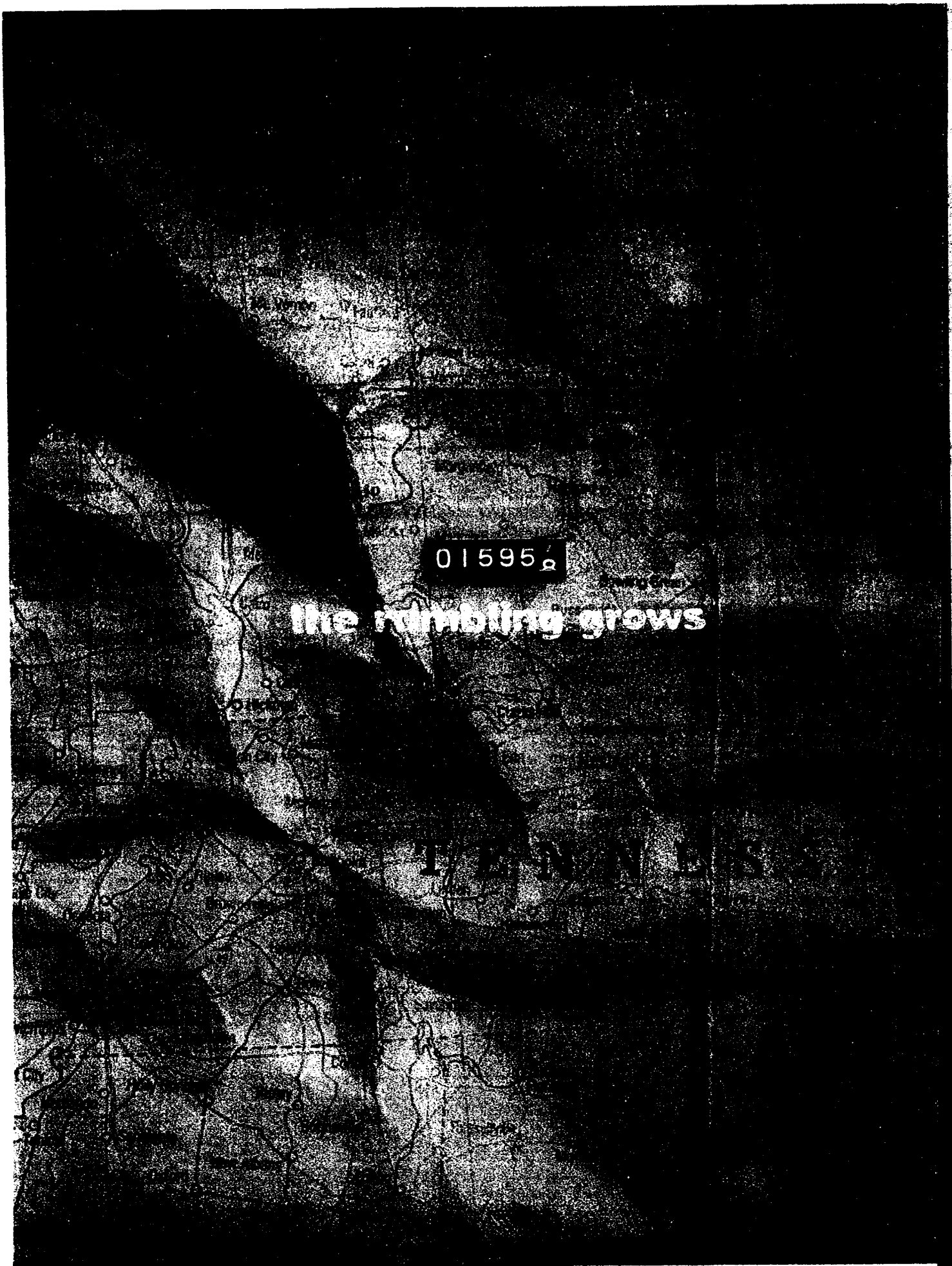
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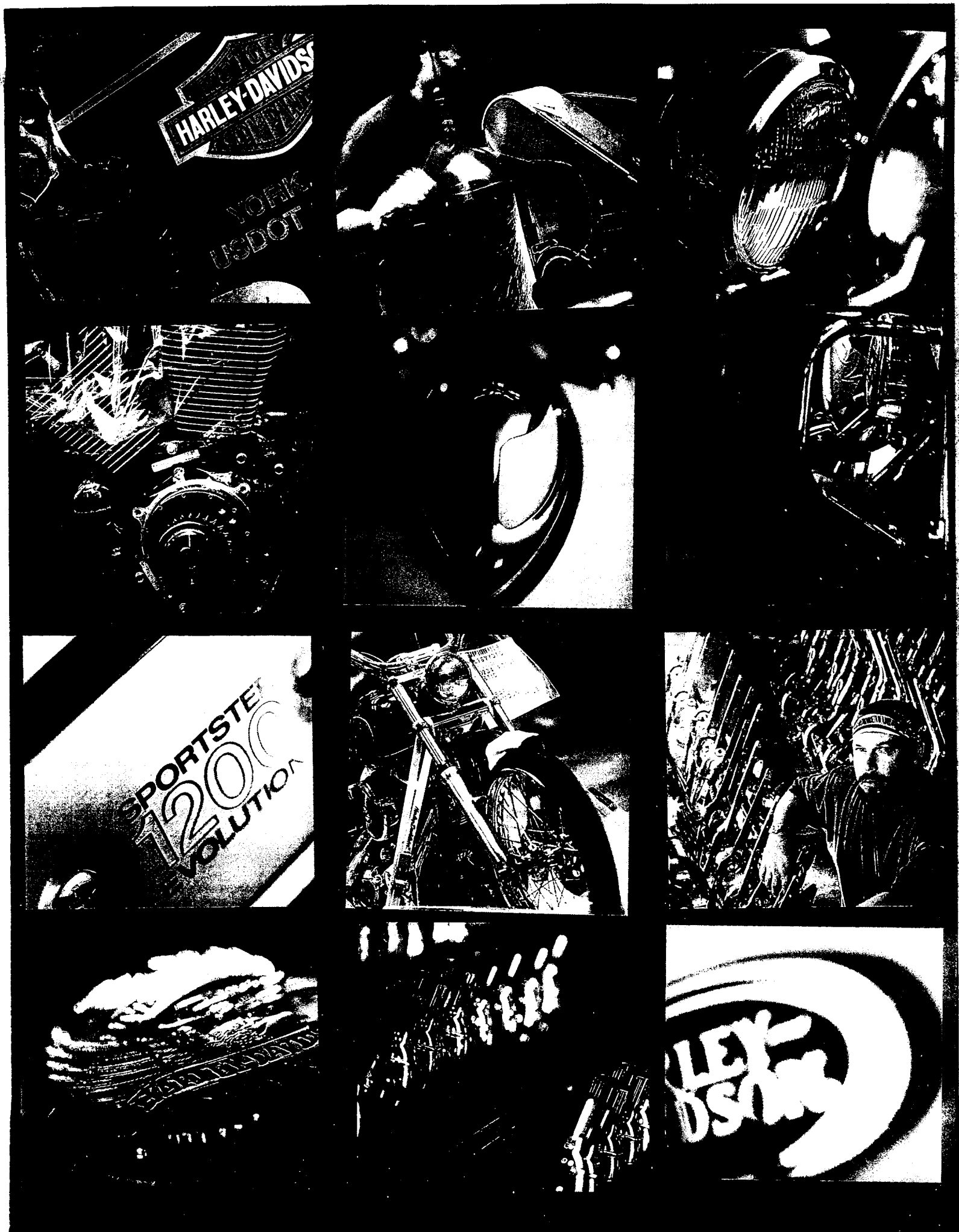
the rumbling grows


HARLEY-DAVIDSO
YORK
USDOT
SPORTSTE
1200
VOLUTION

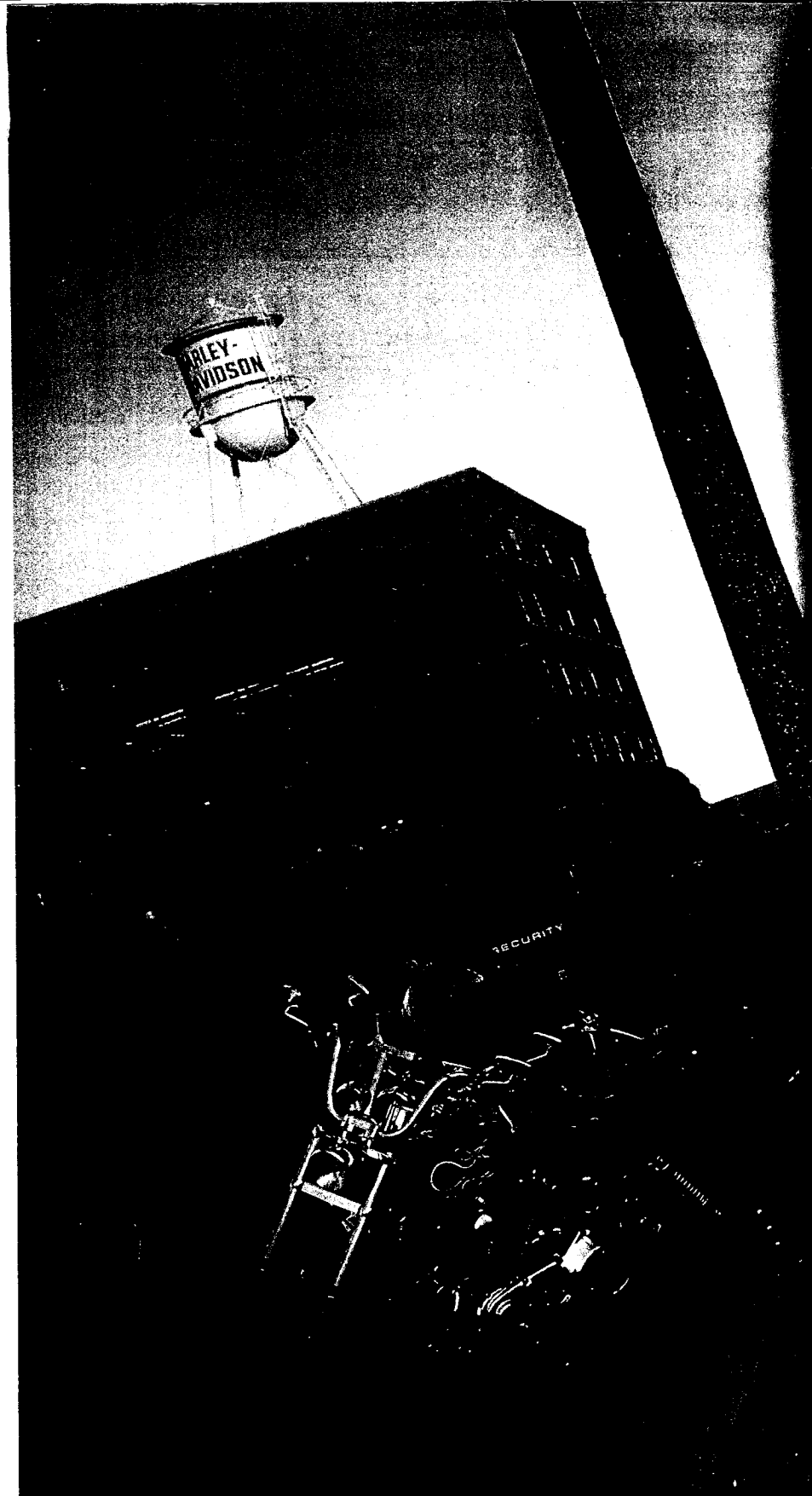
YORK, PA. THERE'S NO BETTER PLACE IN THE WORLD TO WITNESS CREATION

DAY 5, 3:30 P.M. THE GREAT SMOKIES. THE APPALACHIANS. THE ROAD HAS WOUND ITS WAY UP THE BACKBONE OF THE LANDSCAPE, AND FINALLY LEADS US INTO THE TOWN OF YORK, PA. THE GOOD PEOPLE OF THE TOWN HAVE BEEN IN THE BUSINESS OF FREEDOM FOR MORE THAN 200 YEARS. IN 1777, THE CONTINENTAL CONGRESS CAME HERE TO ESCAPE THE BRITISH. NOW, IT'S THE PLACE HARLEY-DAVIDSON® MOTORCYCLES ARE ASSEMBLED. YORK PUTS THE "FACTORY" INTO THE IDEA OF THE FACTORY CUSTOM, AND A TOUR THROUGH THE PLANT SHOWS YOU WHAT IT'S ALL ABOUT. WHILE THE MOTORCYCLES COME TOGETHER AT AN ASTOUNDING RATE, THE PROCESS CAN HARDLY BE CALLED MASS PRODUCTION. INSTEAD, SOME OF THE MOST SOPHISTICATED MANUFACTURING TECHNOLOGY IN THE WORLD IS DEDICATED TO THE JOB OF MAKING SURE EACH ONE IS A RARE AND VALUABLE ORIGINAL. OUT ON THE LINE **we brake for iron** IT'S NOT UNUSUAL TO SEE A FAT BOY® FOLLOWED BY A LOW RIDER® FOLLOWED BY A WIDE GLIDE.® SOMETHING THAT WOULD BLOW THE LID OFF A MORE TRADITIONAL PLANT. EVEN THE PAINT LINE IS A DEPARTURE FROM THE EXPECTED PROCESS OF SPRAYING ON ONE COLOR UNTIL THE VAT IS EMPTY AND THEN SWITCHING TO A DIFFERENT COLOR. THE SYSTEM USED HERE IS CALLED "JELLY BEANING." LIKE THE NAME IMPLIES, YOU SEE TANKS AND FENDERS OF EVERY COLOR HEADING OFF THE PAINT LINE. THE DAZZLING COATS ARE APPLIED IN EXACTLY THE ORDER THE PARTS WILL BE NEEDED OUT ON THE FLOOR TO BUILD INDIVIDUAL BIKES. AS YOU MIGHT GUESS, A SYSTEM THIS COMPLEX REQUIRED A HEALTHY AMOUNT OF INVESTMENT AND FINESSING TO PERFECT. YOU SEE THE SAME KIND OF COMMITMENT TO PERFECTION EVERYWHERE AS THE VARIOUS PIECES ARE JOINED TO THE MOTORCYCLE. THERE ISN'T JUST A FUNCTION BEHIND EACH ONE. THERE'S A HERITAGE, AND IT TAKES A HUGE AMOUNT OF DEDICATION TO MAKE IT ALL COME TOGETHER. IT'S LIKE NO OTHER FACTORY IN THE WORLD. WHICH IS EXACTLY WHY THEY ARE ABLE TO MAKE HARLEY-DAVIDSON MOTORCYCLES HERE.

DAY 6, BREAK OF DAWN. AHEAD WILL BE THE INEVITABLE ROAD SIGNS INDICATING A DECREASING SUPPLY OF MILES LEFT TO RIDE. RIGHT NOW, LIVING IN YOUR MIND, ARE MEMORIES OF THE LAST FEW DAYS. THE THRILL OF GOING FOR MILES IN FAST, TIGHT FORMATION. THE SIDE TRIP TO SEE THE VR1000 RACE BIKE, GLAD TO KNOW THE COMPANY'S FAMOUS

what boundaries?

RACING HERITAGE IS ALIVE AND WELL. THE SILENT TESTIMONY OF THE BATTLEFIELD AT GETTYSBURG, BLACK CLOUDS ROLLING ON THE HORIZON AS YOU RODE THROUGH. THE I-WISH-I-WAS-OUT-THERE LOOK YOU CATCH IN THE EYES OF MOTORISTS TRAPPED BEHIND TINTED GLASS. LIKE THE HORIZON ITSELF, A RIDE ON A HARLEY® NEVER REALLY ENDS.



DAY 7, 3700 W. JUNEAU AVENUE, MILWAUKEE. HOME TO THE HARLEY-DAVIDSON MOTOR COMPANY. THE DESTINATION THAT LEAVES ONE WIND-BITTEN GROUP OF RIDERS FILLED WITH THE FEELING OF ACCOMPLISHMENT. FROM WHERE YOU STAND OUTSIDE, NEXT TO THE GLITTERING ROW OF PARKED MOTORCYCLES, THE RED BRICK BUILDING LOOKS AS SOLID AND PERMANENT AS THE GREAT AMERICAN LAND MASS YOU'VE JUST RIDDEN ACROSS. STAND IN THE SHADOW OF 3700

there is no prouder place to plant your side stand

WEST JUNEAU AND IT'S EASY TO SEE THE PLACE HAS DONE MORE THAN MERELY KEEP ITS DOORS OPEN AND LIGHTS BURNING FOR 95 YEARS. THE BUILDING HAS KEPT A FLAME ALIVE. IT'S BEEN FILLED WITH MEN AND WOMEN WHO LOVE THE SPORT OF MOTORCYCLING, AND ARE DETERMINED TO CARRY IT ON IN ITS BEST TRADITION. THROW A LEG OVER THE SADDLE OF A HARLEY-DAVIDSON® MOTORCYCLE, AND SOMETHING TELLS YOU IT WILL ALWAYS BE THAT WAY.

the end

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◊HARLEY-DAVIDSON CREDIT AVAILABLE IN THE U.S. AND CANADA ONLY.

U.S. Trademark Opposition No. 91177156
H-D Michigan, Inc. v. Bryan Broehm
Serial No. 78896325

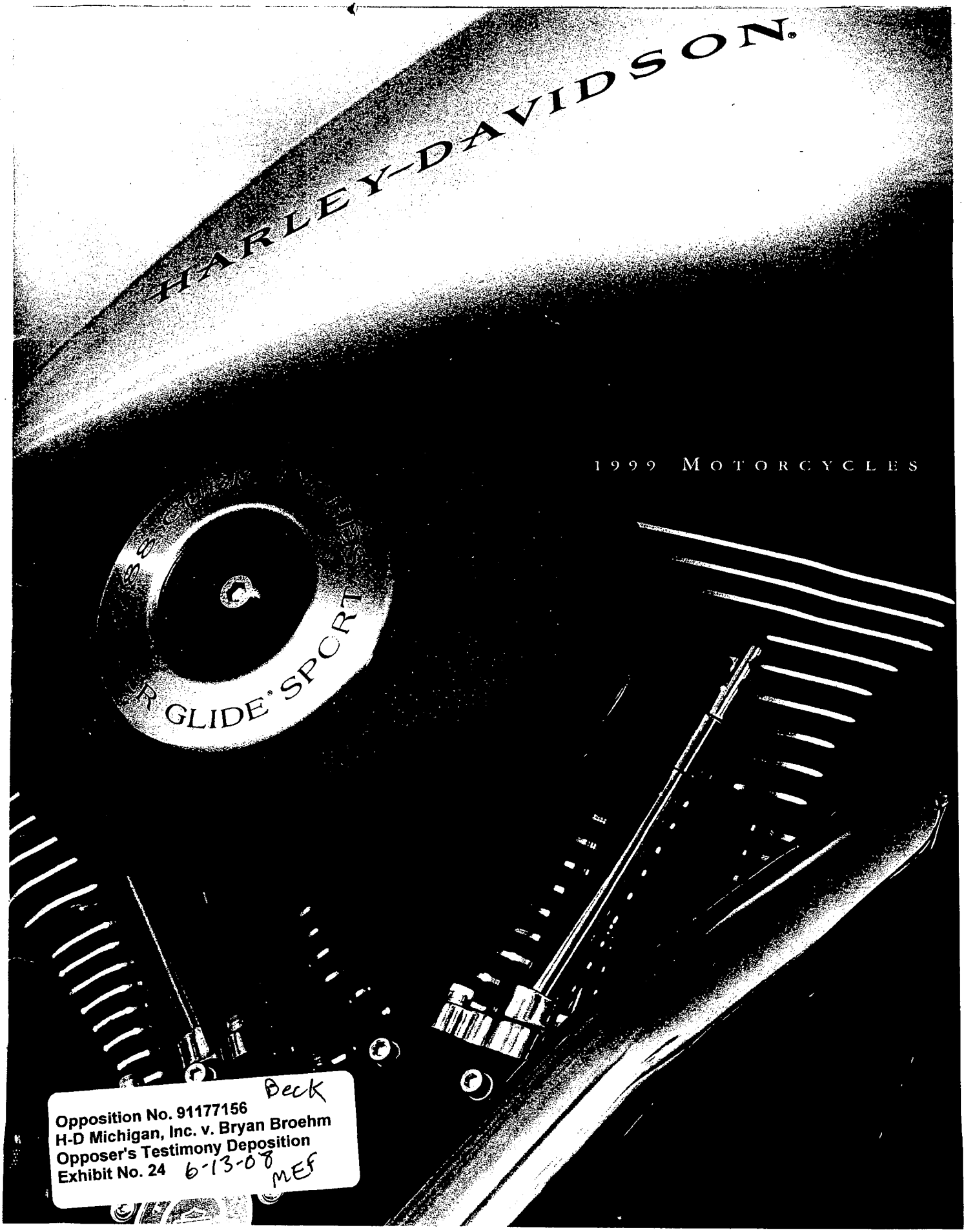
Mark:

Deposition of Scott Beck

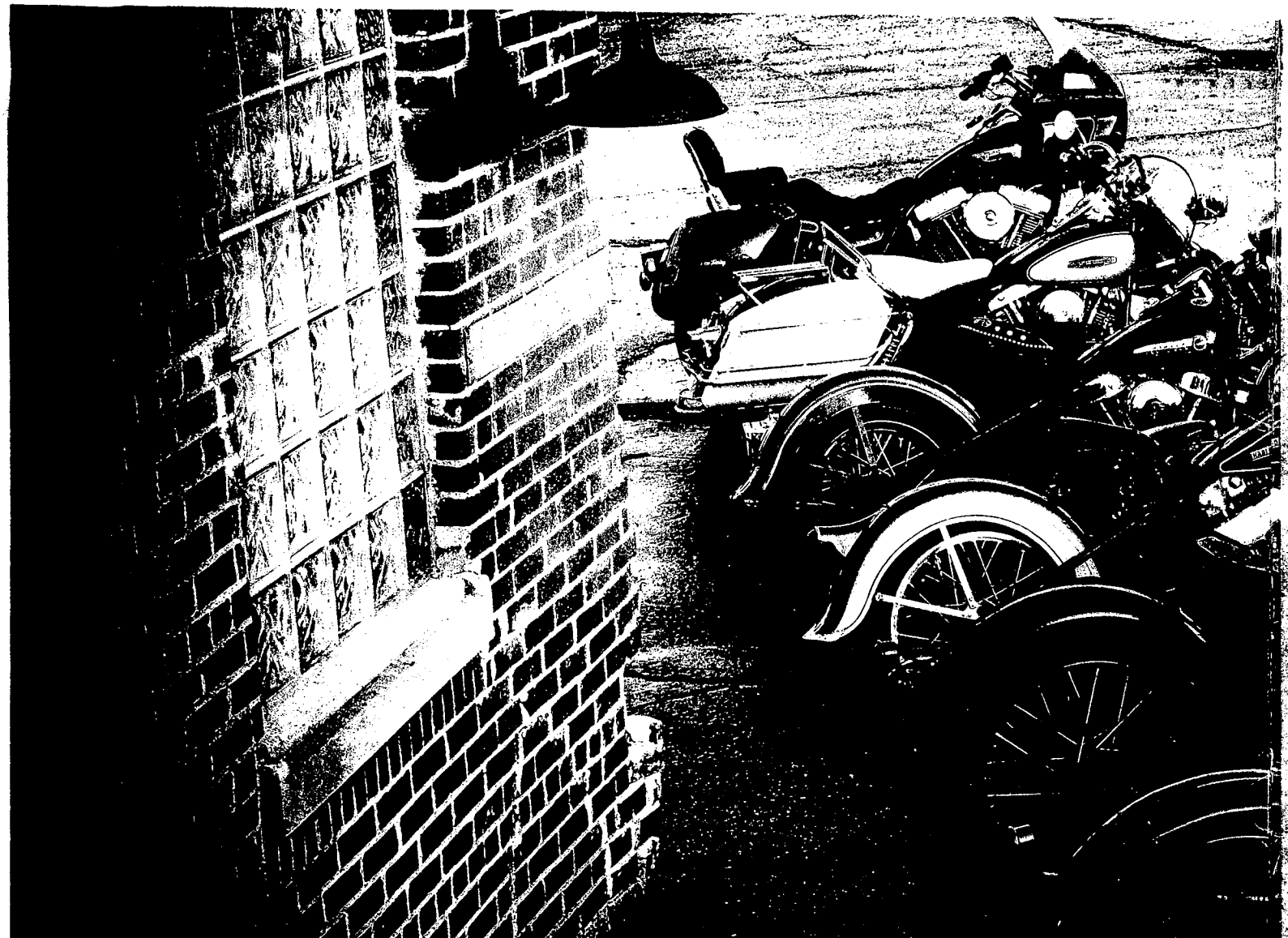
Exhibit 24

HARLEY-DAVIDSON®

1999 MOTORCYCLES



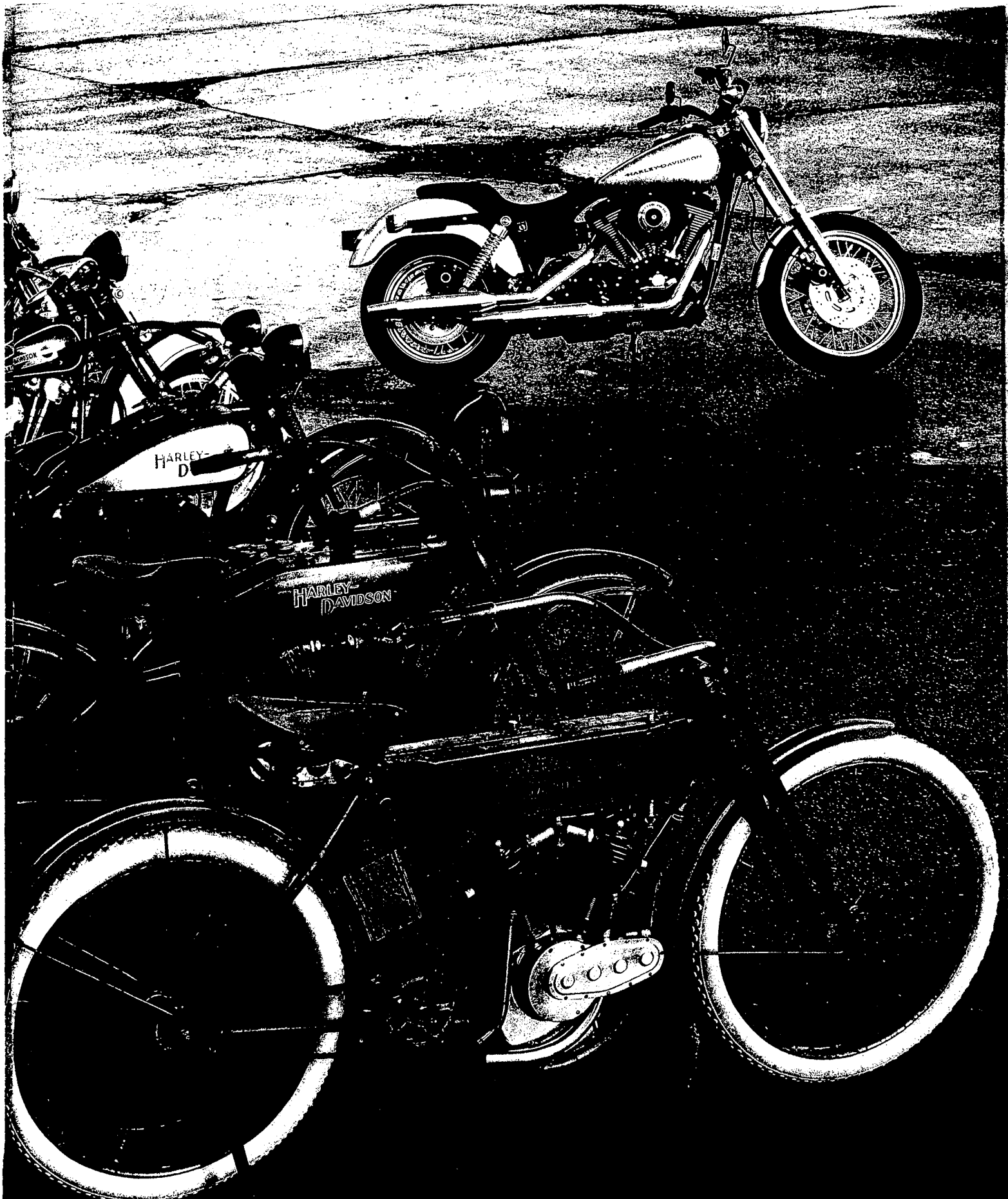
Opposition No. 91177156
H-D Michigan, Inc. v. Bryan Broehm
Opposer's Testimony Deposition
Exhibit No. 24 6-13-08 MEF
Beck



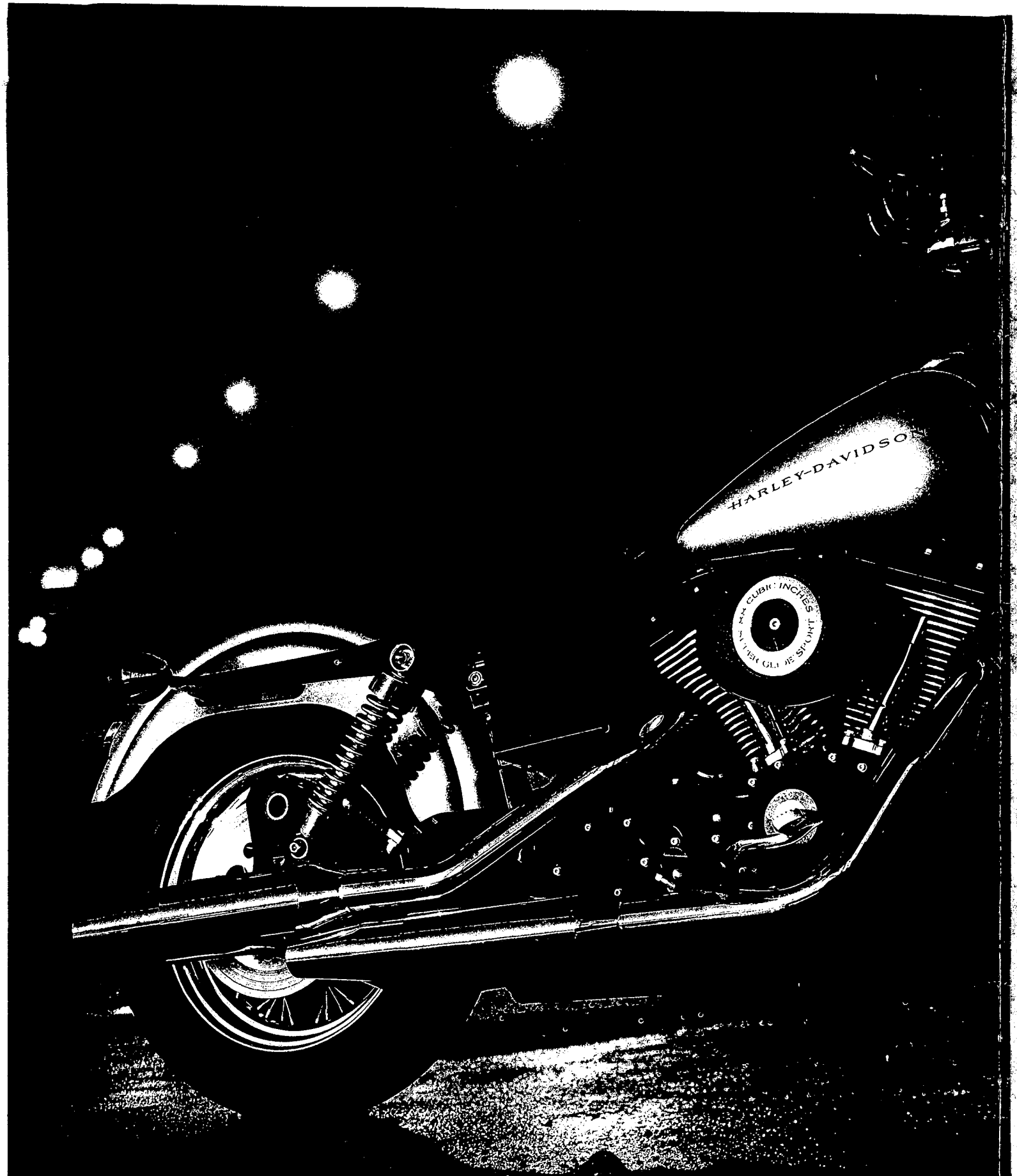
IRON AGES.

With each Harley-Davidson® V-Twin, a new era of motorcycling is forged.

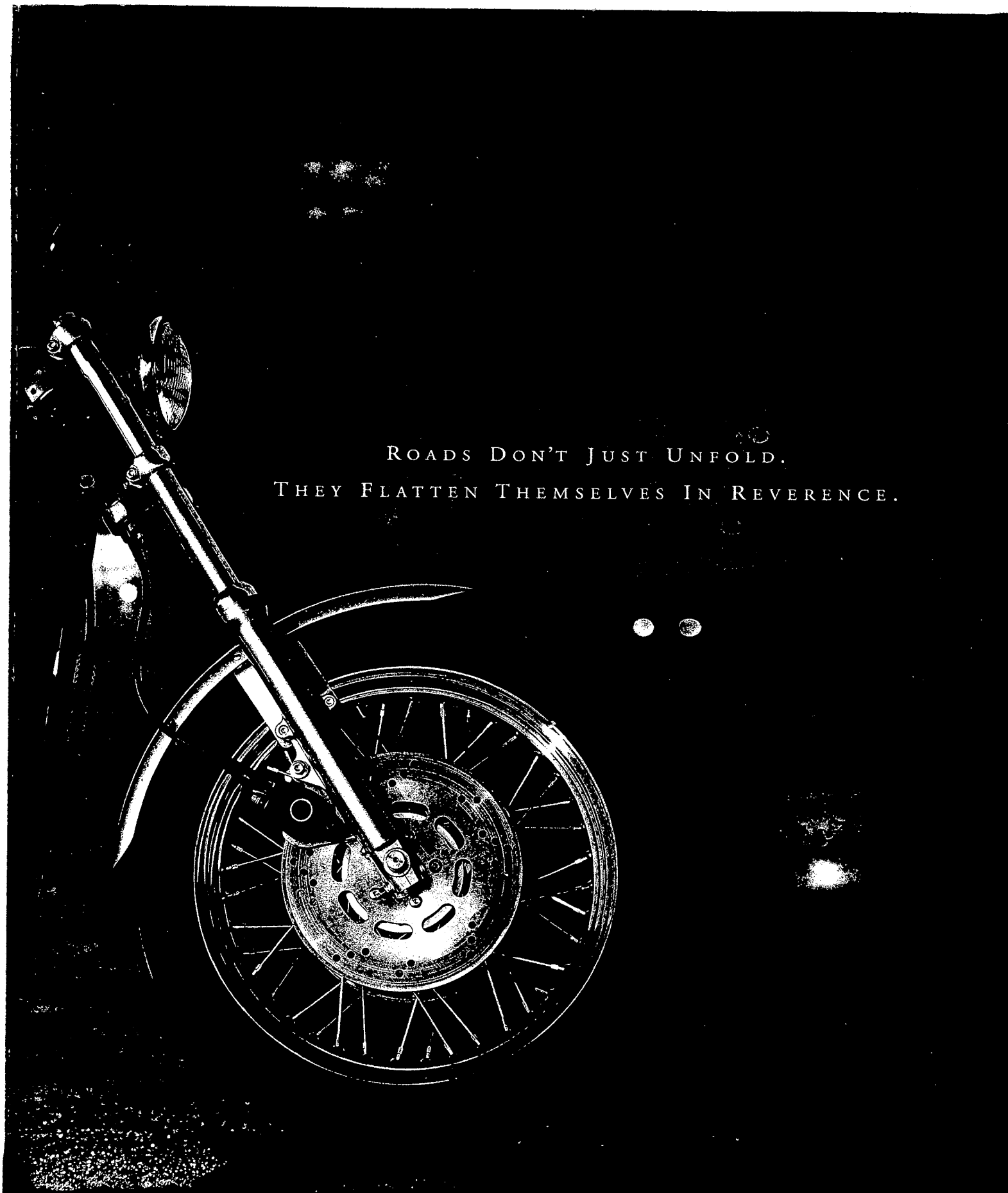
Look at a Harley-Davidson® motorcycle, any Harley-Davidson motorcycle, and you can't miss it. The air-cooled 45° V-Twin. More than anything else, it's what makes a Harley.® The meat in the middle of it all. The engine configuration we introduced in 1909. It's raced around board tracks and dirt ovals. It's worn olive drab and dodged bullets in two world wars. It's led riders down dark alleys for the sheer pleasure of hearing it echo off



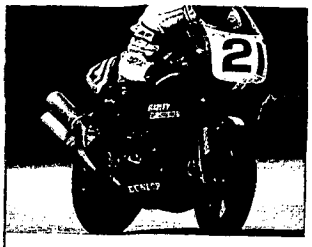
the brick walls. It's altered heart rates. We've stuck with the air-cooled V-Twin, even through times when all others bid it goodbye. Because nothing else gives a rider the same satisfaction. And so this year the legacy of the Knucklehead, the Panhead, the Shovelhead and the Evolution™ gives birth to one more. The Twin Cam 88.™ An eighty-eight cubic inch incarnation of nothing less than the most famous motorcycle engine in history.



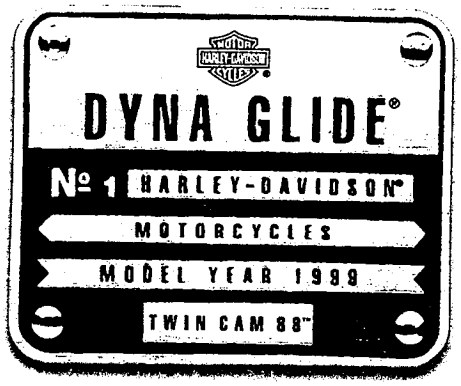
You don't need long in the saddle of a Harley-Davidson® motorcycle to discover that it is one righteous road-going piece of machinery. The same thing holds true whether the engine is an 883, 1200, 1340 Evolution® Big Twin or our new Twin Cam 88™. There is no mistaking the call of the open road when it's thundering a few inches beneath your seat. A Harley® is and always will be about one thing. Riding. You can feel the hunger for wind



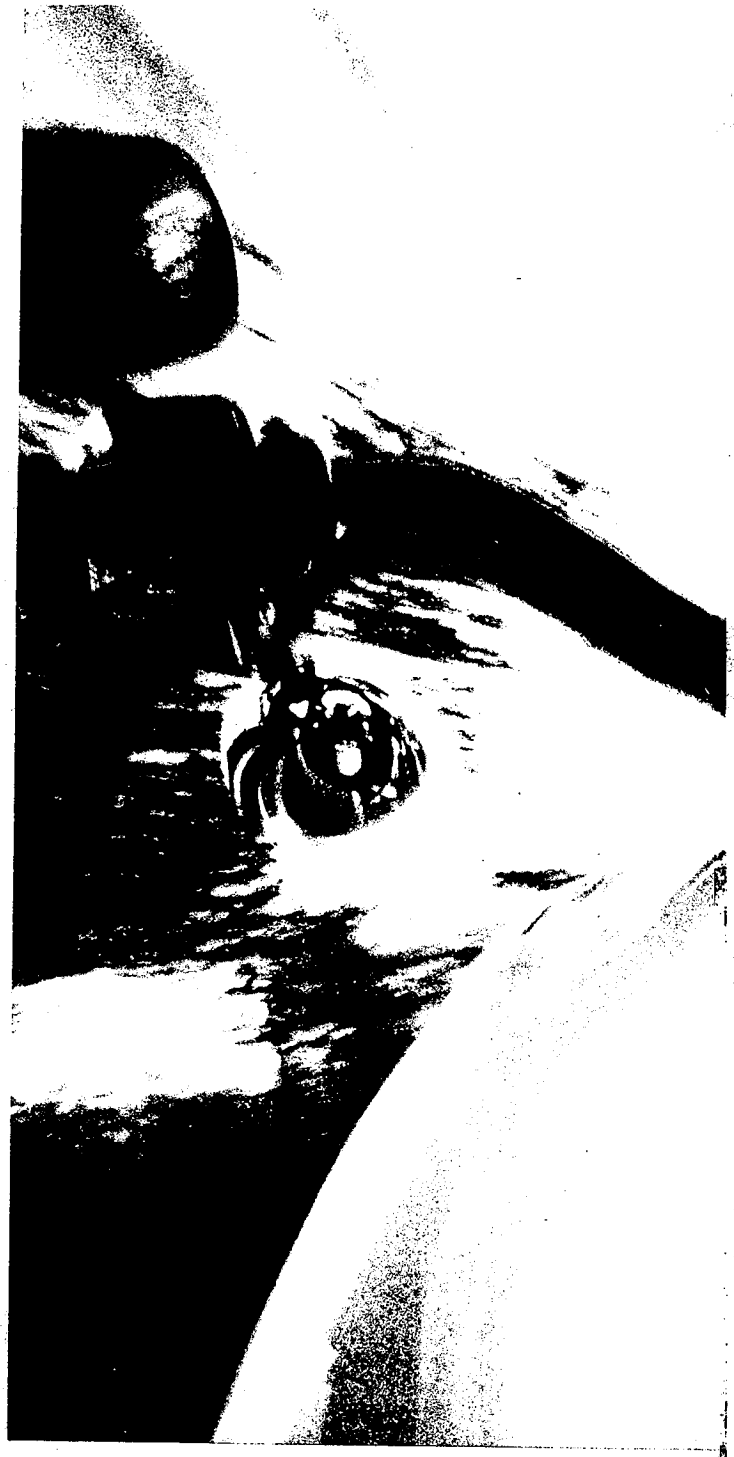
and roads and far-off horizons in the steel bones of its frame. It's ingrained in something as simple as the line of an air cleaner cover. It gets handed down to each new generation of our motorcycles. When you own a Harley-Davidson you just cannot sit still. Not when we keep building machines like the one you see here. There are any number of vehicles that would claim to rule the road. But something tells us this is one the road would choose.



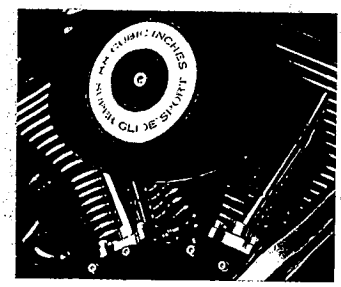
Racing has been in our blood ever since Walter Davidson won the two-day FAM Endurance Run, in 1908. We could give you plenty of noble reasons why. The glory. The engineering advances. But the excuse we like best is simple. It's a blast. Drags. Flat tracks. The VR 1000 Superbike. See you at the races.



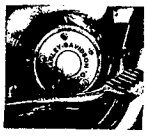
The next generation of rubber mounted asphalt eaters.



The original Dyna Glide® made its debut in 1991, and it was immediately at home anywhere there was pavement. A rider's motorcycle. At its heart was a two-point rubber mounting system that soaked up engine vibrations for as far and long as a rider cared to go. The going was very good. For 1999 it gets even better. The all-new Twin Cam 88™ engine now powers the Dyna Glide chassis. It's everything that's always been good about a Harley-Davidson® V-Twin, only more so. Eighty-eight cubic inches of *go*. The rest of the bike is refined as well for '99. The engine and transmission get a more rigid interface, for example. As a result the ride feels even better, especially

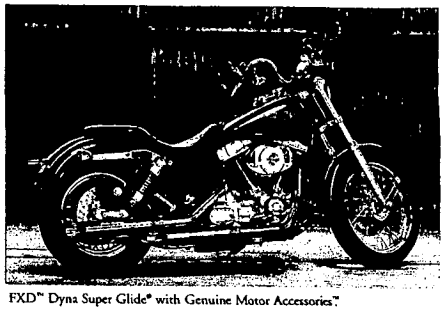


in curves. The ignition is a new single-fire (no wasted spark) design. As always, we finish it up with a clean belt final drive. Anyone who likes to ride hard is in for a treat. Of course, sooner or later you'll also owe it to yourself to park and give your eyes a turn. The bikes in the Dyna Glide family drip with style.

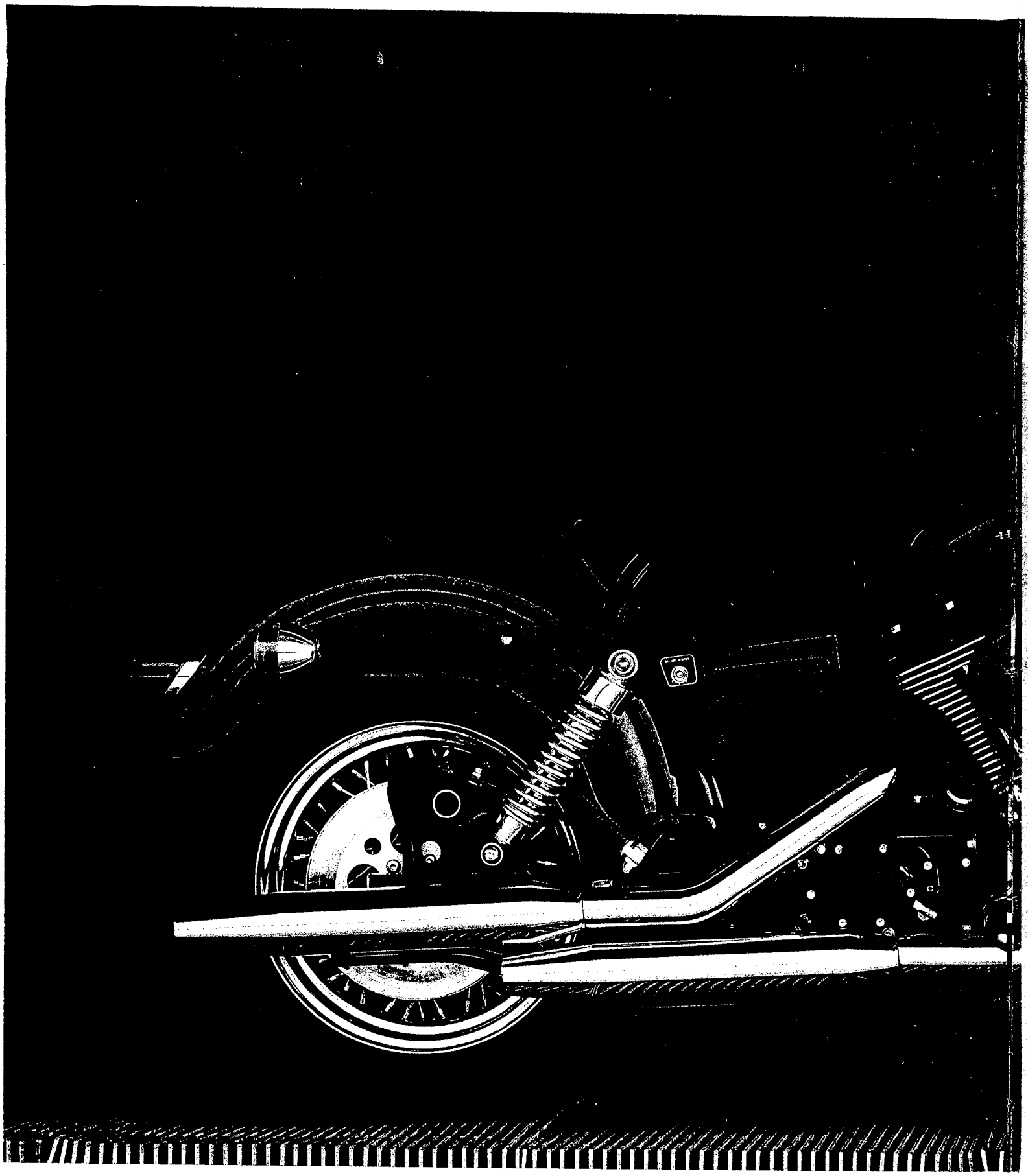


To complete the effect, we offer Genuine Motor Accessories.™ And why stop at the surface?

The internals of the new engine are beefed up to handle enhancements. Try some Screamin' Eagle® performance parts. Your local dealer will set you up with everything you need.

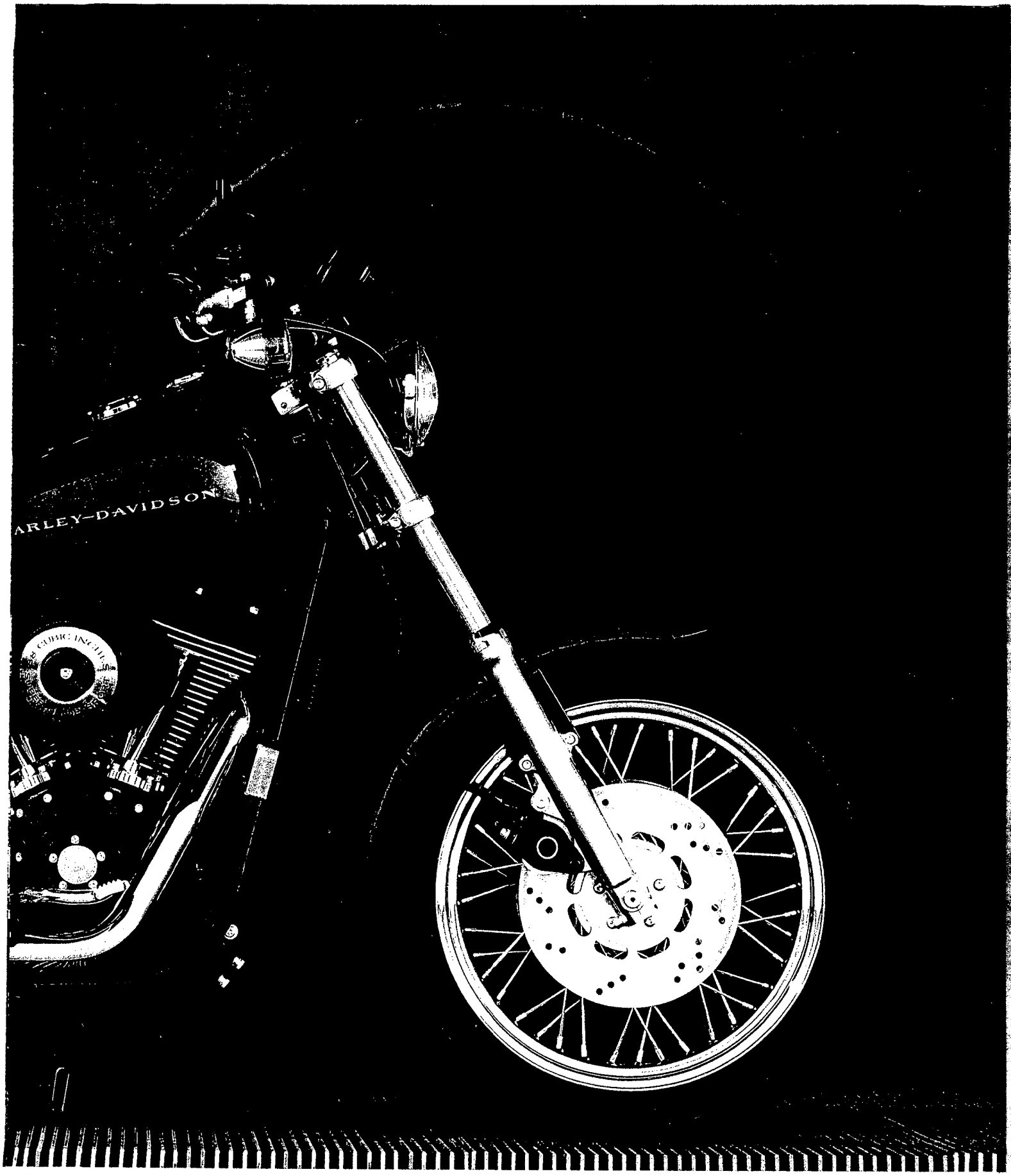


FXD™ Dyna Super Glide® with Genuine Motor Accessories.™



FXDX® DYNA SUPER GLIDE® SPORT

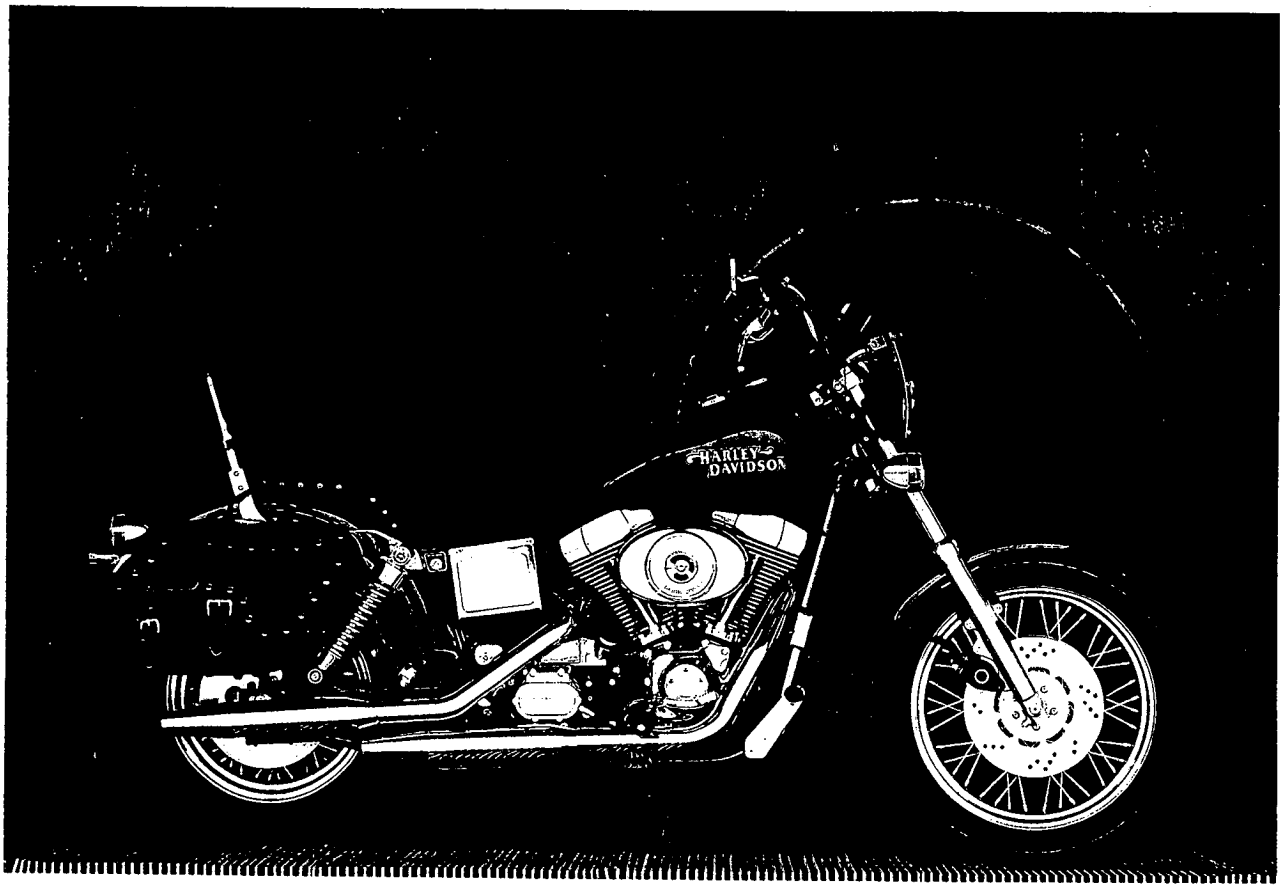
This is a bike only Harley-Davidson® could build, and you don't have to look beyond its new Twin Cam 88™ engine to understand why. The motor gets a special treatment, in blacked-out steel. Textured black meets wrinkle black.



There's not an ounce of flash, which makes it all the more eye-grabbing. The black flat-track handlebar and low-slung seat set up an aggressive riding posture. Brute street performance is the message, and it's not subtle. Get on the gas and you discover just how not subtle. We also add dual gauges, a taller suspension and tighter 28° front end, plus triple disc brakes. So you've got what you need for the long, winding road. We'll let you take it from there.

FXD™ DYNA SUPER GLIDE®

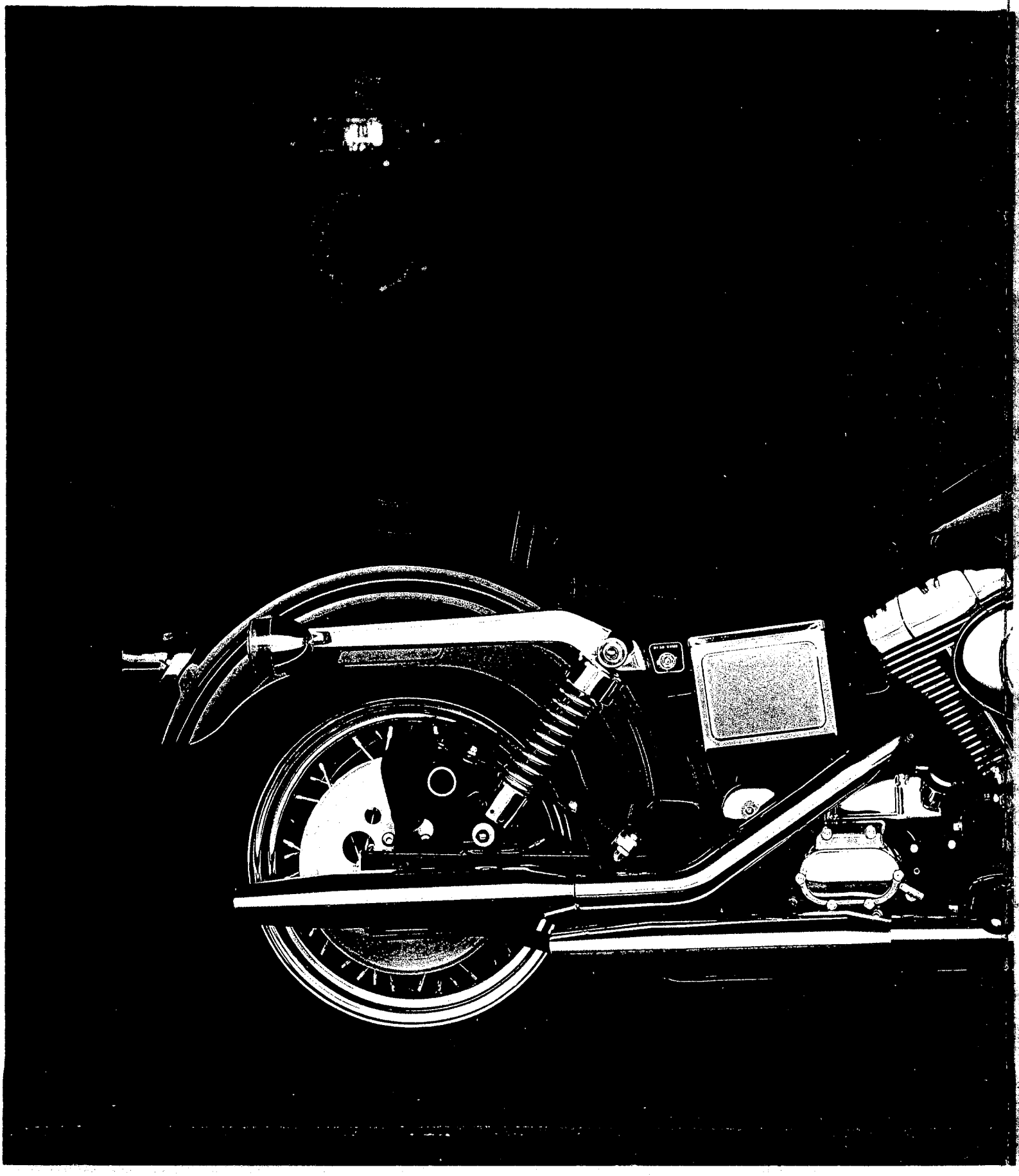
You're looking at the back-to-the-basics approach, made metal. Only with the Super Glide®, the basics feel better than anyone ever knew. It starts with the new Twin Cam 88™ engine. Eighty-eight cubic inches filled to the brim with torque and ready to take you thundering down the road. Wrapped around it is the Dyna Glide® chassis, with isolation engine mounts for a smooth ride, and a responsive 28° front end with dual-rate springs. We add the clean, classic styling of a Fat Bob® fuel tank, stepped seat and pullback handlebar. With a ride like this, you just aren't going to need much else.



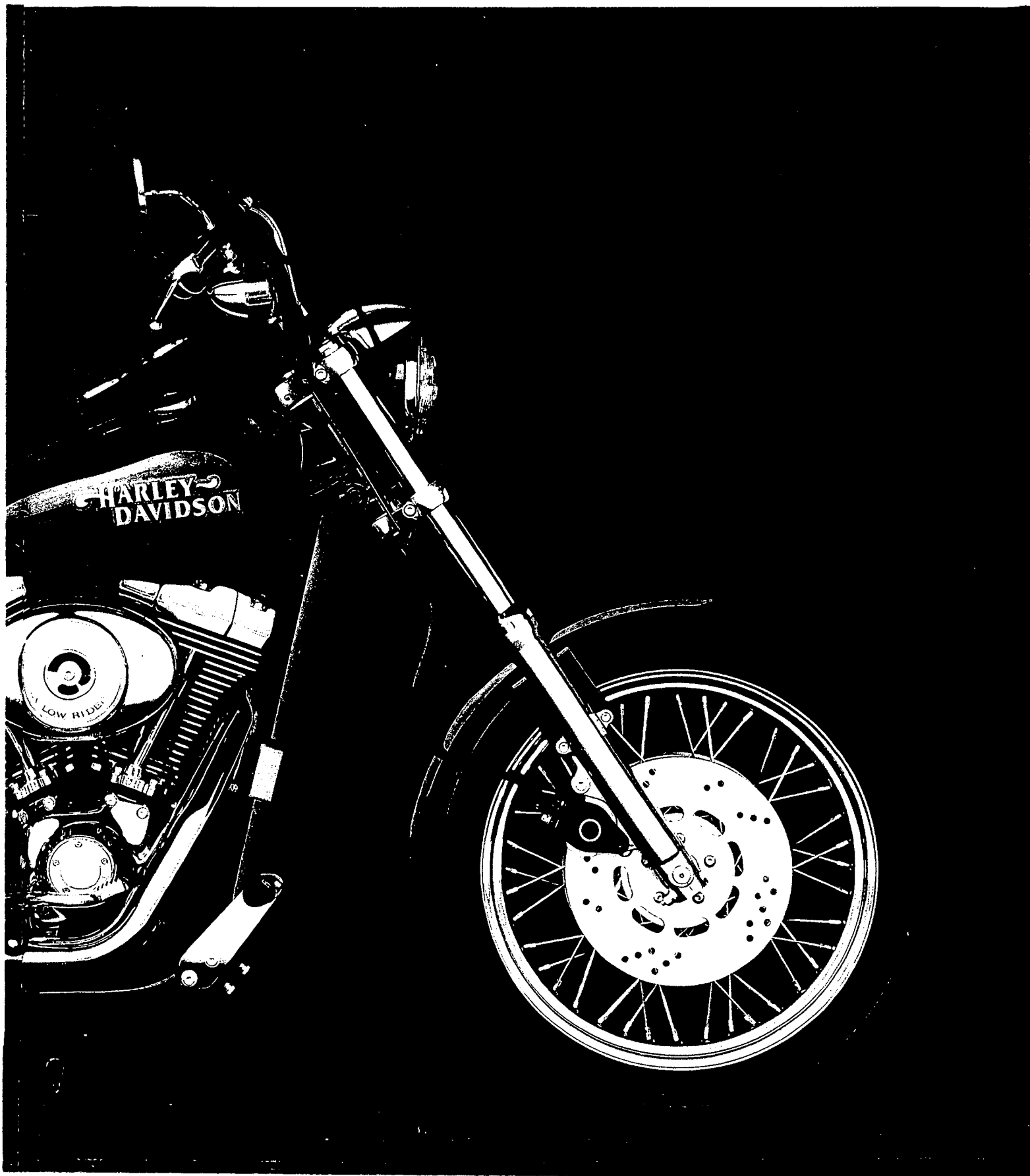
FXDS™-CONV DYNA CONVERTIBLE™

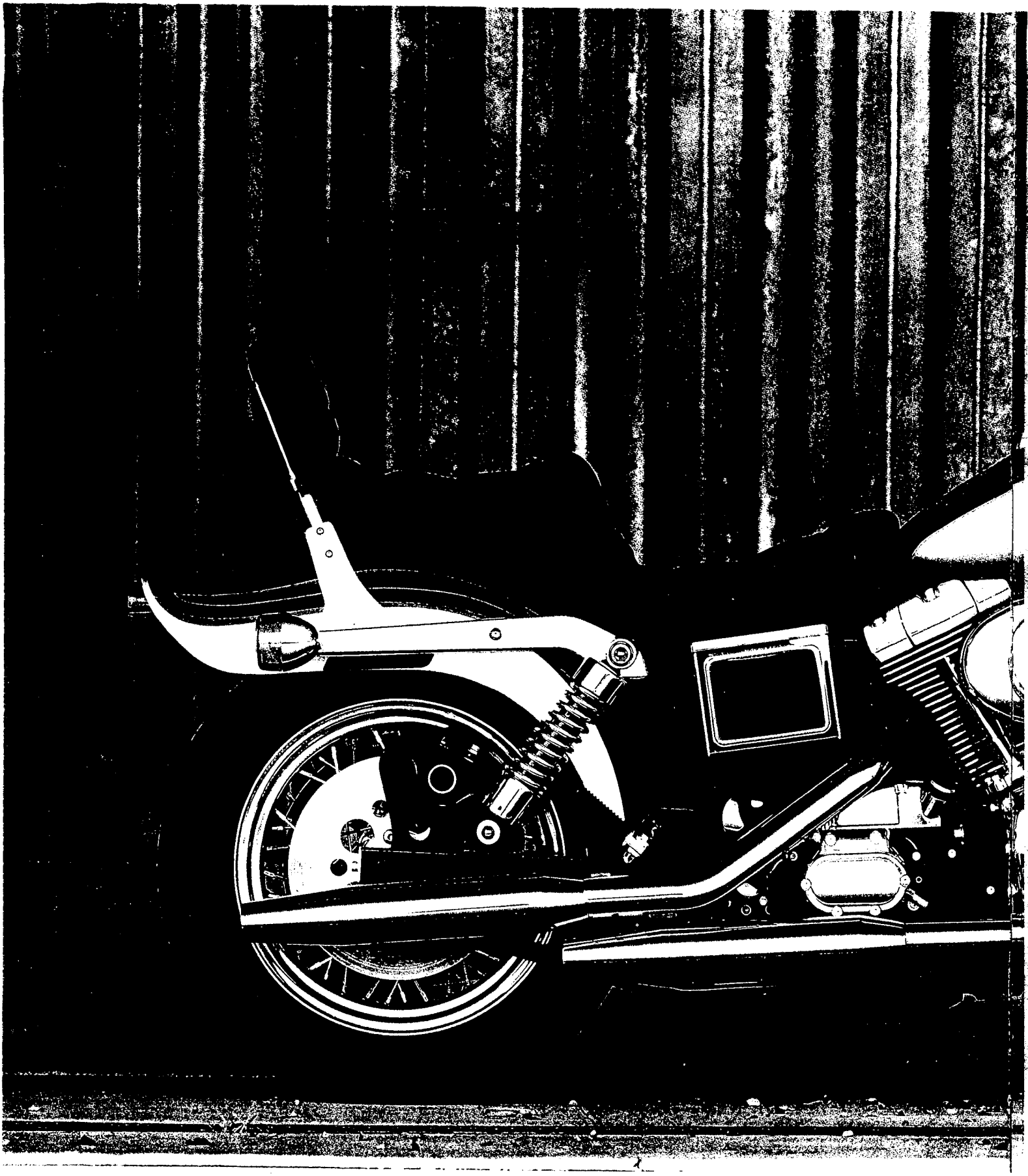
The Dyna Convertible™ stands in direct opposition to the idea that you have to specialize to get along. This is a Harley® that does it all. With its rubber mounted Twin Cam 88™ engine, full windshield and saddlebags, the bike will out-tour some touring rigs. Better yet, the hardware is detachable. A couple of twists and you're down to the clean lines of a Harley-Davidson® custom, sparkling with chrome on the engine and other choice parts. A 28° front end, dual-rate fork springs and triple-disc brakes add some sport to the package. It's the right ride, no matter what you have in mind.

The Low Rider® has appeared, in one incarnation or another, for almost as long as we've built factory customs. It will always be a bike riders look to when they want to see it done right. The long 32° front end, highway pegs



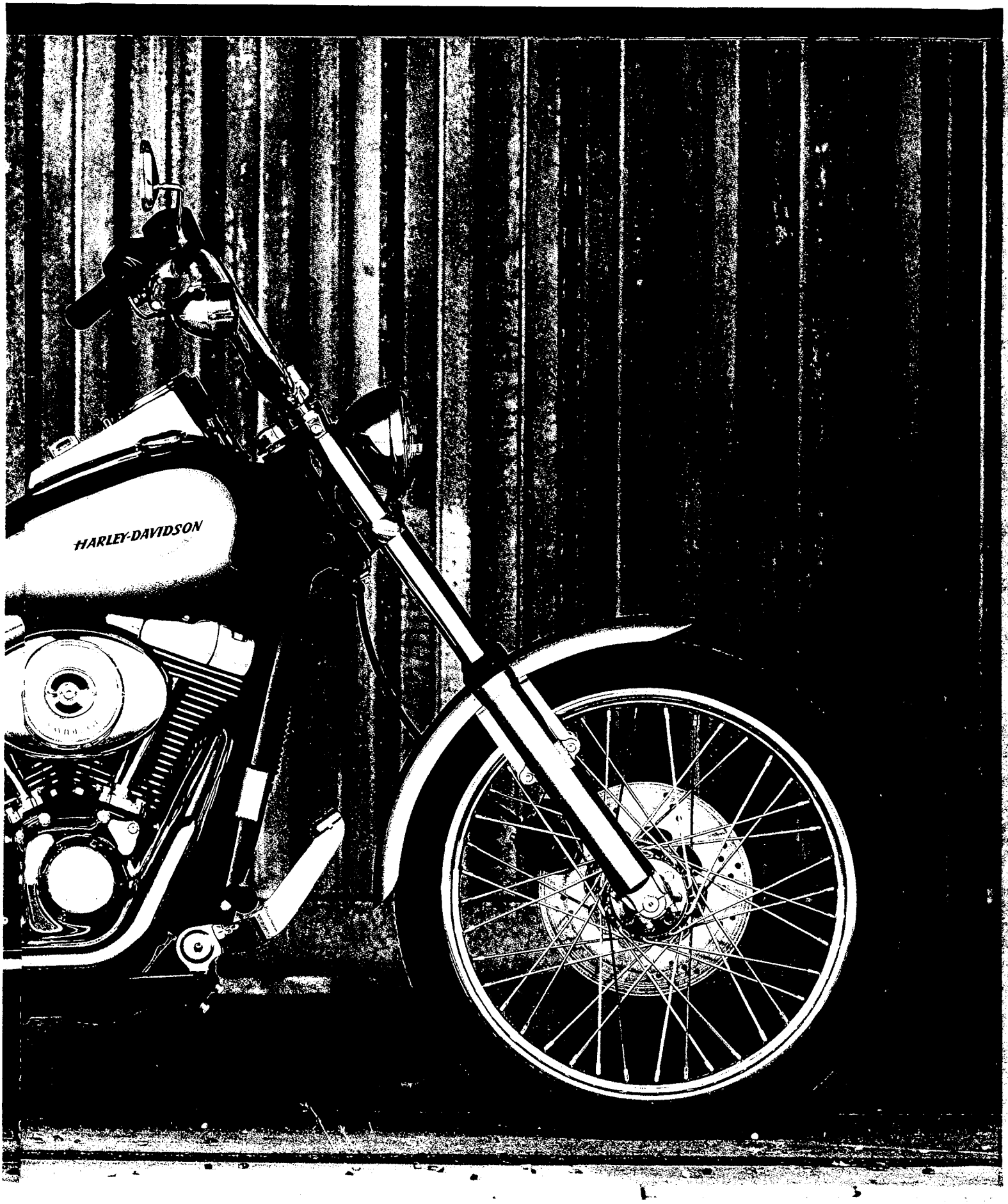
and buckhorn handlebar set up a riding posture that makes the traditionalist grin. The Fat Bob® fuel tank carries a center console with tach and speedo. Just below, in chrome and wrinkle black, is the third generation of Big Twin to power a Low Rider. Eighty-eight cubic inches strong, and riding in proven Dyna Glide® rubber mounts. Twist the throttle and it speaks a language even non-riders understand. The Low Rider. Long, low and massive. Just like it should be.



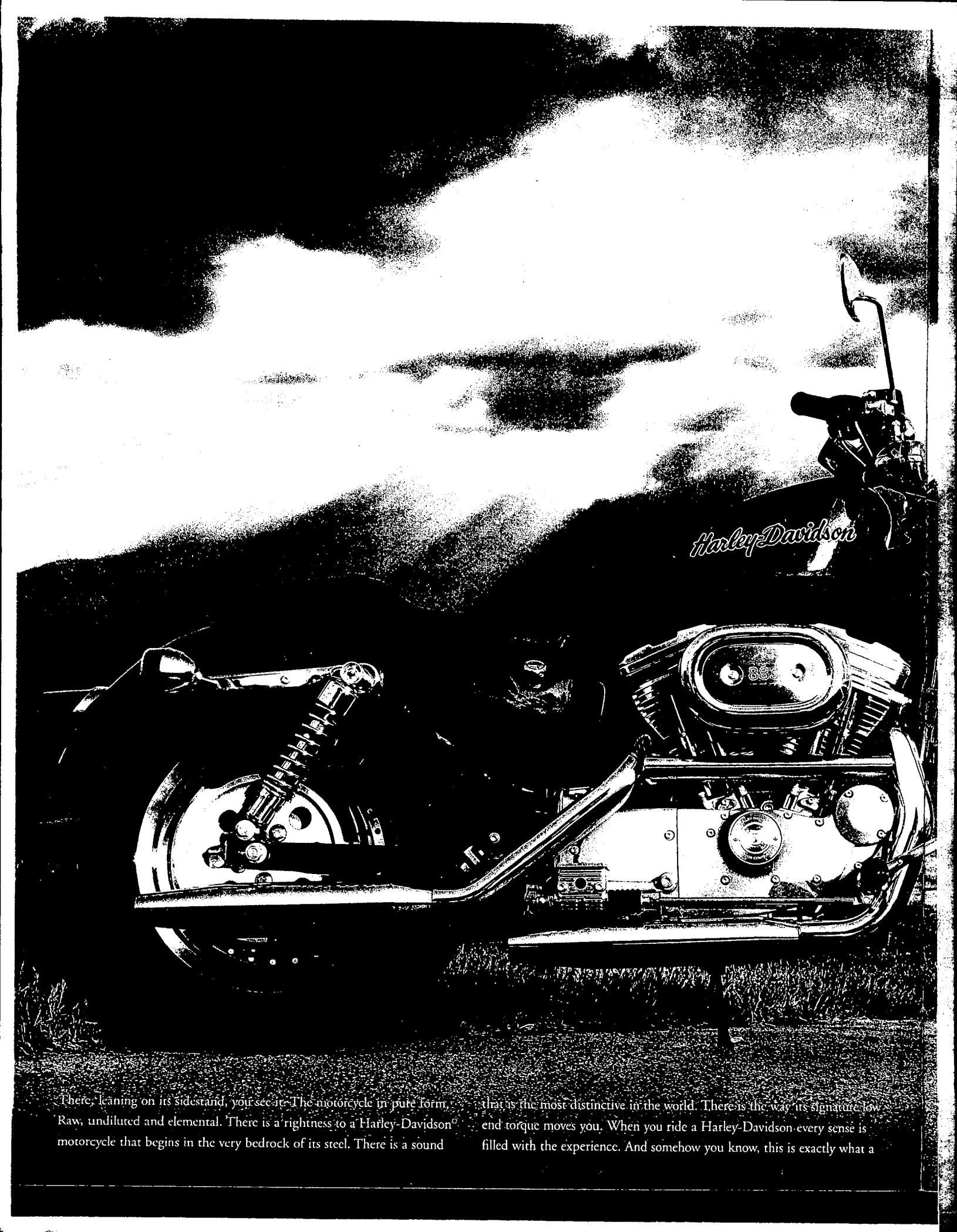


FXDWG™ DYNA WIDE GLIDE®

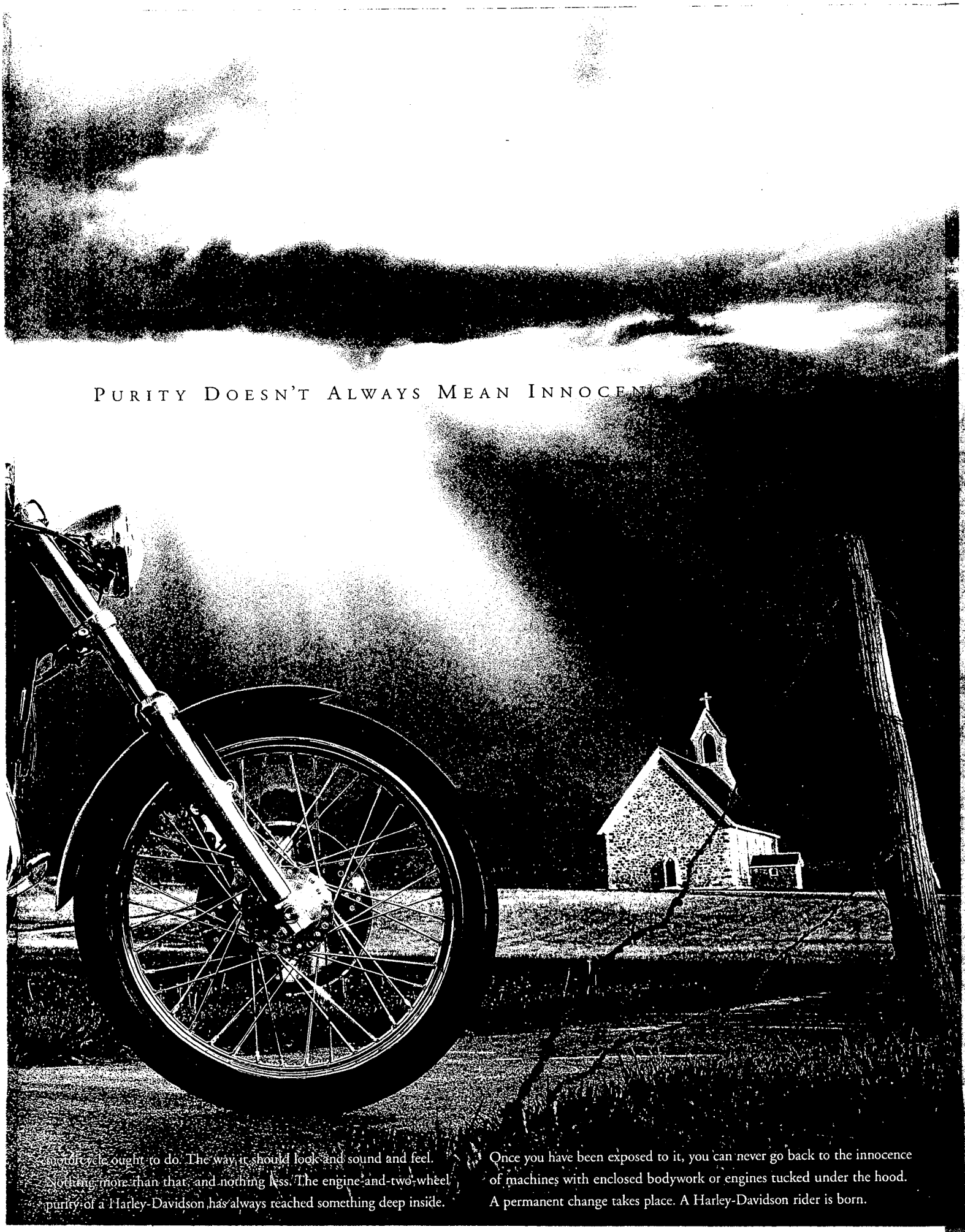
When the first custom bike purists began stripping off parts and bolting on highbars, the distinctive look was only part of the equation. The bikes felt as powerful as they looked. So it's only fitting that this year's Wide Glide® is



powered by a Big Twin built with the same idea. The Twin Cam 88.™ Sit in the low, stepped seat, feet on the forward controls, fists skyward on the factory ape hangers, and it's not hard to notice the new performance. You feel like you're right in the center of it. The rest of the bike comes on just as strong. Wide, raked fork. 21" laced wheel. Loads of chrome. It defies convention. But with a ride like this, who cares what the rest of the world thinks.



There, leaning on its sidestand, you see it. The motorcycle in pure form. Raw, undiluted and elemental. There is a rightness to a Harley-Davidson® motorcycle that begins in the very bedrock of its steel. There is a sound that is the most distinctive in the world. There is the way its signature low end torque moves you. When you ride a Harley-Davidson every sense is filled with the experience. And somehow you know, this is exactly what a



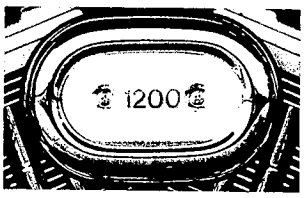
motorcycle ought to do. The way it should look and sound and feel. Nothing more than that, and nothing less. The engine-and-two-wheel purity of a Harley-Davidson has always reached something deep inside.

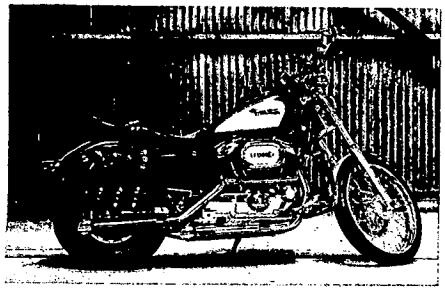
Once you have been exposed to it, you can never go back to the innocence of machines with enclosed bodywork or engines tucked under the hood. A permanent change takes place. A Harley-Davidson rider is born.

If you wonder just how deep the Harley® legend runs, visit a dealership. What starts with great motorcycles continues on through MotorClothes® riding apparel, Genuine Motor Accessories™ and the helpful programs available through Harley-Davidson® Credit. Try it, and who knows where you'll end up.*

The lean, raw style that became an instant legend on the street.

When the Sportster® was introduced in 1957, riders didn't just get a new motorcycle. A whole new reason to ride was born. Instead of merely covering ground, here was a machine that extracted sheer, unadulterated thrills from every inch of the way. The Sportster made a habit of smoking everything on the street. And it looked the part. The lean, street-fighting style was undeniable. It still is. More than four decades later, the Sportster has the distinction of being our longest running model.

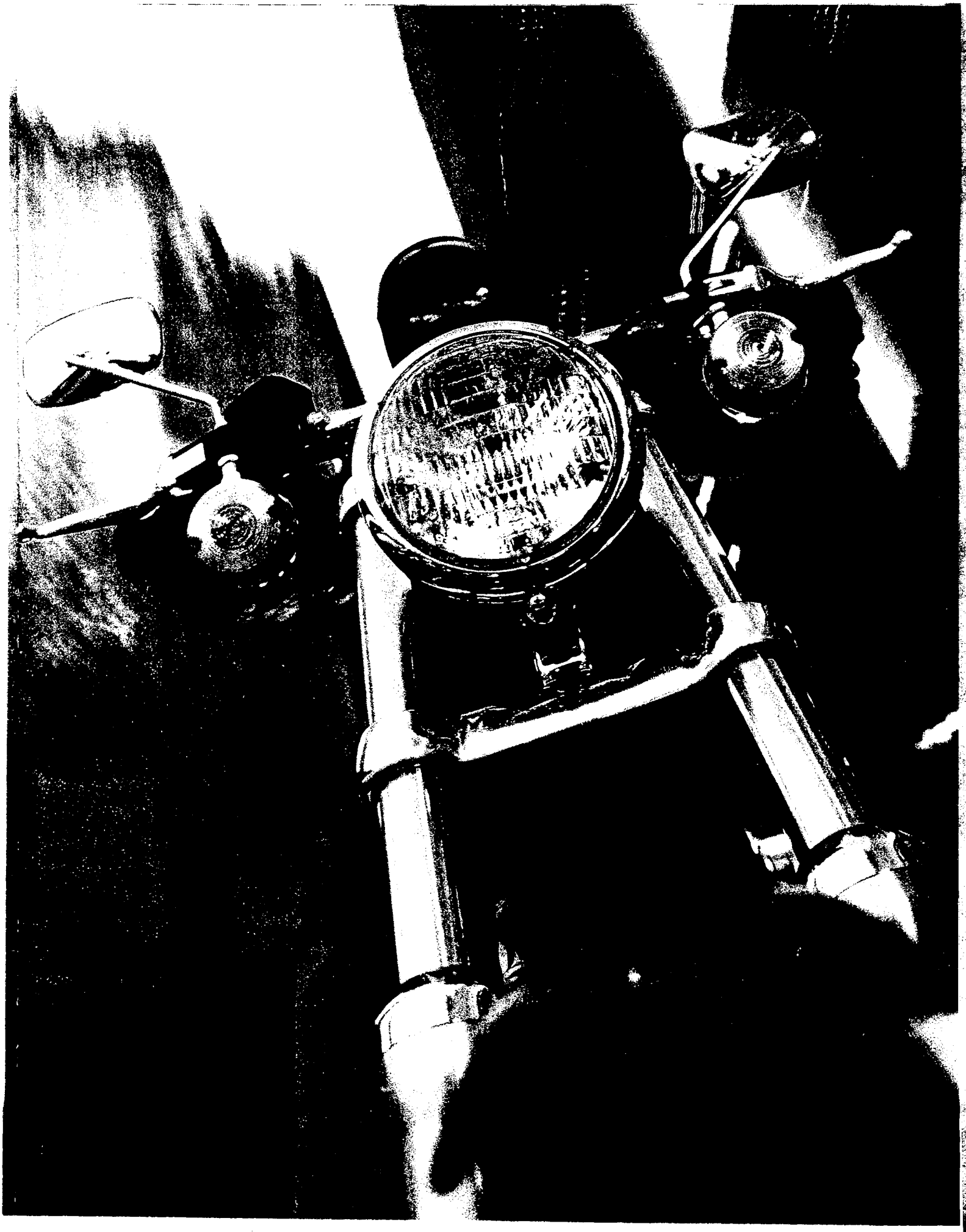




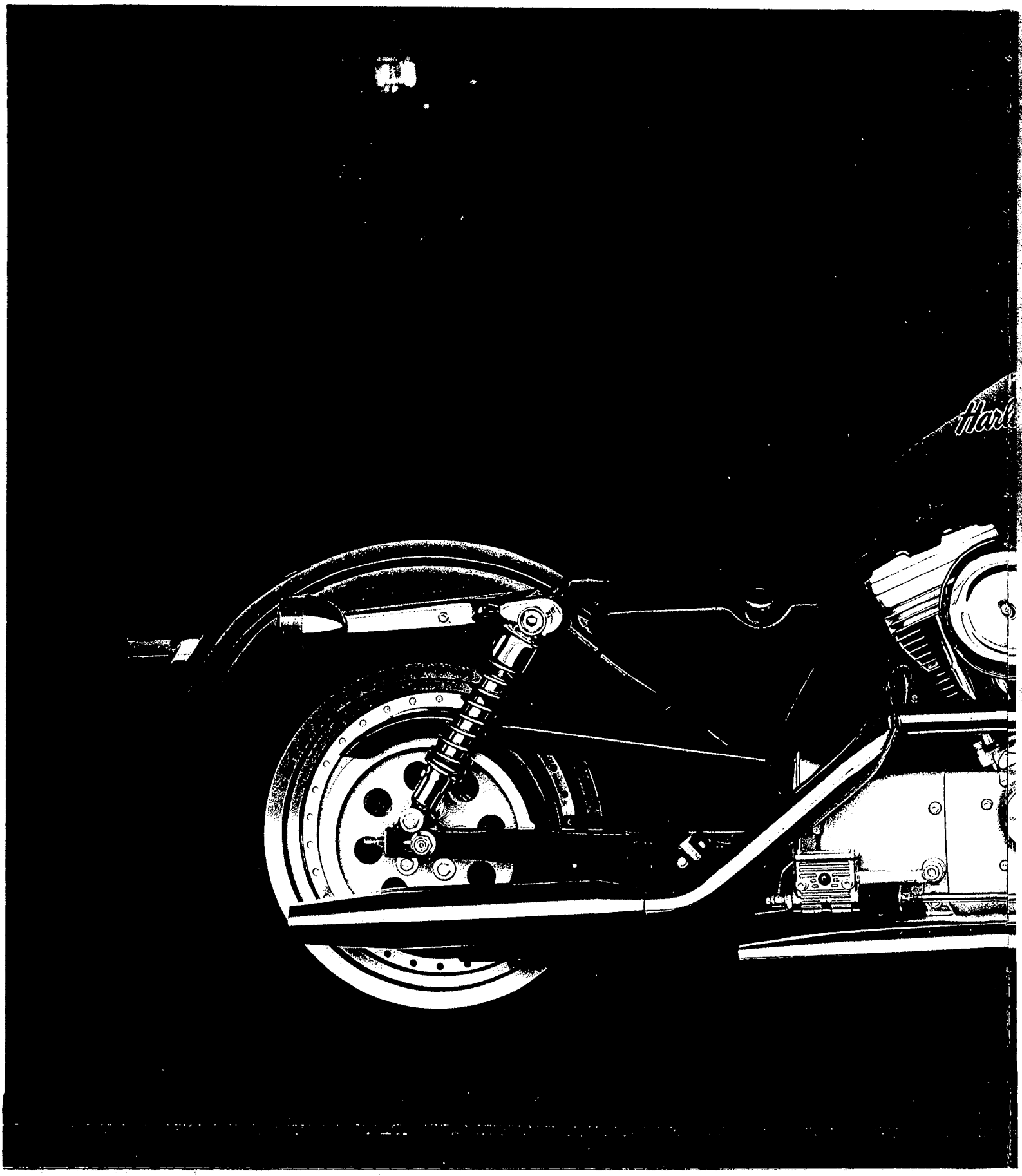
XL™ 1200C Sportster® 1200 Custom with Genuine Motor Accessories™.

Although much has changed, the thrills come through as strong as ever. The reason is simple. No other machine does a better job of getting you right to the pure heart of the sport. Open the throttle, and the surge of low-end torque packs an instant wallop. The narrow, agile frame makes riding a joy, whether the action takes you stoplight-to-stoplight or down a twisted country lane. There are now six models to choose from, plus Genuine Motor Accessories™ just for your Sportster, so it's easy to suit your ride to individual tastes. Just as long as your tastes include excitement.

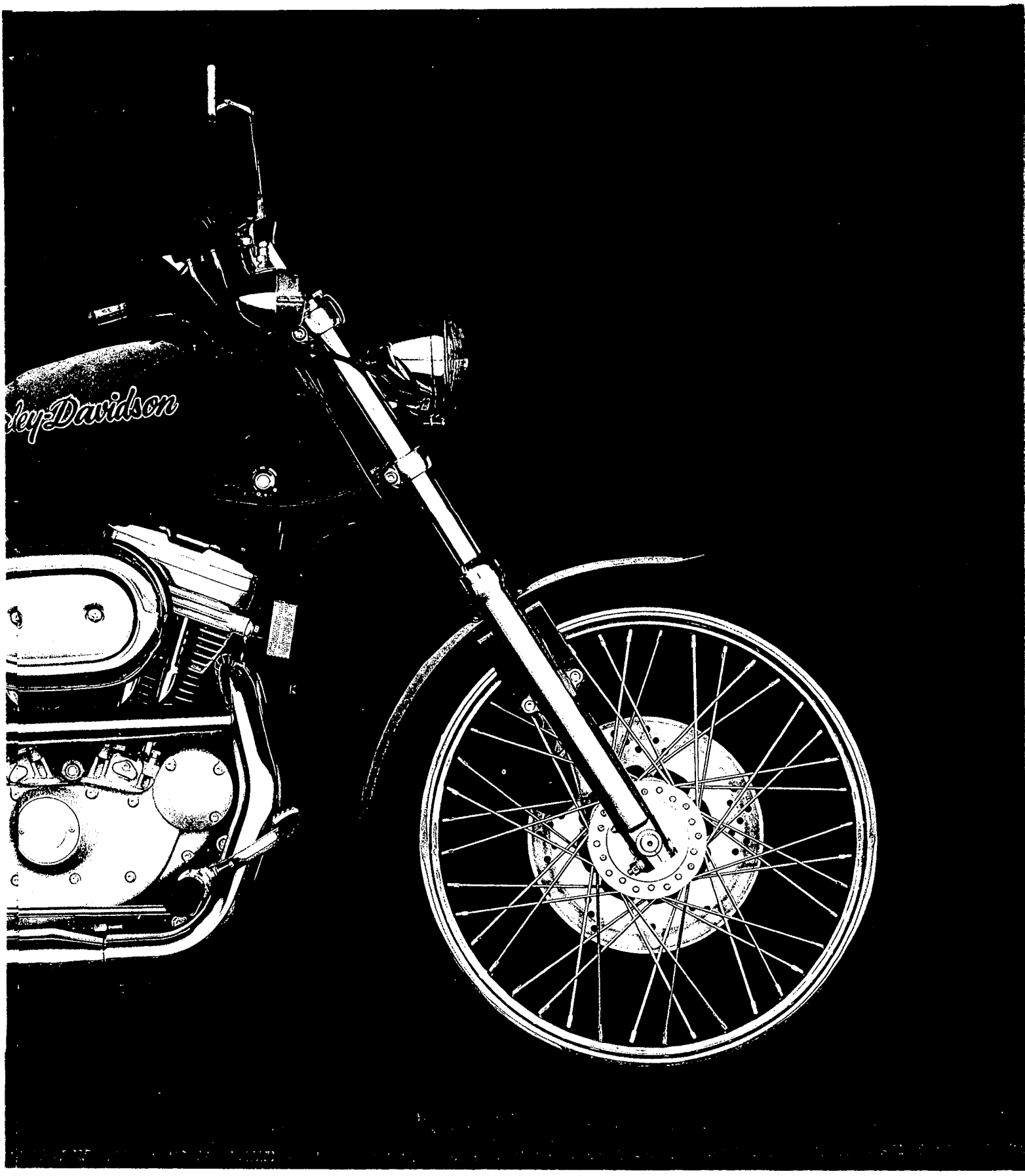
**Harley-Davidson Credit includes financing, service plans, insurance and the Harley-Davidson® Chrome Visa.® Available in the U.S. and Canada only. See our dealer locator number and web site on the back cover.*

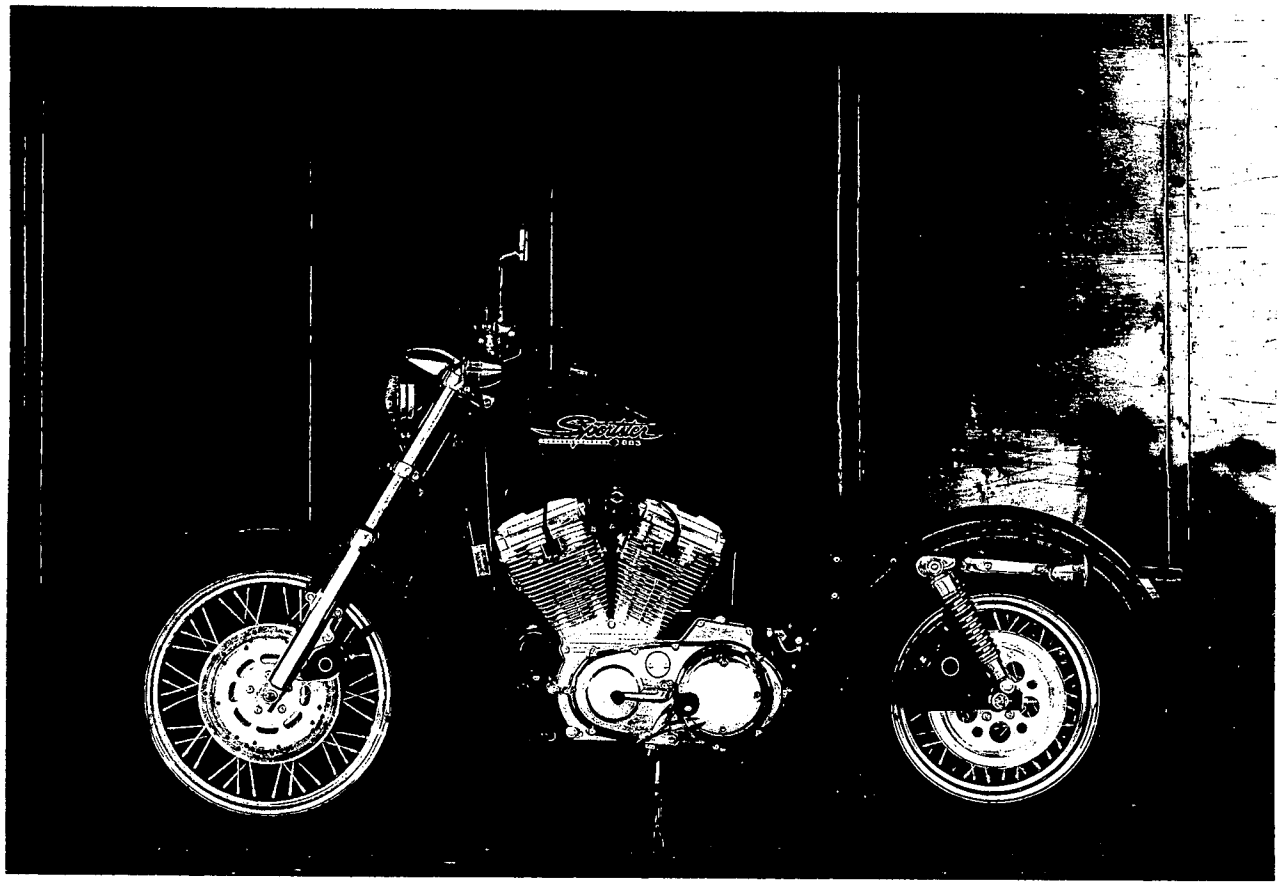


For years an 883 Sportster® has given riders exactly what they need. A lean, narrow frame fired by a legendary V-Twin. For 1999 we add something new. The look of a Harley-Davidson® Custom. Like the 883 itself, the styling is just



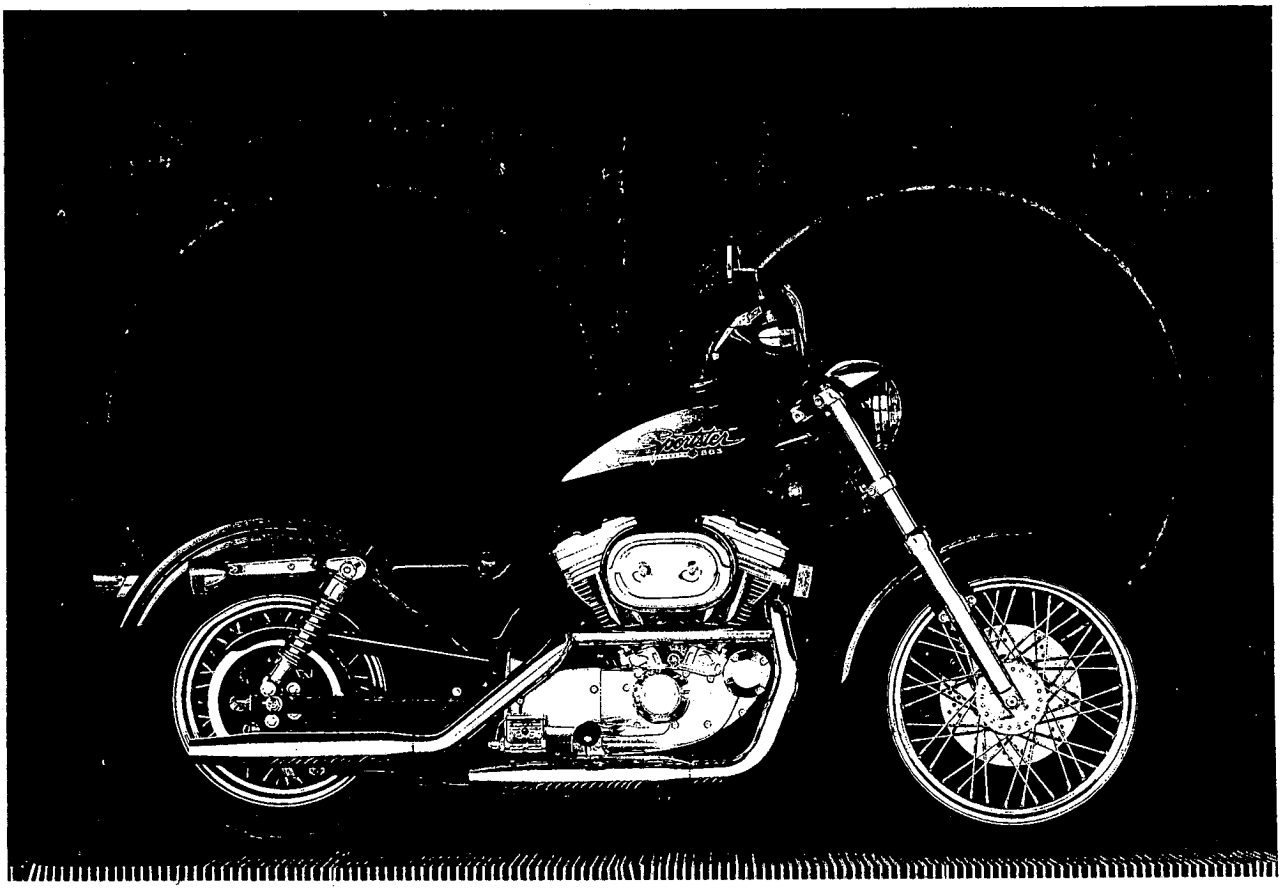
enough to stand head and shoulders above anything else. Notice the forward foot controls. They're new to the Sportster. The drag bars and unique mounting of the chrome speedo add more custom style. So do the chromed bullet headlight and sleek, two-up seat. The engine covers get a silver powder coat. Then there's the profile. A lowered suspension and solid 16" disc in the rear, and tall forks with a 21" laced wheel up front. The 883 Custom. Clean, mean and all Sportster.





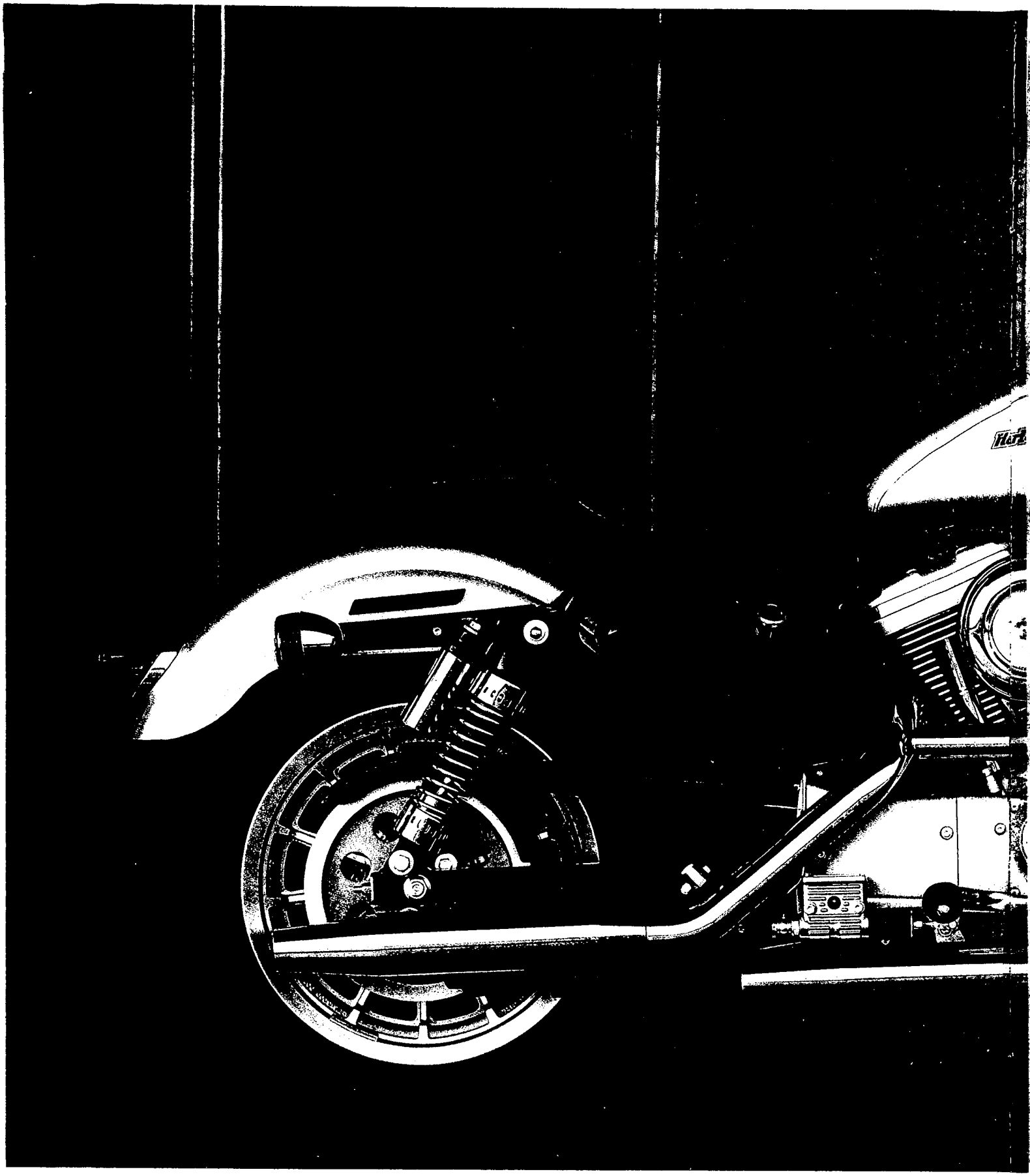
XLH™ SPORTSTER® 883

Sometimes the best way to see how good a thing can get is to get down to its purest form. Take a look at the Sportster® 883. The raw-boned styling connects like a left hook. Solo seat. Low handlebar. Shorty dual exhaust. The fuel tank is a work of art, true to the lean Sportster tradition and holding 3.3 gallons for added range. No one would blame you for just staring. But the real treat is the ride. The light, rigid frame keeps you maneuverable, yet it feels great at speed. Get on the gas and the 883cc Evolution® V-Twin pours out its trademark torque. An ear-to-ear grin comes standard.



XLH™ SPORTSTER® 883 HUGGER®

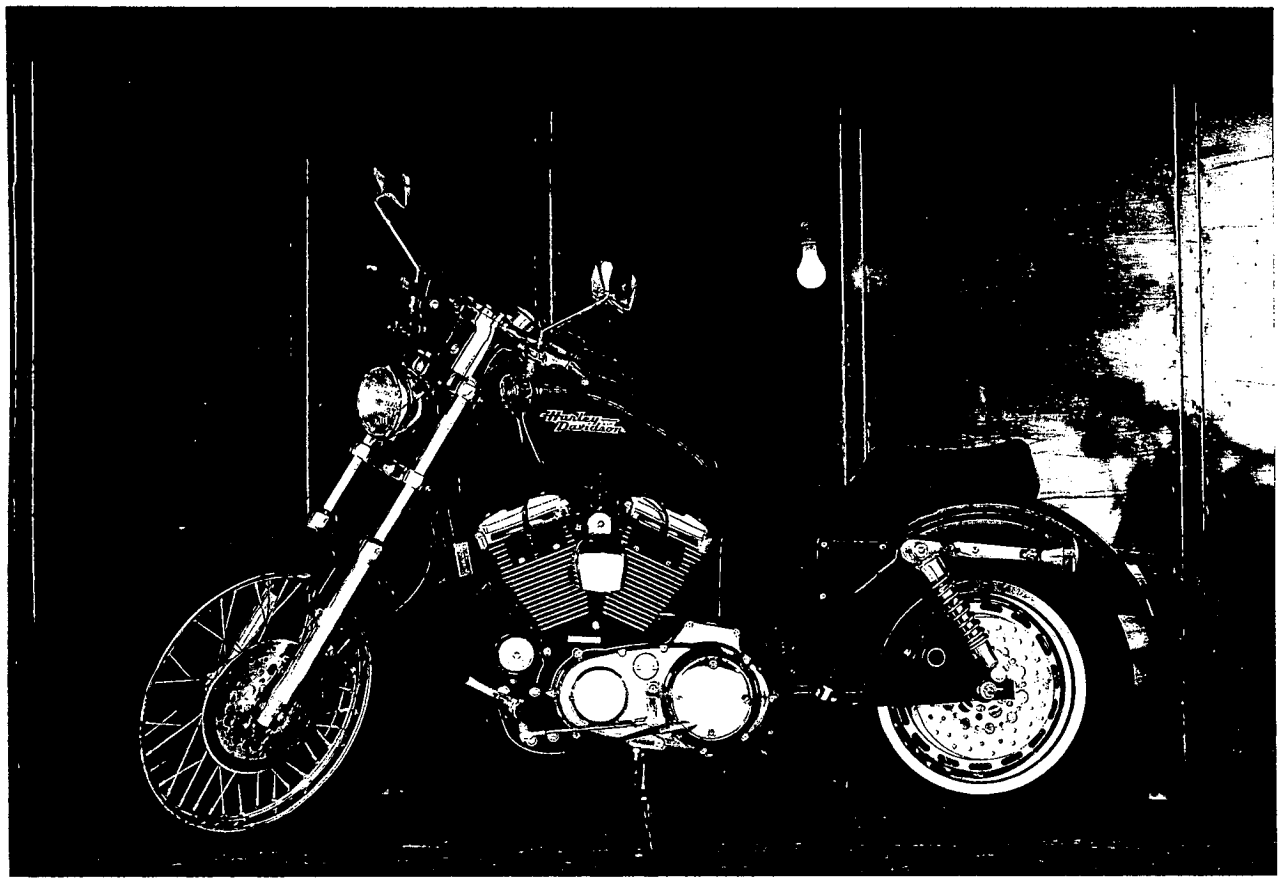
From the start, the Sportster® has brought its own spin on the Harley-Davidson® legend to the street. The Hugger® just brings it closer to the pavement. The low seat and the narrow style of a Sportster don't just look good, they make it easy to set your boots flat on the asphalt. Put your feet back up on the pegs, and it gets even better. The trip is smooth, thanks to spring and damping rates calibrated specially for the Hugger. There's a solo seat and classic pullback buckhorn handlebar. And at the center of it all, the solid, resonant power of an Evolution® V-Twin. Being low never felt better.



XL™ 1200S SPORTSTER® 1200 SPORT

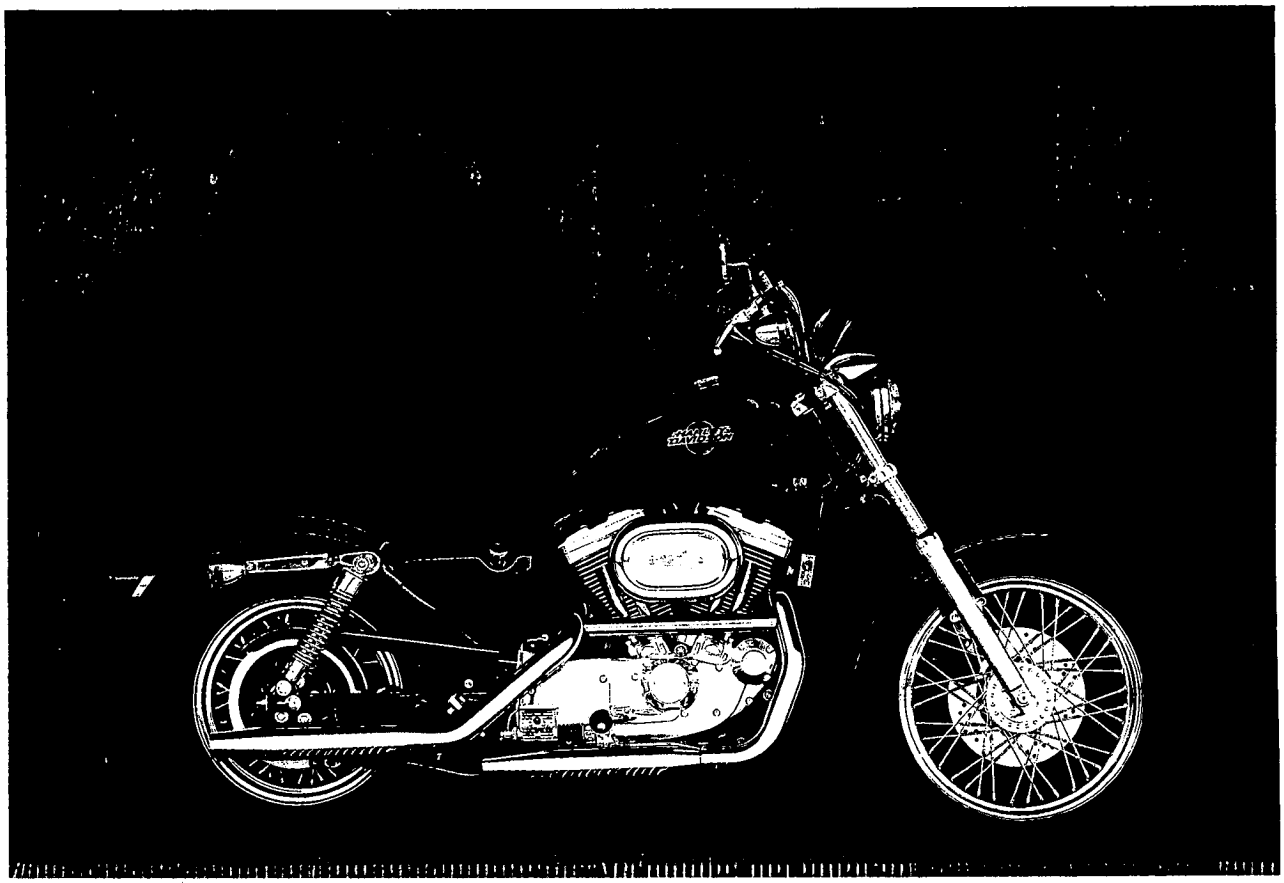
Good as a Sportster® looks, there's more to the legend. The original was light-footed and powerful, with no respect for any machine lined up alongside it. The XL™ 1200S never lets you forget that. Just look at the low bars

and blacked-out metal. Even better, try the throttle. The engine doesn't feel like anything off an assembly line. We gave it a complete redesign last year, with higher compression, dual-spark-plug heads, hotter cams and a single-fire ignition. You get a ride to match. Cartridge-type damping on the fork. Gas reservoir shocks in back. Adjustable pre-load, compression and rebound. Triple disc brakes. Sticky performance tires. Can there be a factory hot rod?



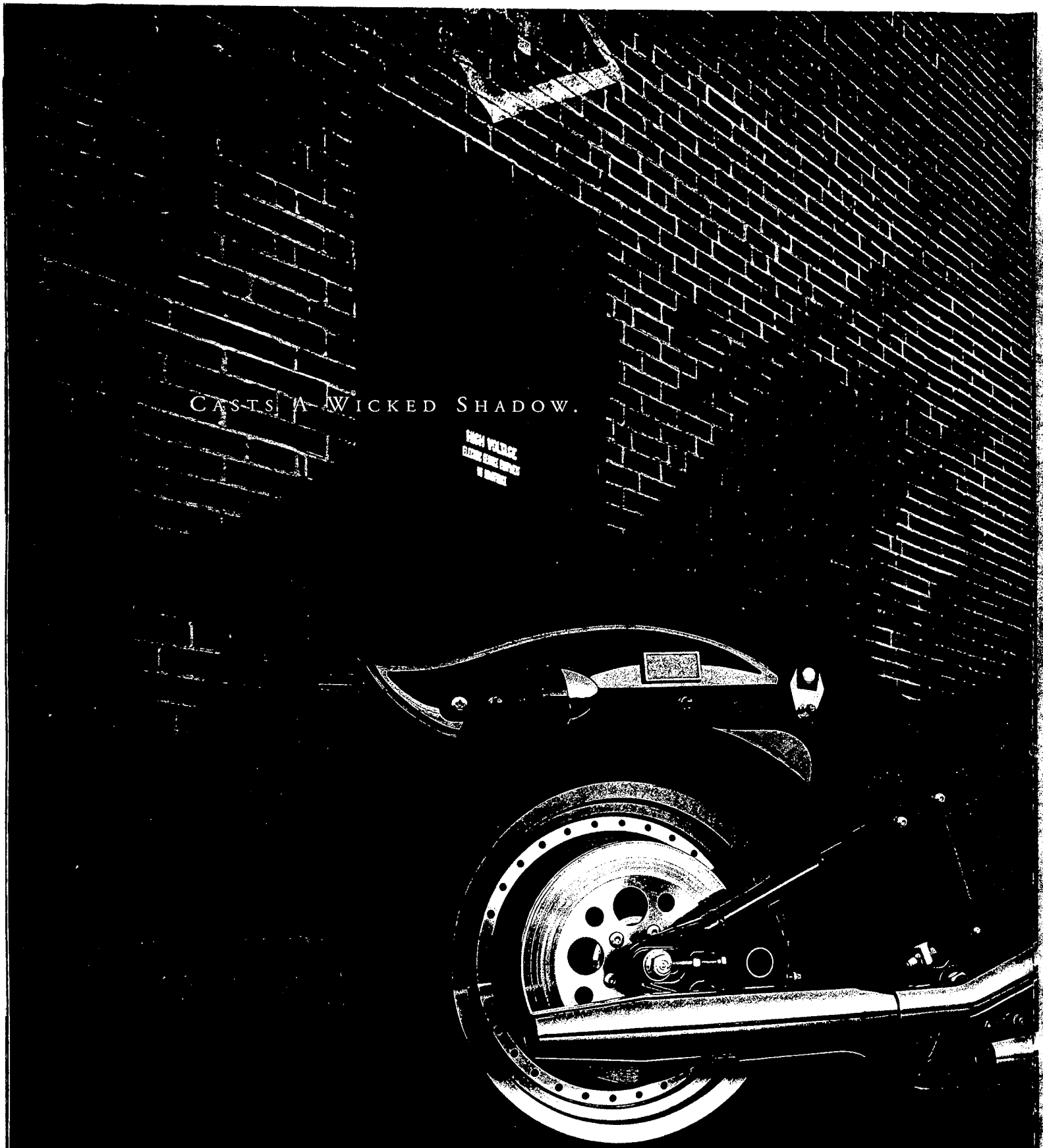
XL™ 1200C SPORTSTER® 1200 CUSTOM

In the opinion of many, the original 1200 Custom put together an unbeatable combination of Sportster® performance and Harley-Davidson® good looks. Just the chromed-out 1200 engine was enough to have riders drooling on their boots. For 1999 we've dialed it up to the next notch. The foot controls are forward, pushing the styling even further. The front suspension is taller. There are classic new drag bars on the Custom's unique chrome riser. It's a dazzling look, from the 21" laced front wheel to the slotted disc in the rear. We could only top it with a cloisonné emblem on the tank.

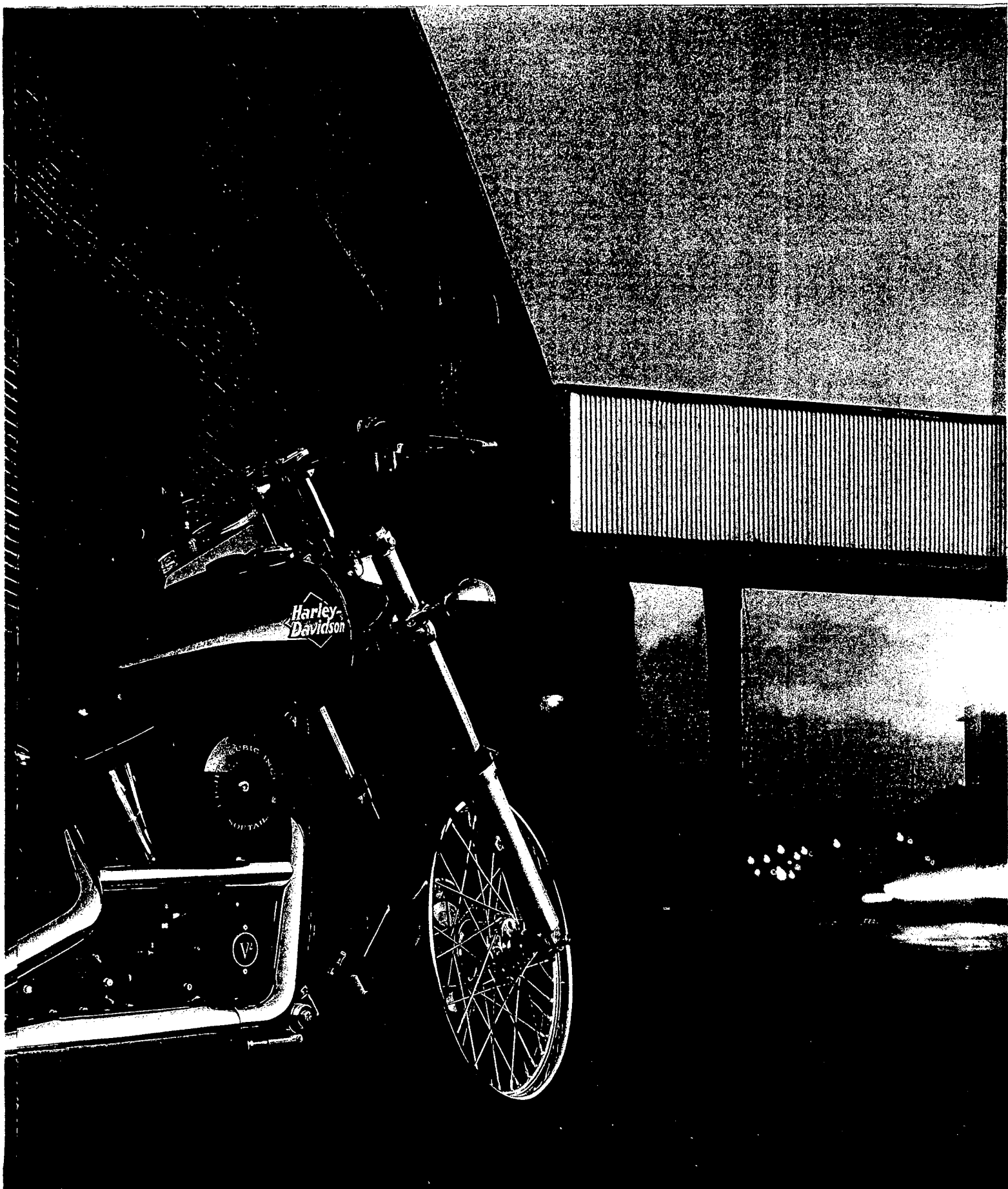


XLH™ SPORTSTER® 1200

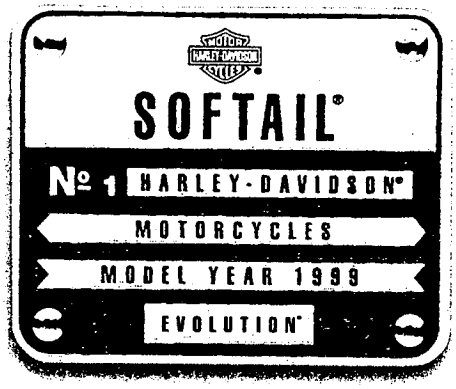
If a Sportster® is good, then a lot of Sportster has to be even better. And there is no doubt, the 1200 Evolution® engine makes this a lot of Sportster. Twist the right handgrip and your progress forward is immediate and awe-inspiring. If it were to stop there, most riders would be satisfied. But the 1200 also gives you the style that made the Sportster famous. The narrow 3.3 gallon fuel tank. A classic buckhorn handlebar with tach and speedo. A stepped two-up seat with grab strap, which converts to solo to give the 1200 a clean look. That is, if you ever hold still long enough for anyone to see.



The look of a Harley-Davidson®. It doesn't matter whether it's parked in a row of 10,000 motorcycles, or the only thing standing between the pavement and the sky. You instantly recognize a Harley®. The perfect curve of the fuel tank. The exposed mass of an Evolution® V-Twin. The details just get better the deeper your eyes work their way into the machine. There is nothing logical or rational about the effect a Harley-Davidson has on the senses. Yet

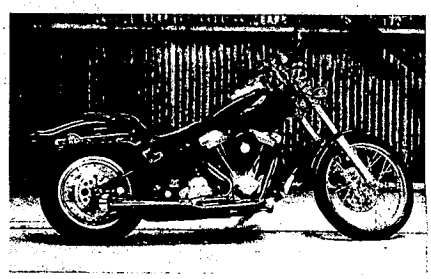


there is a good explanation. We've never set out to follow the fashion of the day. Or anything else for that matter. Our designs are the result of riders following only the road and their own instincts for adventure. And so no matter what the latest trend, we'll go our own way. Maybe loaded with chrome. Maybe stripped-down simple, and covered in righteous black. You can only know this: it will be stunning, as sure as night follows day.



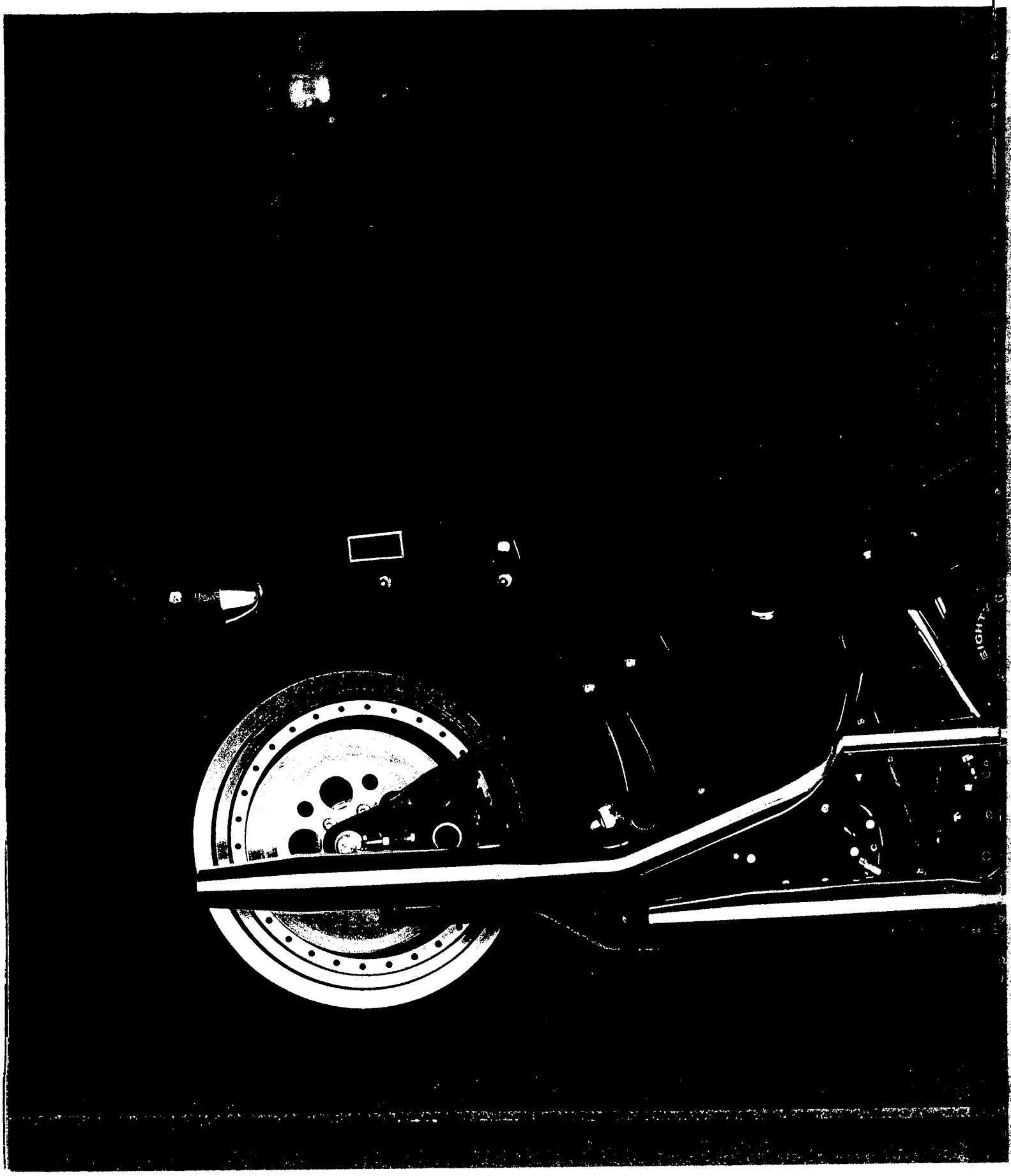
Classic Hardtail styling, taken places no other company would dare go.

If you've ever found yourself face-to-face with a Harley-Davidson® hardtail from the '40s or '50s, then you know why we built the Softail.® The classic, uncluttered American style has urged on many a romantic adventurer, and inspired motorcycle design for more than half a century. The Softail family brings it all back, in a series of modern machines that have set the standards for styling throughout the '90s. In the next pages you'll see how authentically some of the designs of Harleys® past have been recreated. They're sparkling proof that a true classic doesn't age. But looks only get you so far. The old hardtail earned its name. So part of the beauty of the Softail is what you don't see. Hidden beneath the seat are two gas-charged shocks. You don't see a rear suspension, but you'll feel four inches of fully-adjustable travel smoothing out those roads that may not be as refined as your Harley. Further proof that a Softail is not some dusted-off antique comes the moment you feed the gas to its Evolution® V-Twin. We've continually updated and refined the motorcycle (you'll even notice a good-looking new five-bolt derby and timer cover for '99). You're in for a ride that works as beautifully as it looks. It's the kind of ride you'll just want to take further. Which is why we also offer Genuine Motor Accessories.™ They look right and fit tight, to take you as deep as you care to go into the land of custom.

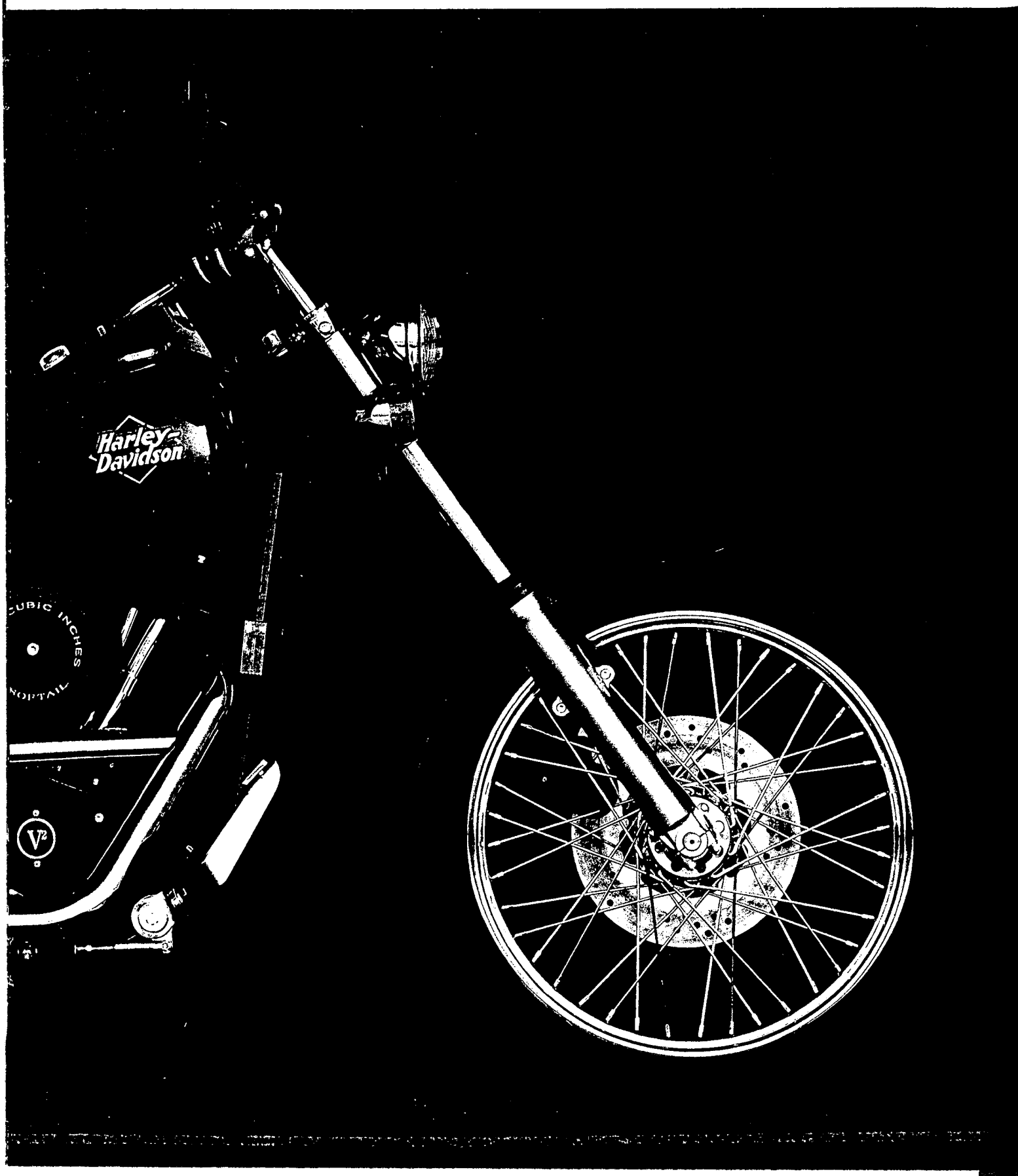


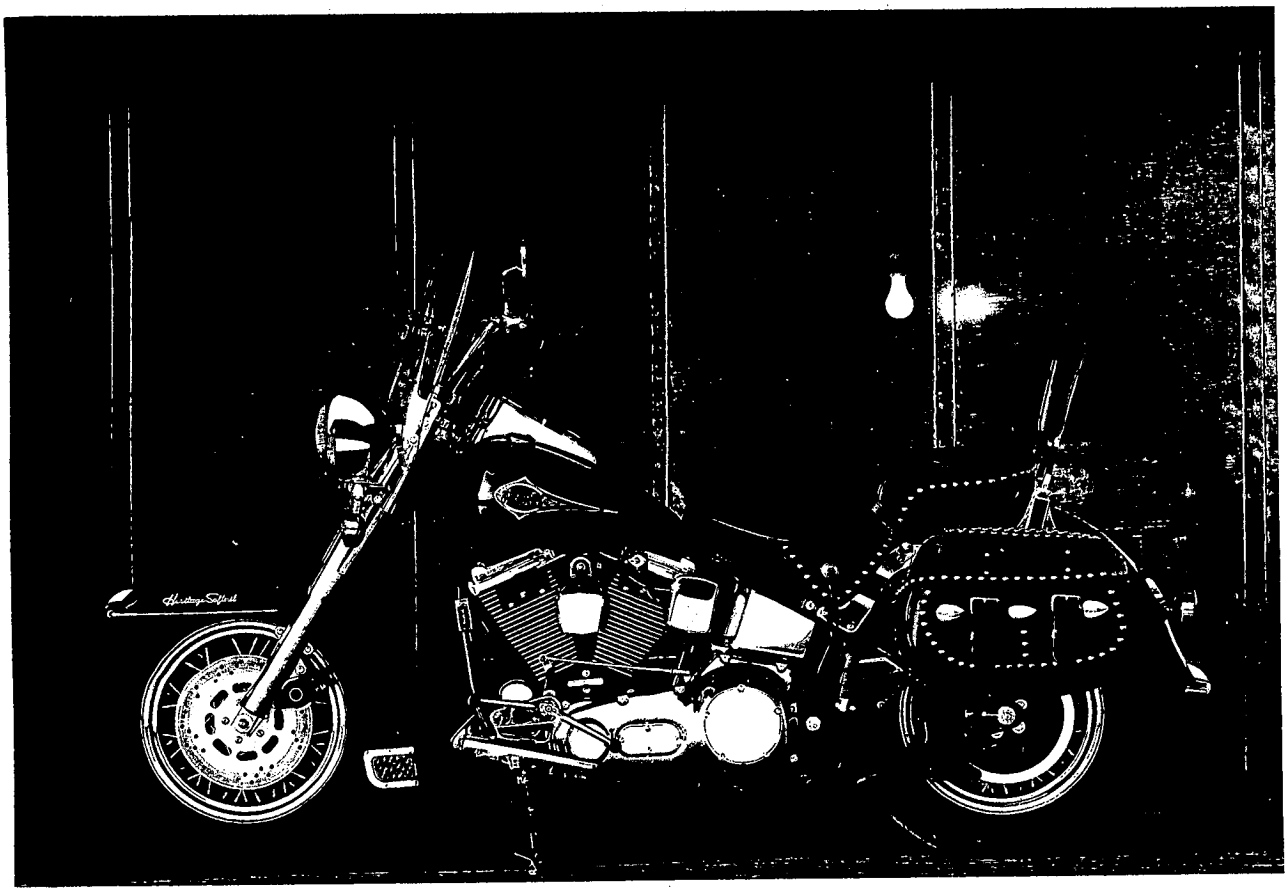
FXST™ Softail® Standard with Genuine Motor Accessories.™

The new Night Train™ is what happens when we take a foray into the dark depths of tradition. And use it to push the limits like never before. Get a load of the profile. Minimalist seat. Chrome drag bars on top of 6" chrome risers. Wide



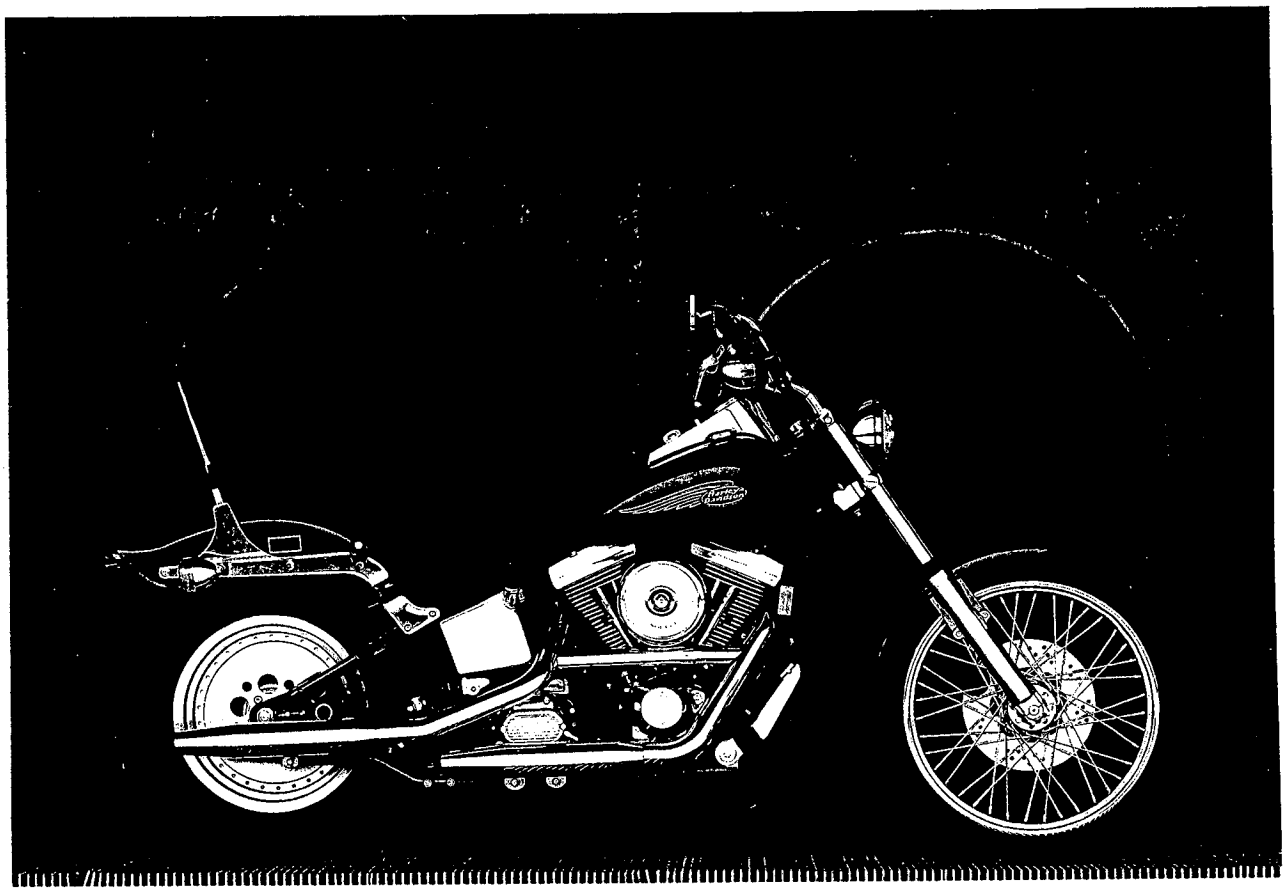
raked fork straddling a 21" laced wheel. The look springs from the riders of another decade, who would strip away all that hindered the pure experience of the machine. Including any color besides black. You're looking at three variations of black-on-metal. Textured on the Evolution® V-Twin, set off by high gloss and wrinkle black pieces. Not to mention a lustrous black paint job. Take a look at the total effect. Style that eclipses anything parked nearby.





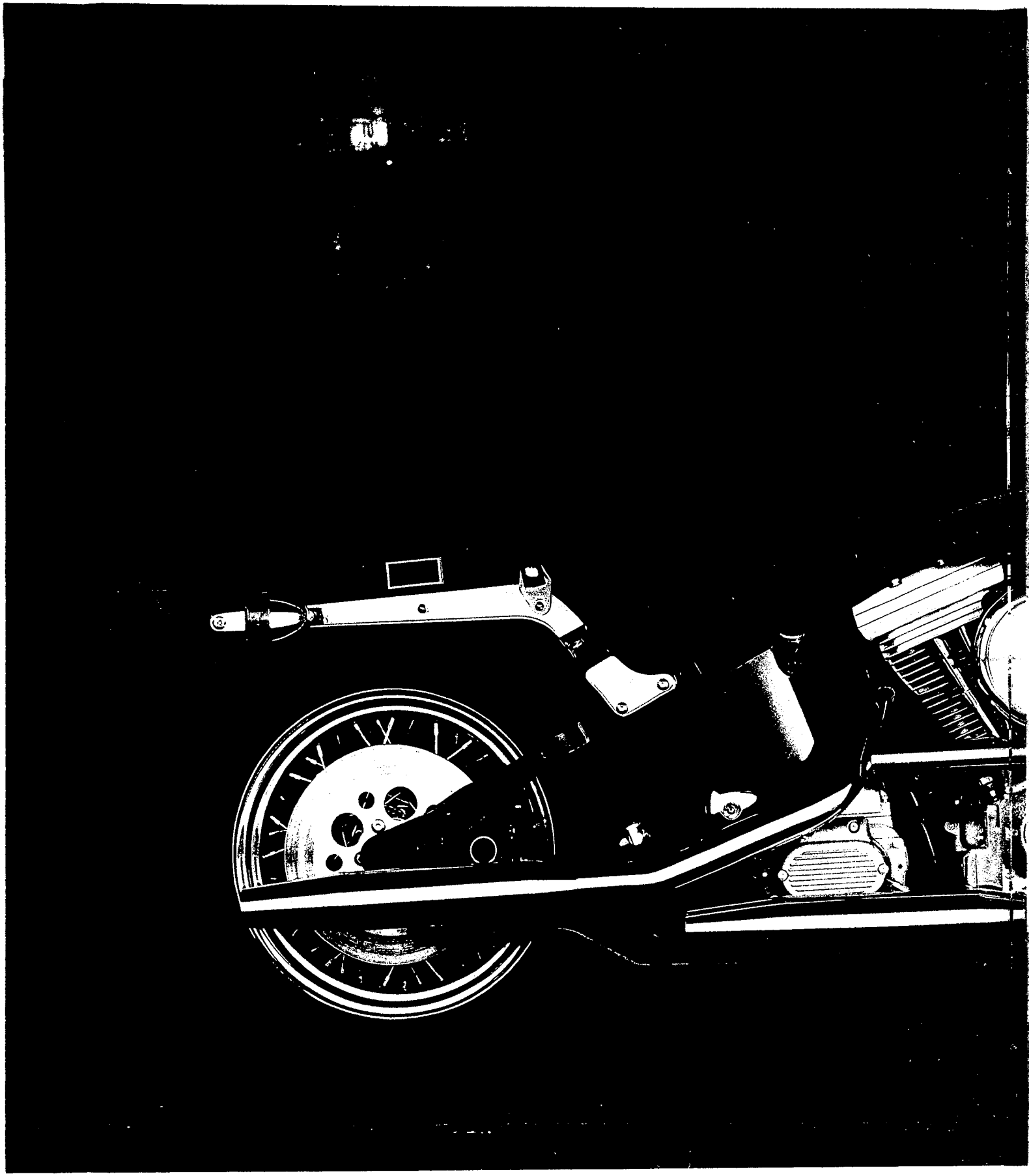
FLSTC™ HERITAGE SOFTAIL® CLASSIC

The Heritage Softail® Classic is the motorcycle that, maybe more than any other machine past or present, embodies the American love affair with the open road. It has all the style of the original dressers that roamed the nation's early highways. The beefy fork tubes and massive chrome headlight with passing lamps look just like they did on a '49 Hydra Glide.™ The studded seat and saddlebags are vintage Harley.® Carrying it all down the road are the hidden Softail® suspension and eighty cubic inch Evolution® engine. Modern function that makes the lure of the open road more powerful than ever.



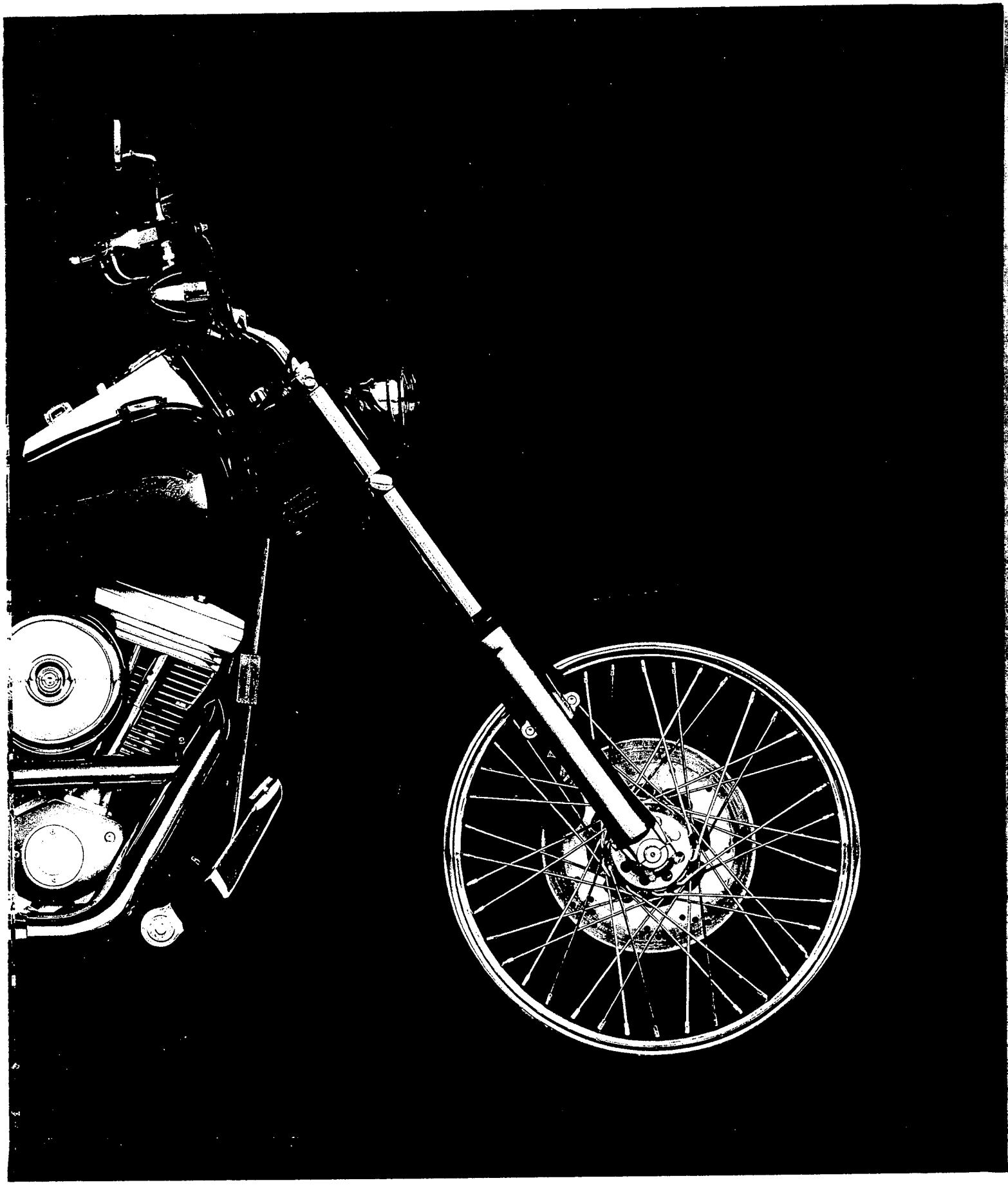
FXSTC™ SOFTAIL® CUSTOM

If there was ever a machine made for busting out of the daily grind, it's the Softail® Custom. The low stepped seat and raked profile just refuse to go the same direction as everyone else. The Custom's good looks are based on the uncluttered hardtail look of the Softail® frame, with the distinctive lines of a chrome and wrinkle black Evolution® V-Twin at its center. Out front is a wide 32° front end and laced wheel, with a textured 16" disc in the rear. Plus we gave it forward-mount foot controls, a buckhorn handlebar and an eagle emblazoned sissy bar. Just to make sure this ride will never blend in.

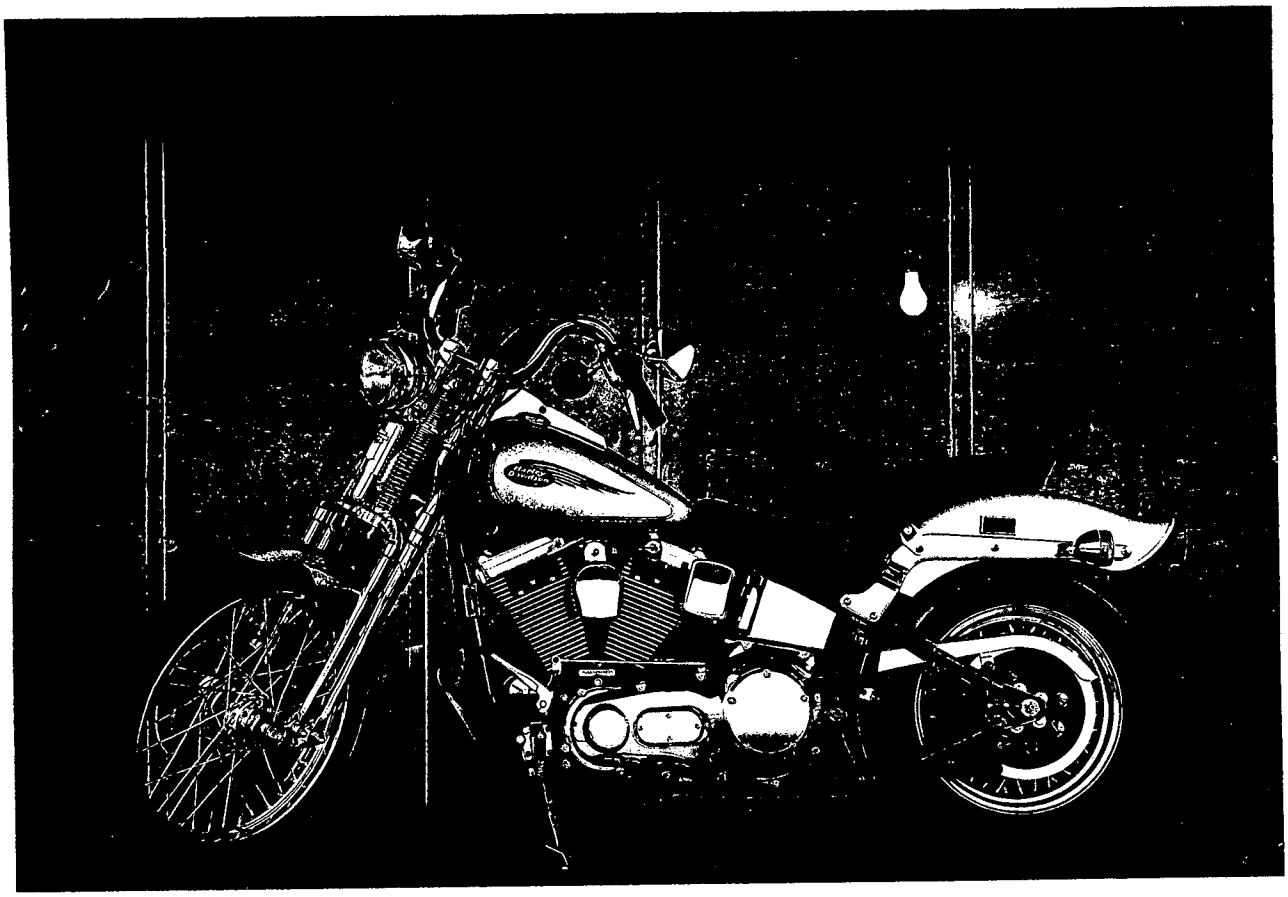


FXST™ SOFTAIL® STANDARD

The Softail® Standard is new this year, and it's everything one of our show-stopping factory customs should be. Only with the styling kept simple. At its heart is an eighty cubic inch Evolution® engine, silver powder coated and

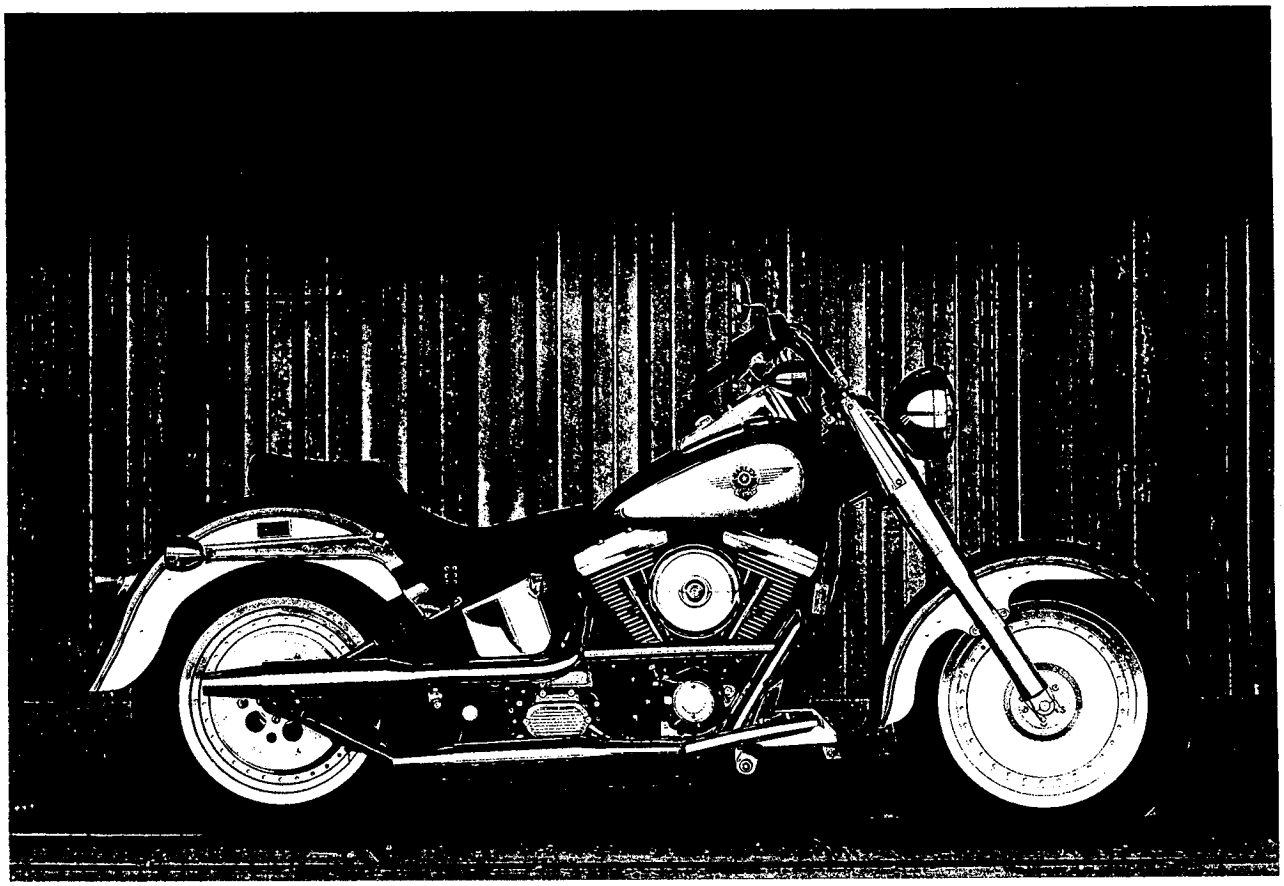


filled with both visual and chest-thumping power. Underneath is the Softail suspension, giving you the clean lines of an old hardtail with 4" of bump-absorbing travel. We add classic laced wheels, a new custom seat and wide handlebar. For some, it's just enough the way it is. Others will find it the perfect starting point for their own custom dreams. It's a bike that can be given a stunning look all your own. All at once, or one piece of chrome at a time.



FXSTS™ SPRINGER™ SOFTAIL®

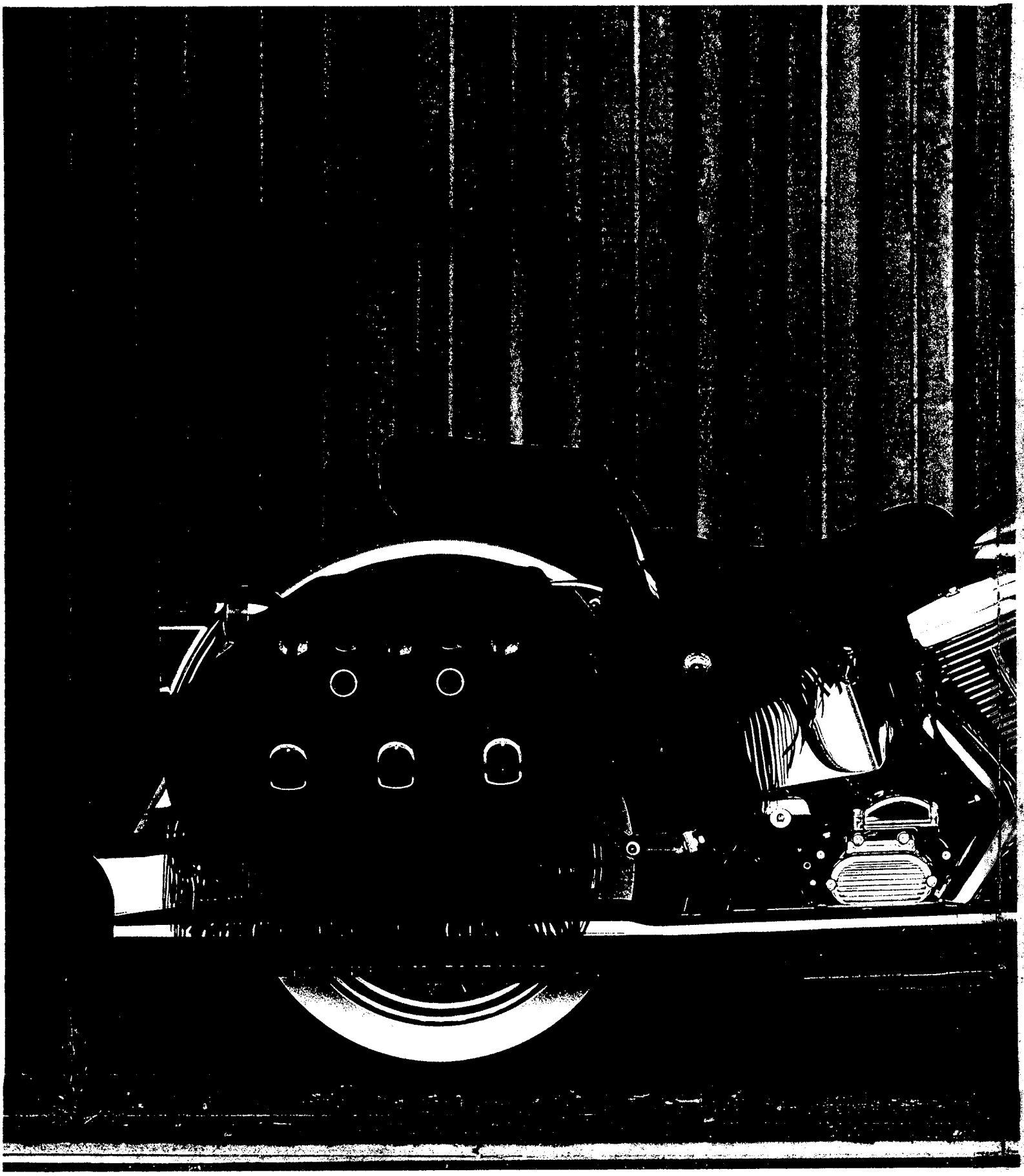
If the Springer™ didn't exist, it's a bike you'd want to find a way to build. The brilliant front end alone is something few onlookers can resist. But while you might find an original '48 exposed spring front suspension at a swap meet, what you wouldn't get is the way this motorcycle works. The Springer you see here was born as the result of a five-year engineering effort, using Computer Aided Design and aerospace materials. The result is 4" of exceptionally-smooth travel. It feels as good as it looks. That's the secret of the Springer. Once you get done staring, you'll be in for a truly incredible ride.



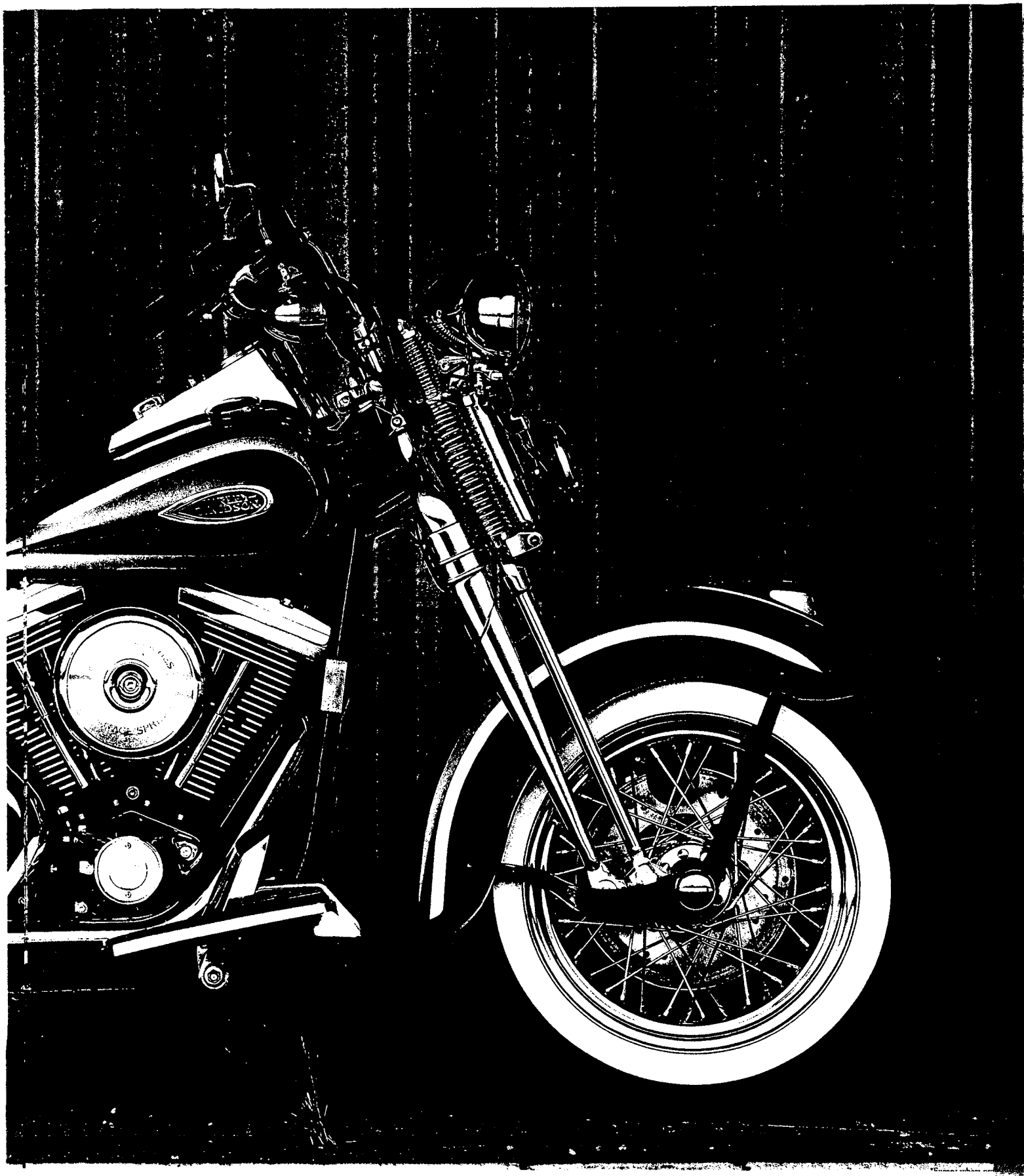
FLSTF™ FAT BOY®

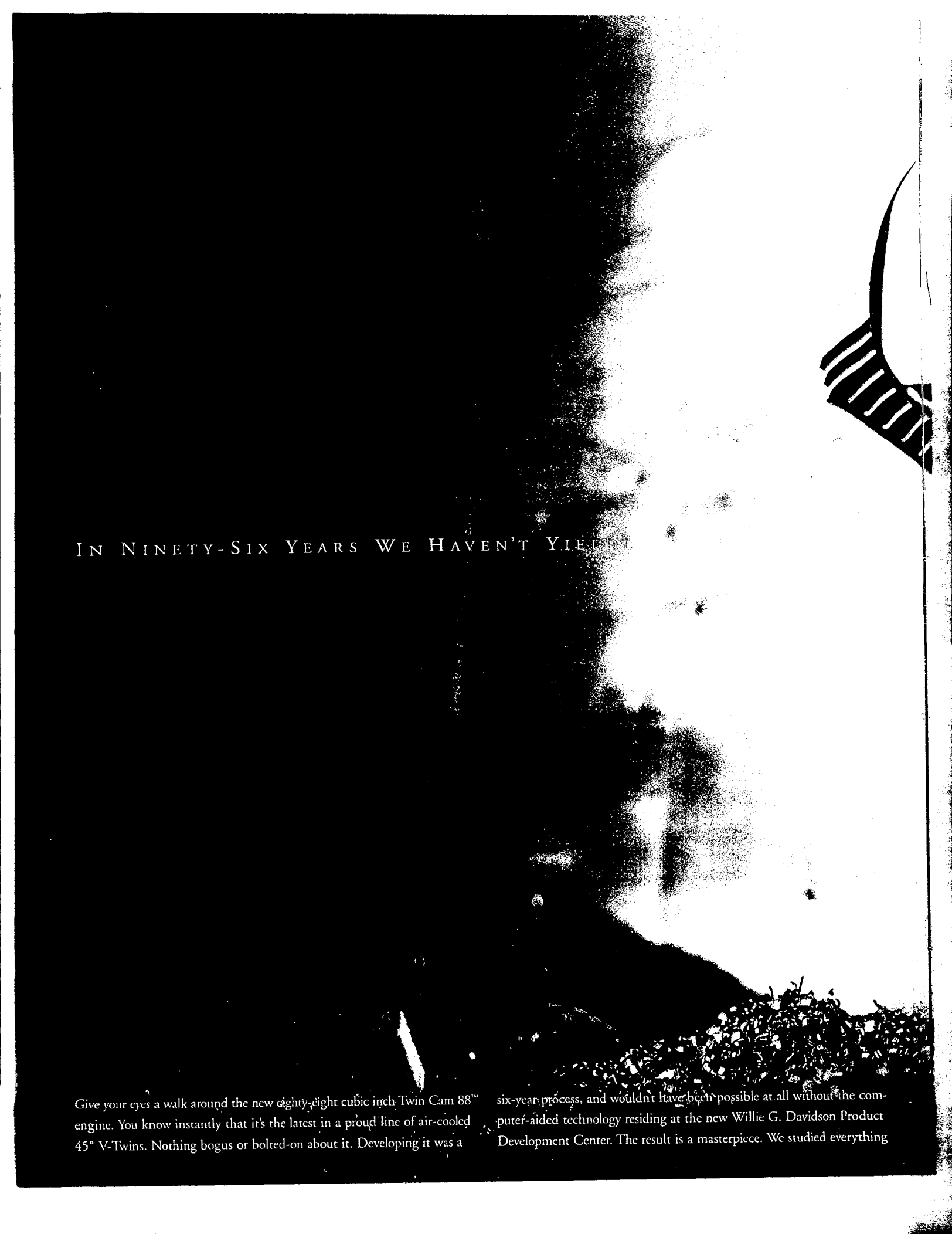
The Fat Boy® enters its ninth year, and time has not worn away a bit of the bike's impact. This is the kind of style that could only be centered on a Harley-Davidson® V-Twin, in this case the eighty cubic inch Evolution.® The engine gets a chrome and black treatment and shotgun dual exhaust, only adding to its in-your-face character. Up front is a giant chrome headlamp and big FL-style forks. Underneath is fat rubber rolling on solid disc wheels. There are floorboards. Metal fenders, with a style all their own. The Fat Boy. Pound for pound, there is not another motorcycle like it.

When you ride a motorcycle like the Heritage Springer® things like hours, days and years just don't apply. About six decades of Harley-Davidson® melt together, then reform in brilliant chrome and painted steel. The front end, with its

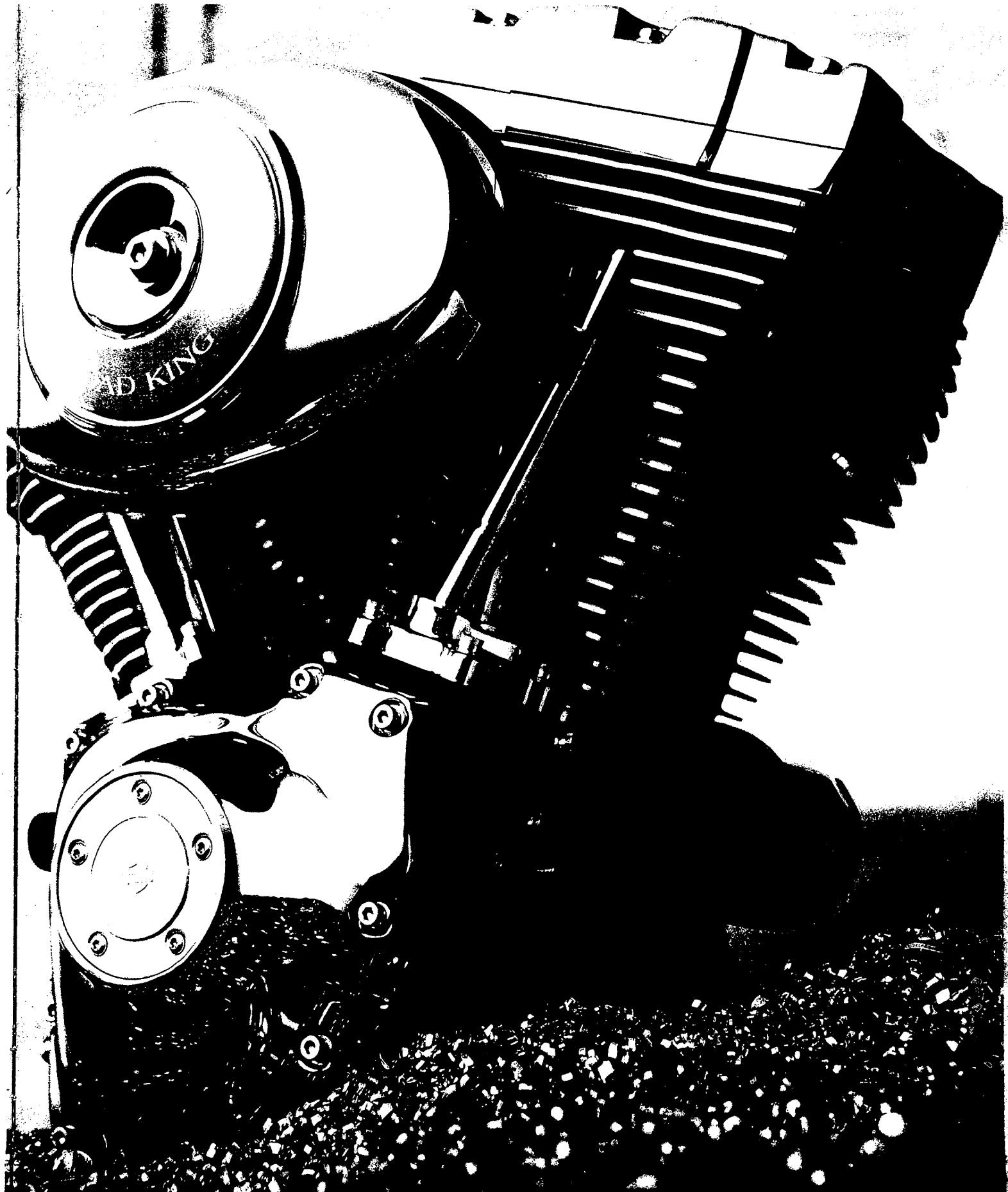


exposed spring suspension and classic horn, recalls the days of the '48 Panhead. Check out the tombstone taillight, tooled leather and cross-over dual exhaust with fishtail mufflers.* The bike is 100% true to tradition. Then at the center of it, there's the right-now performance of an Evolution® V-Twin. Sit in the richly-detailed seat, feel how it all works on the road, and one thing is clear. This is a ride few could imagine. And only Harley-Davidson could build.





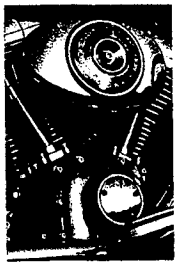
Give your eyes a walk around the new eighty-eight cubic inch Twin Cam 88™ engine. You know instantly that it's the latest in a proud line of air-cooled 45° V-Twins. Nothing bogus or bolted-on about it. Developing it was a six-year process, and wouldn't have been possible at all without the computer-aided technology residing at the new Willie G. Davidson Product Development Center. The result is a masterpiece. We studied everything



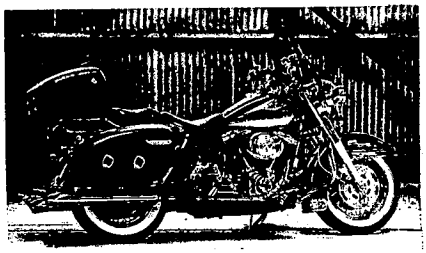
from the way oil moves through the inside, to the way a rocker cover does its job of staying oil tight. Only 21 functional parts carry over in the new design. What does carry over is the power of a Harley-Davidson® engine, only more so. More low-end torque. More pure sound. Bigger, beefier internal parts. The Twin Cam 88 takes its place beside the popular Evolution® this year. And once again the words Motor Co. on our front door are earned.

When you buy a new Harley-Davidson® motorcycle, a one-year membership in the Harley Owners Group® comes with the deal.* You get benefits like Fly & Ride.™ You get the chance to meet and swap stories. For many of us, it's one of the best things about riding a Harley.®

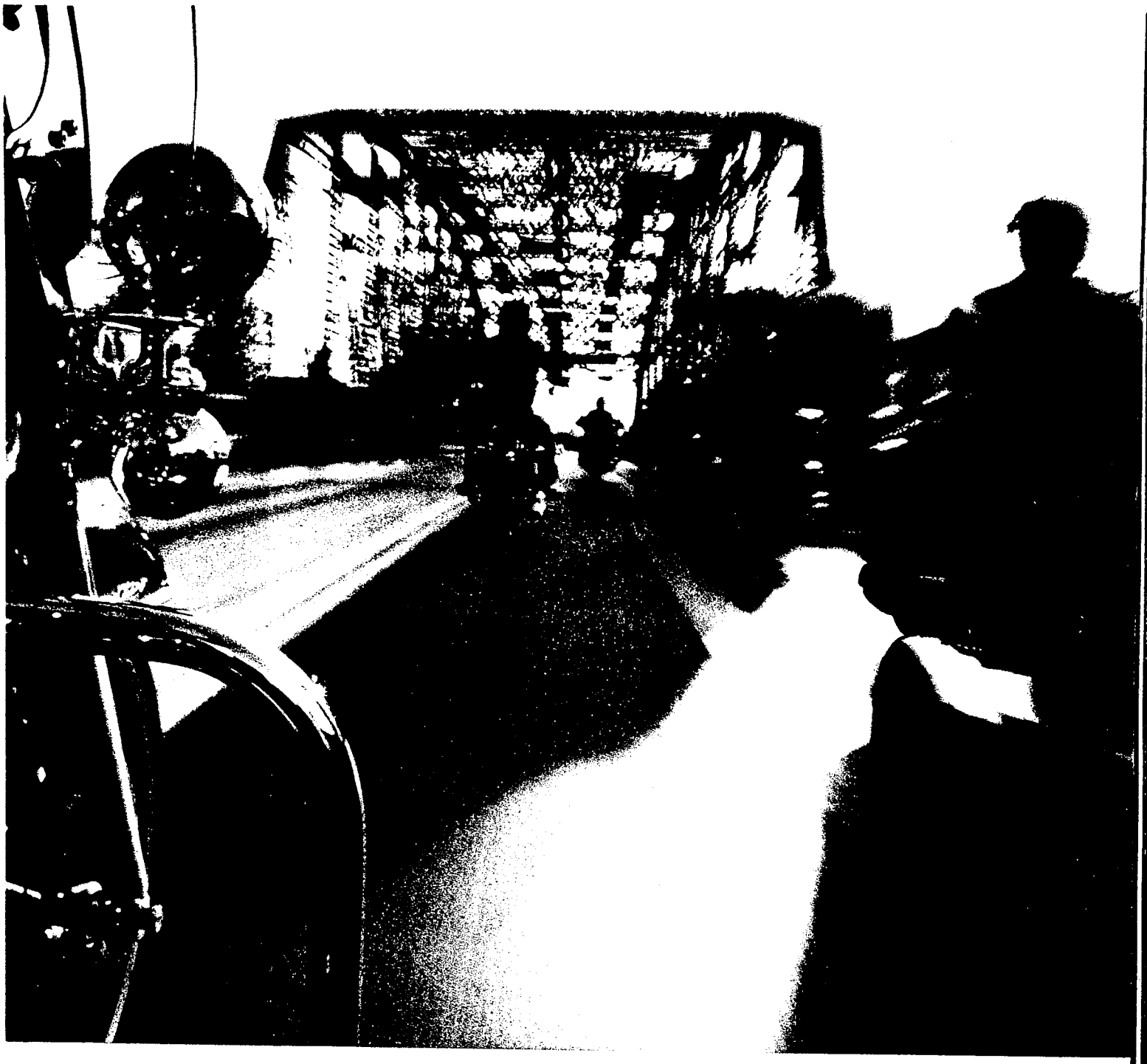
There is no better traveling companion than a strong, reliable machine.



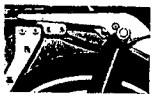
Before introducing the Twin Cam 88™ engine to the riding public we gave it 2 1/2 million miles of testing. It's a procedure some riders would love to repeat themselves. A Harley-Davidson® touring motorcycle makes you think thoughts like that. The new engine is a big change for our tourers. As you might guess, we did more than merely bolt it into the frame. The end result is that everything about the bike feels great this year, from the new horsepower pushing you over mountains to the way the bike sweeps through turns. Of course, what was already good still is. Like the low center of gravity that



FLHRCI™ Road King® Classic with Genuine Motor Accessories.™



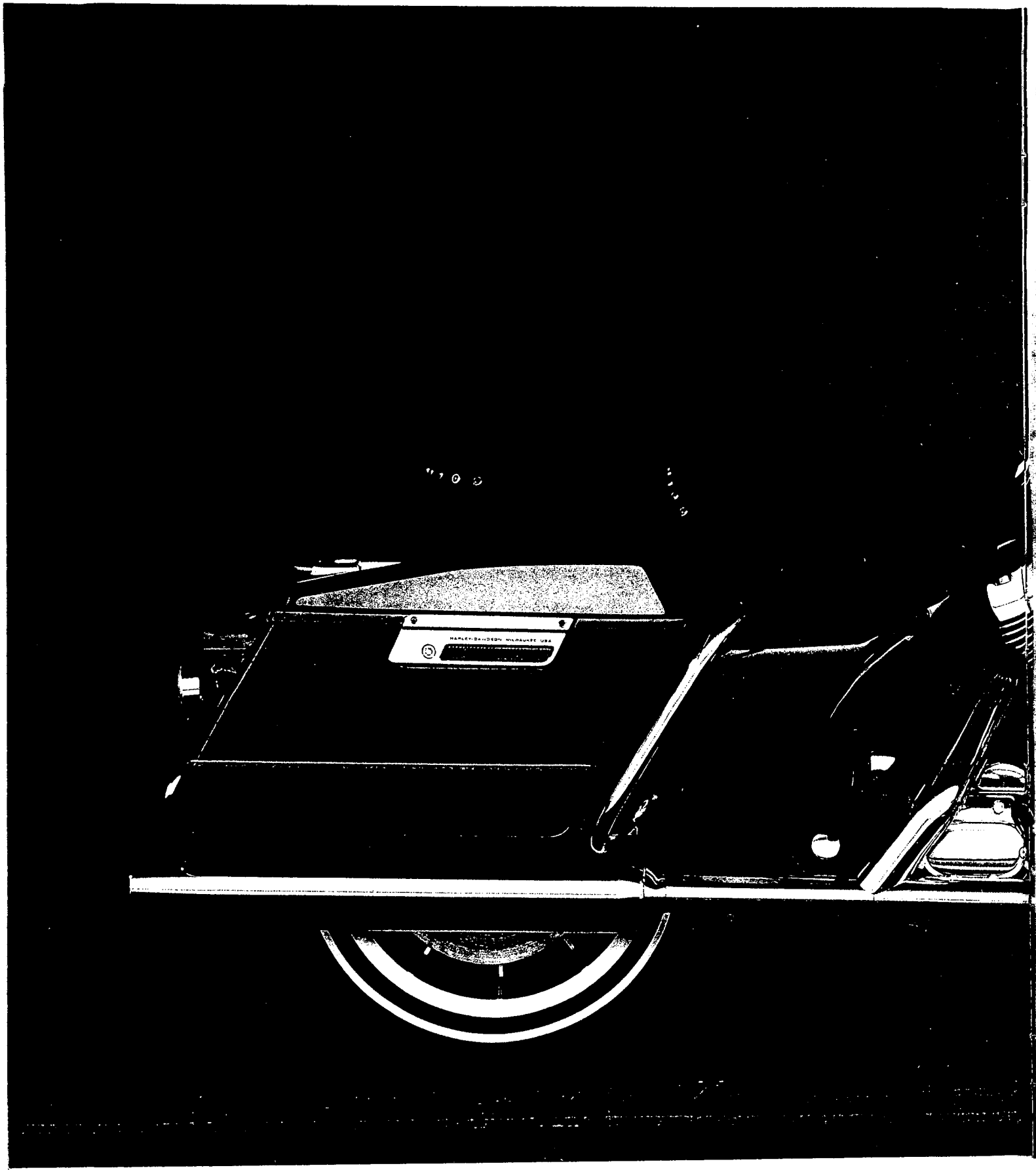
gives you great freeway performance, yet maneuverability at a crowded rest stop. The engine rides in elastomer isolation mounts that eliminate vibrations. The front end features our anti-dive fork, and the whole suspension is air-adjustable. Our touring machines also include an



accessories plug under the seat to simplify electrical hook-ups. Which can only turn the mind to further enhancing your ride. You can brighten it up or add more creature comforts with Genuine Motor Accessories.™ And if you like wrenching, the new engine is built right

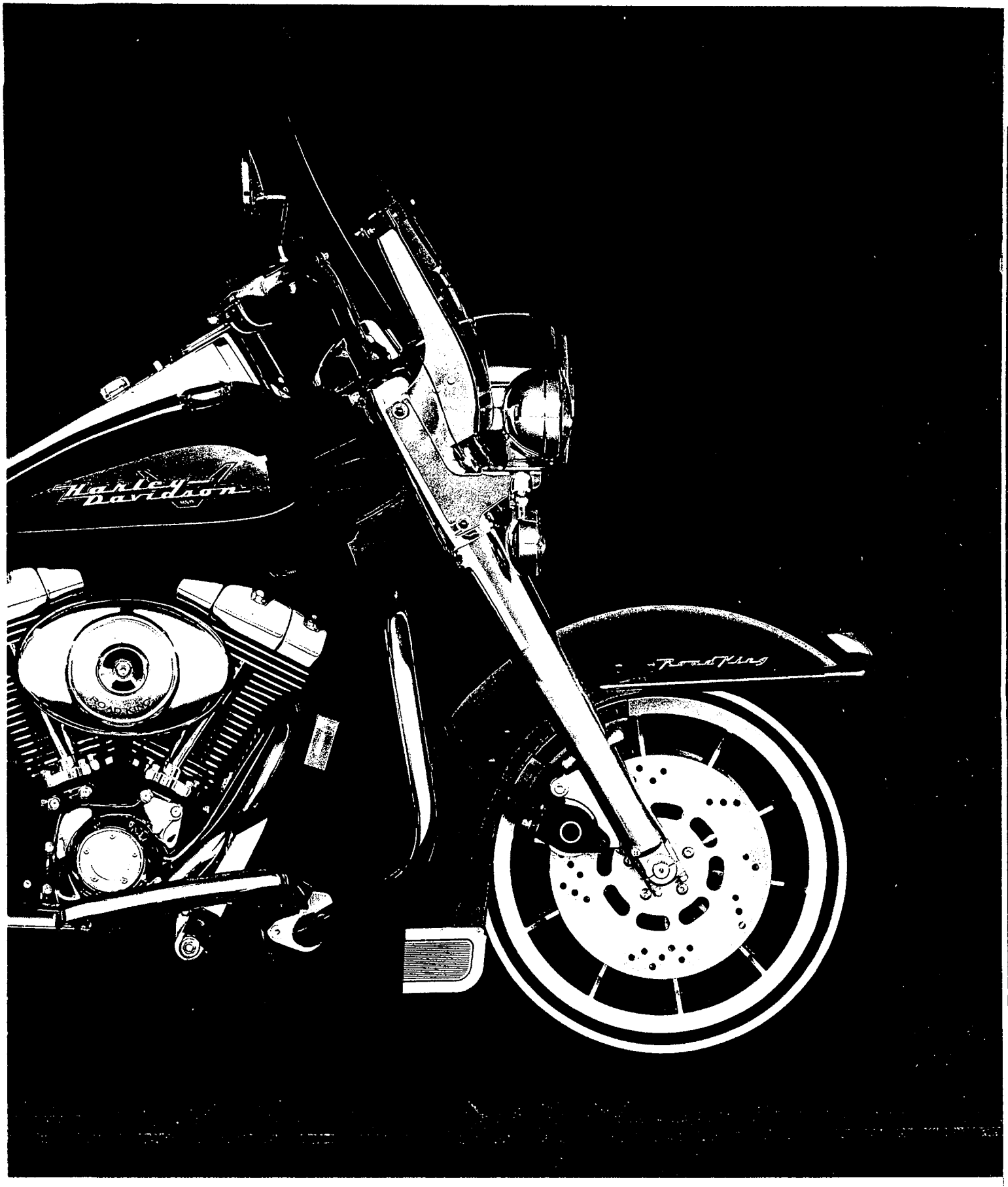
for performance modifications. In other words, your dealer has exactly what you need to create your own perfect traveling companion.

The one-year H.O.G.® membership is included with the purchase of a new Harley-Davidson® vehicle sold by an authorized dealer. To learn about joining, call 1-800-CLUB-HOG in the USA. Call 905-660-3500 in Toronto, 1-800-668-4836 in the rest of Canada (FAX 905-660-3372). n Europe call 49-6105-2842576 (FAX 49-6105-284199). In Japan call 81-3-3457-0991 (FAX 81-3-3457-0939). Outside the USA, Canada, Europe and Japan call 1-414-343-4896 (FAX 1-414-343-4515). Or write: Harley Owners Group®, P.O. Box 653, Milwaukee, WI 53201.



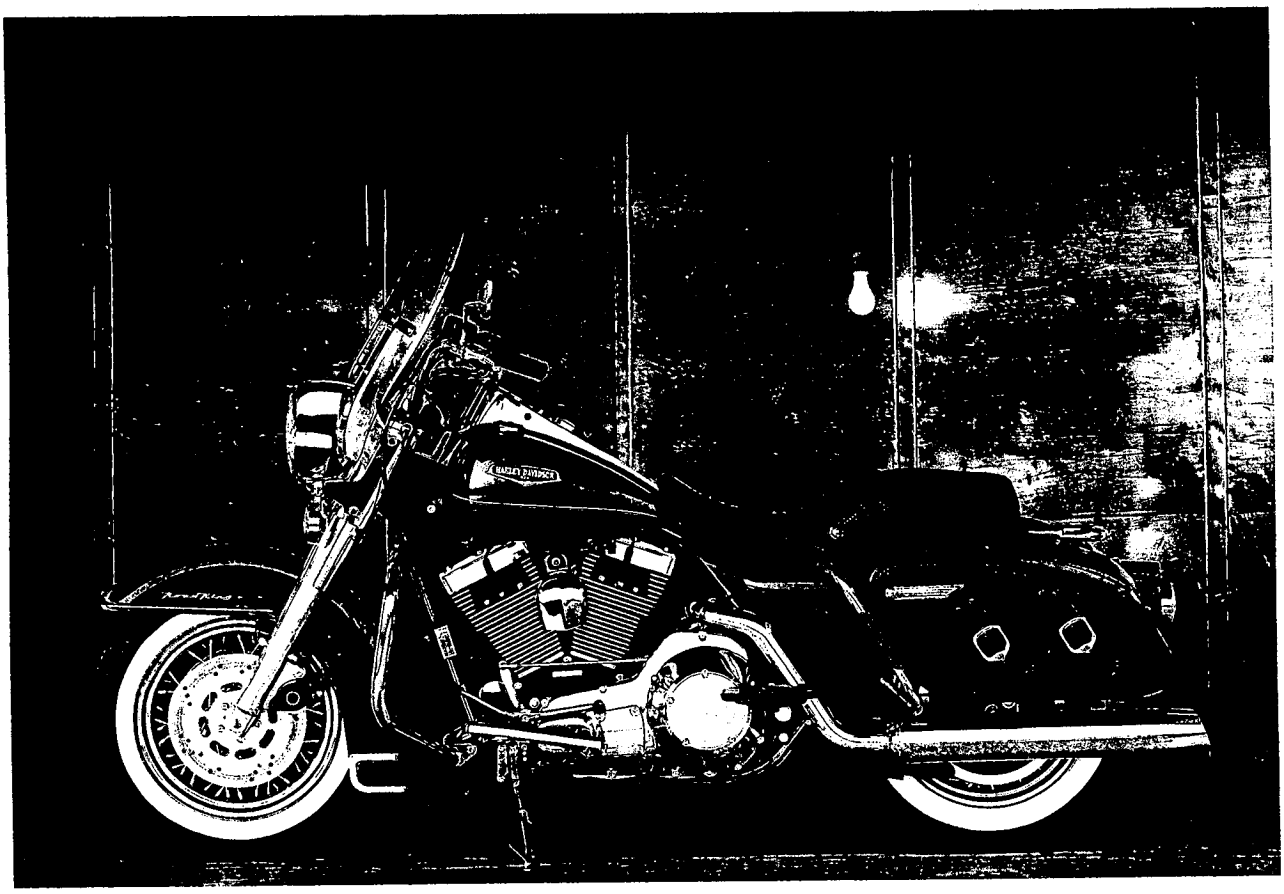
FLHR™ ROAD KING®

Ask most people to conjure up the best image of motorcycling from their youth, and this is it. The big, strong lines. The broad windshield. The massive chrome headlamp and nacelle. The Road King® brings it all back. But we're



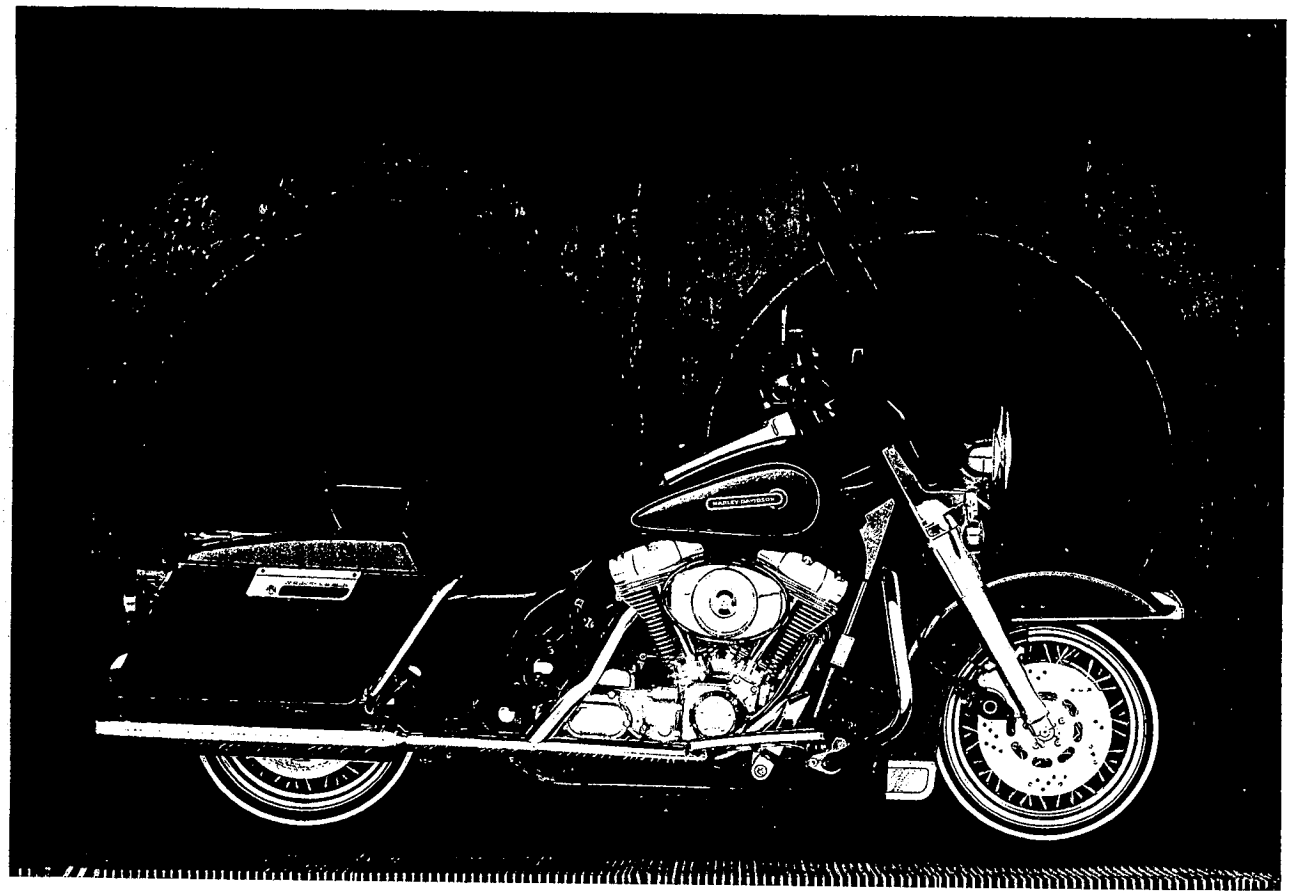
not in business to merely wax nostalgic. Under all the brilliant chrome and lustrous paint lies our latest touring performance. At the center is eighty-eight cubic inches of Twin Cam 88,™ isolation mounted in our touring frame.

The combination is ready for any kind of road trip you have in mind. And at day's end, the windshield and passenger pillion detach. You can have a custom look that beats anything on the strip, minutes after blowing into town.



FLHRCI™ ROAD KING® CLASSIC

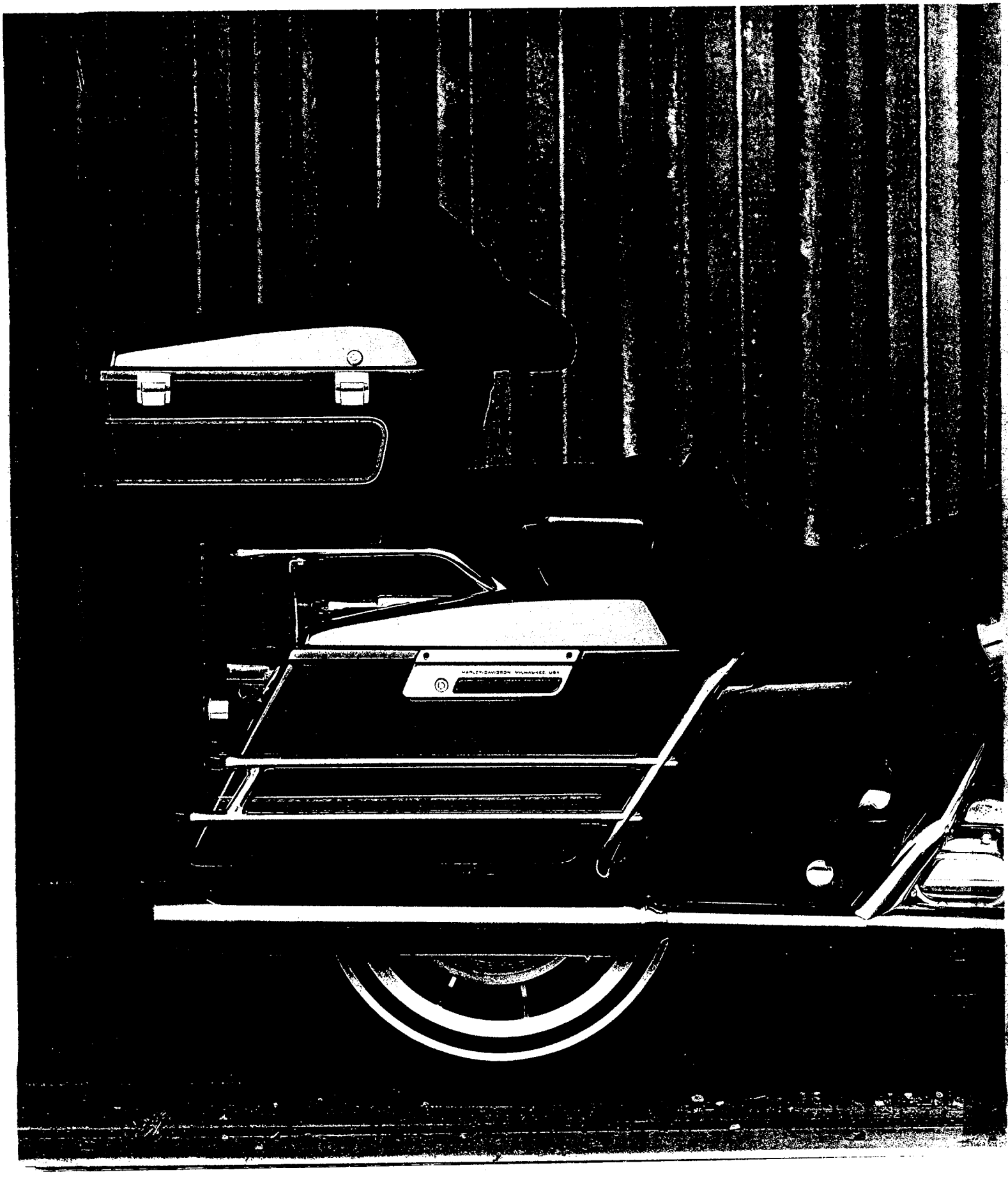
Take the all-out style of a Road King® even further outside the bounds and you have the Road King Classic. You can't miss the gorgeous leather saddlebags. They're made by stretching leather over a hard shell interior. It makes things more accessible, and stands up to weather and long miles. We give the leather a tooled design that's also picked up on the custom seat. We created a 3D metal emblem just for the Classic. It appears on the fender tip, tank and seat valance. A fuel-injected chrome-and-black Twin Cam 88™ engine is also included. Making distant horizons one more part of the package.



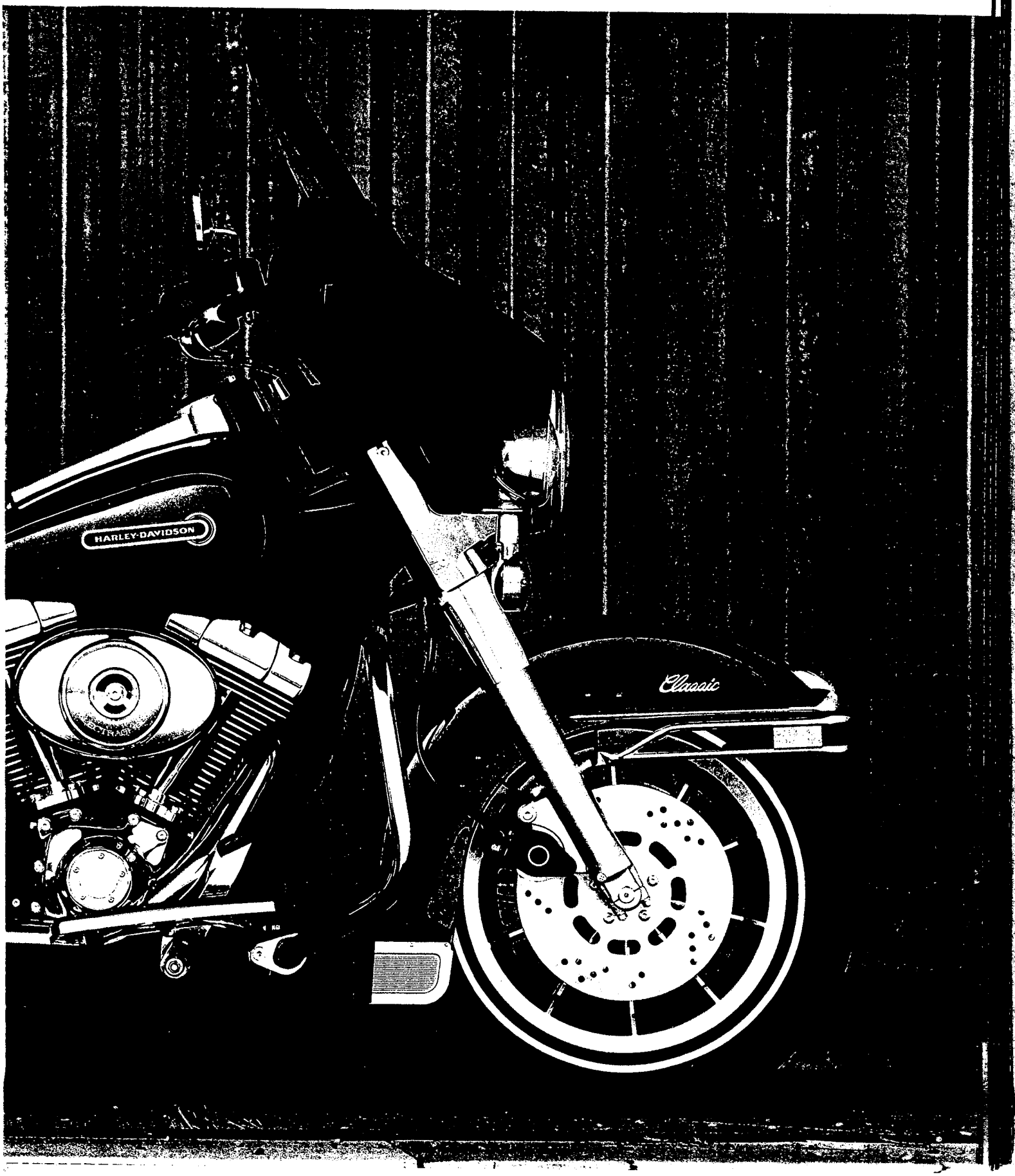
FLHT™ ELECTRA GLIDE® STANDARD

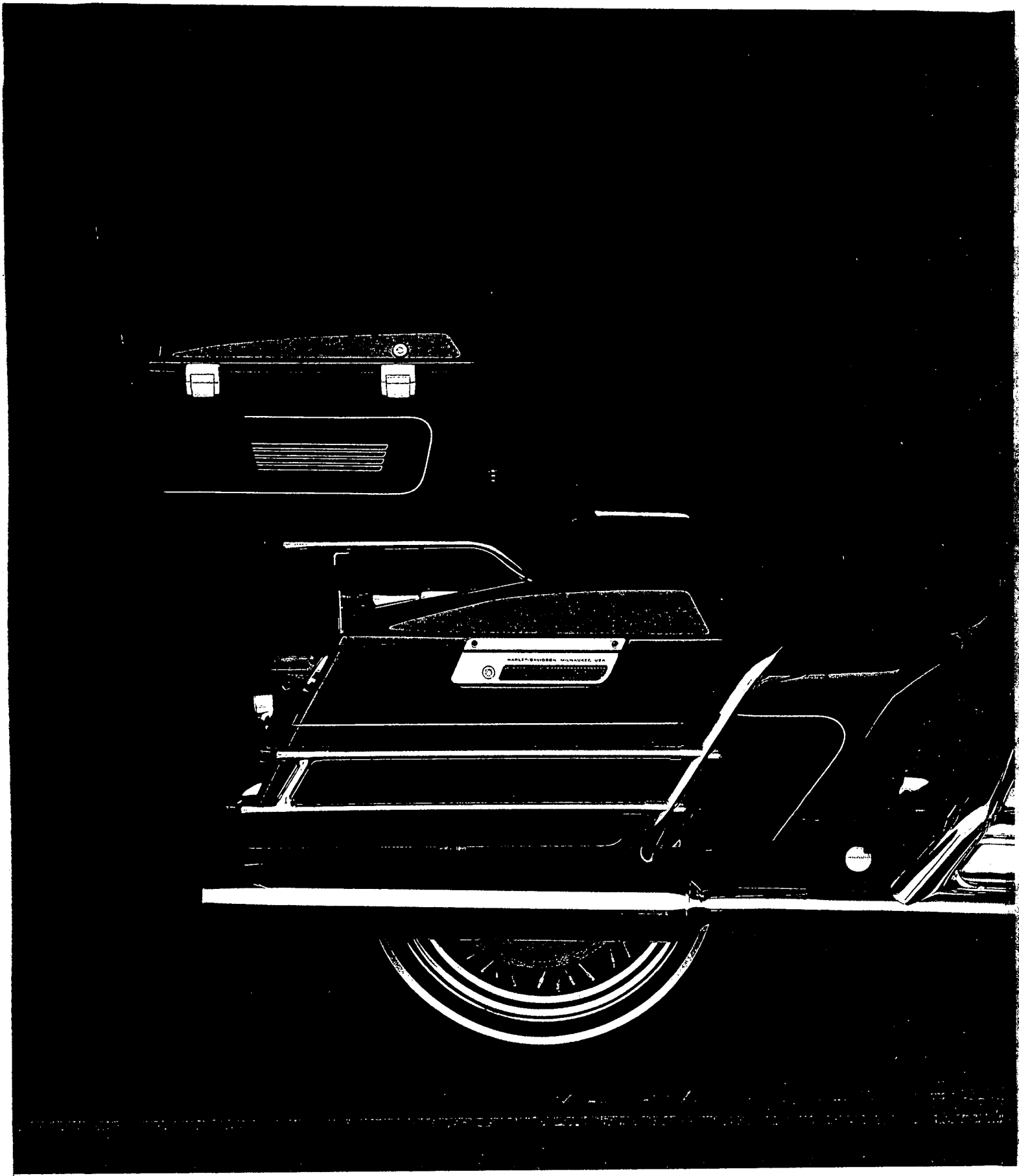
Begin with the steady, all-day power of the new Harley-Davidson® eighty-eight incher. Isolation mount it in our top-of-the-line touring frame. Then add the timeless, wind-cheating lines of an Electra Glide® fairing. You have the Electra Glide Standard. We give the metal of the engine a polished finish. There are saddlebags with barrel-type locks for your gear. Our classic touring seat. Comfortable floorboards for your feet. Not to mention a basic bike with enough stature to hold any kind of custom look you want to add. That's the Standard. It's hard to imagine a rider asking for more.

How's this for a profile? If it doesn't whet your appetite for chasing after some long-lost paradise, nothing will. Even better, the new Twin Cam 88™ engine makes this the strongest Electra Glide® Classic we've ever built. It's dressed for



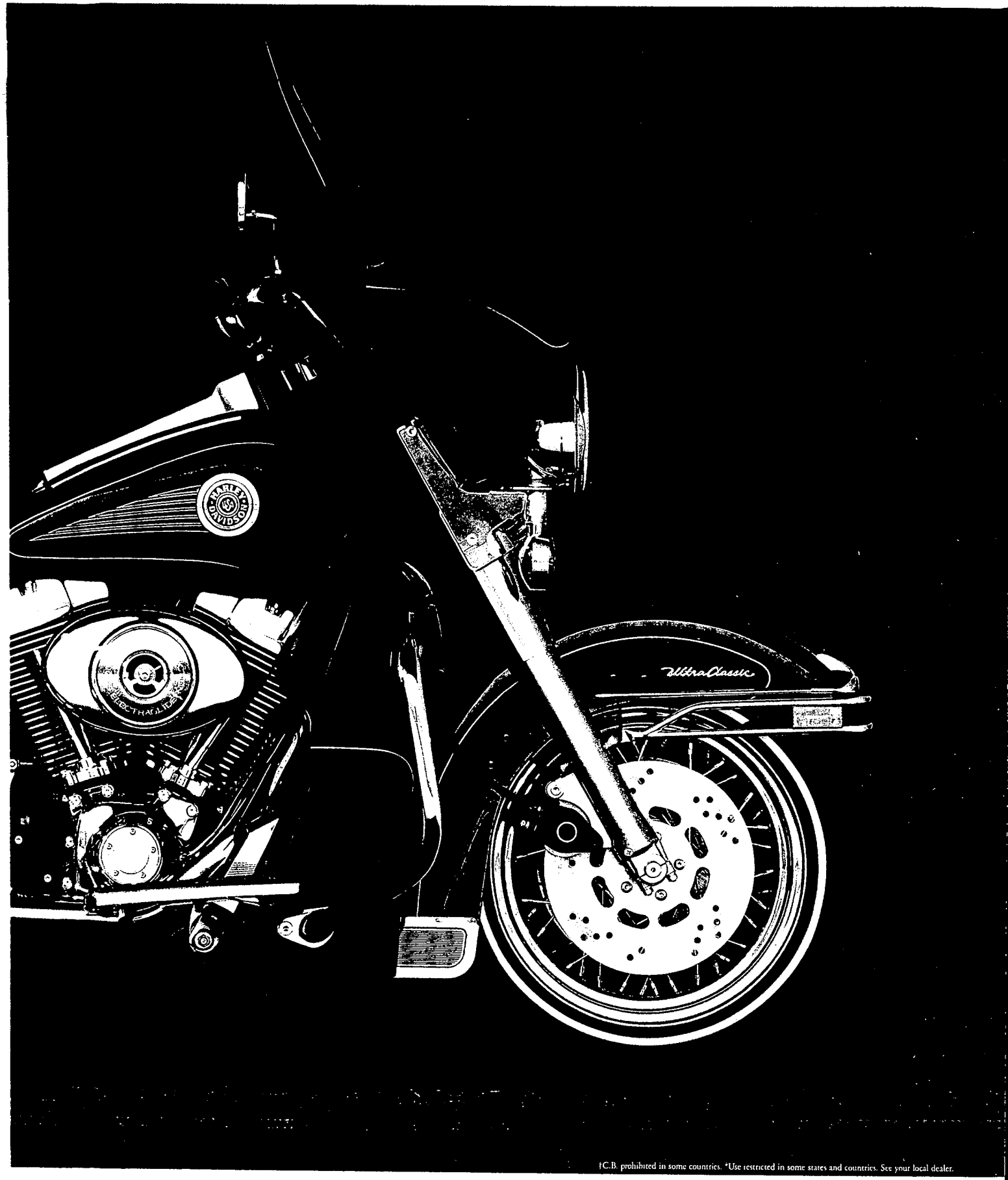
long miles, with a fairing, saddlebags and Tour-Pak® luggage box (with room for two full-face helmets). Yet nothing steals your view of the new Big Twin, resplendent in chrome and wrinkle black. In the fairing is our premium 40-watt-per-channel sound system. Plus you get a choice of fuel injection or a 40mm constant velocity carb. A long-lost paradise may not be so easy to find. Then again, in the seat of this bike you won't mind if it takes forever.





FLHTCUI™ ULTRA CLASSIC® ELECTRA GLIDE®

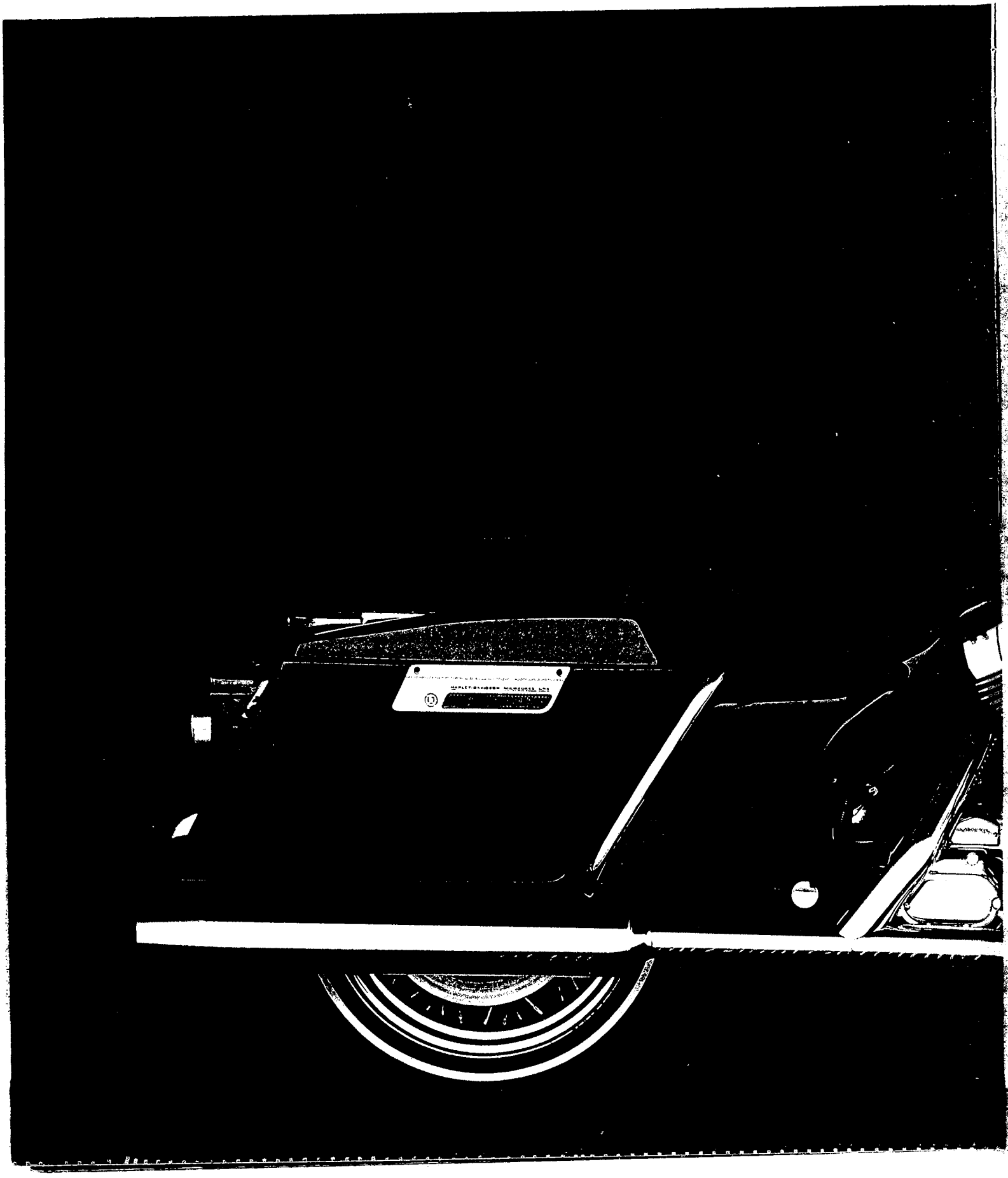
The Ultra Classic® Electra Glide® is our way of taking everything good about motorcycle travel, and dialing it up to the max. Start with sound. You get a 40-watt-per-channel AM/FM/cassette with weather band, rear speakers, separate



†C.B. prohibited in some countries. *Use restricted in some states and countries. See your local dealer.

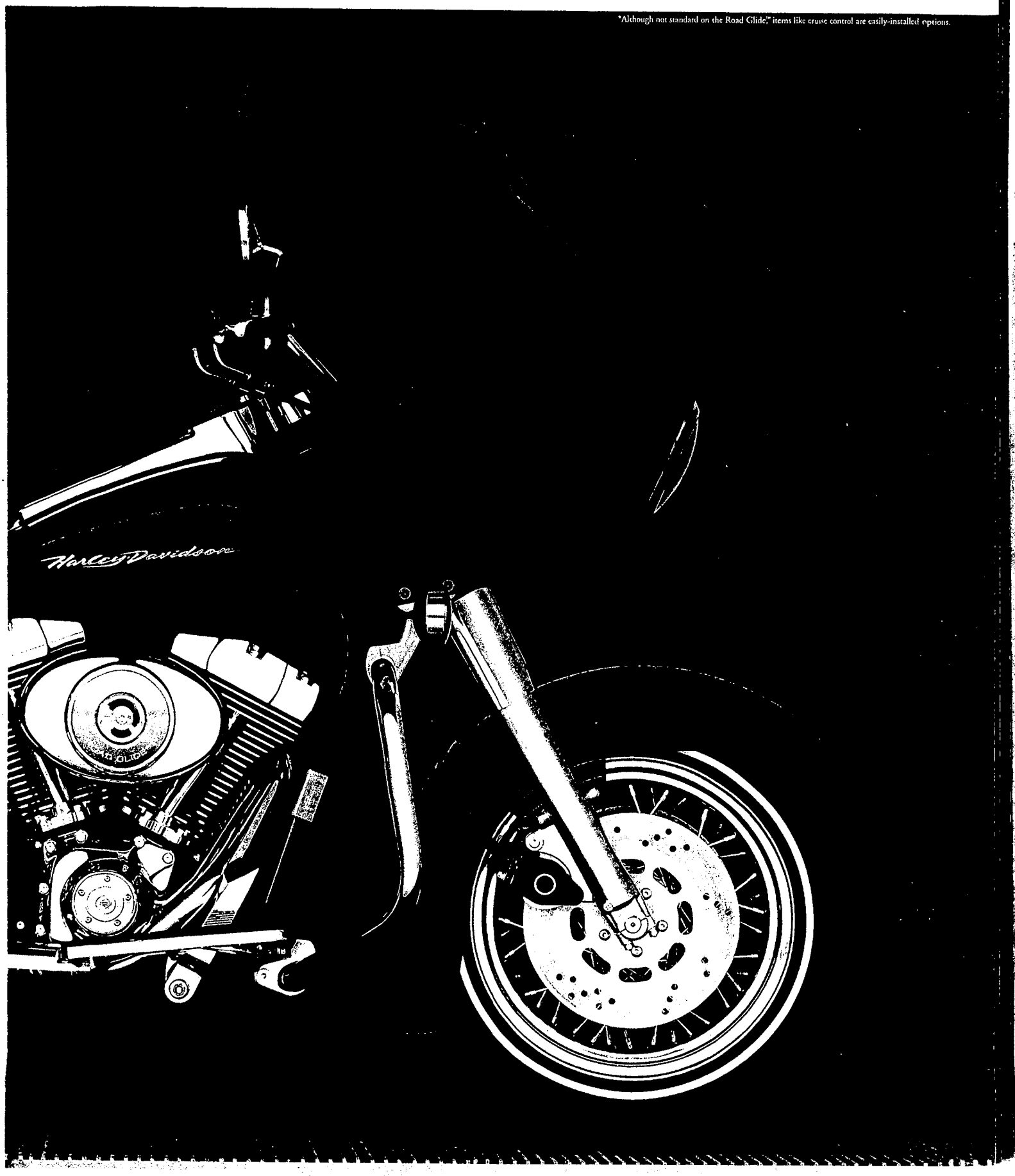
passenger controls and dual antenna. Plus a built-in C.B.†/voice-actuated intercom with helmet-mounted headset.* The only thing that sounds better is the voice of the Twin Cam 88™ engine urging you on. It's glittering with chrome, and fed by sequential port fuel injection. Also included are fairing lowers, full hard luggage and our accurate tap-up-tap-down cruise control. Plus, a cloisonné emblem on the tank. That's the Ultra Classic way to travel.

Welcome to year two of a brand-new look for Harley-Davidson® touring. Introduced in '98, the Road Glide™ is built around a frame-mounted fairing and low windshield. Leading the way are distinctive dual oval headlamps



with automotive-style reflector optics. We keep the rest of the styling clean and uncluttered, a pure custom look. Shining through is a chrome and wrinkle black Twin Cam 88™ engine, available with a traditional carb or sequential port fuel injection. Of course you also get the latest touring features, including our premium sound system and the heavy-duty wiring harness* found in our Ultra Classic. So you can keep it simple or load one up with everything. To go, of course.

*Although not standard on the Road Glide,™ items like cruise control are easily-installed options.



	XLH™ SPORTSTER™ 883	XLH™ SPORTSTER® 883 HUGGER®	XL™ 883C SPORTSTER® 883 CUSTOM	XLH™ SPORTSTER® 1200[4]	XL™ 1200S SPORTSTER™ 1200 SPORT	XL™ 1200C SPORTSTER® 1200 CUSTOM
LENGTH (IN./CM)	88.10/223.77	88.00/223.52	89.00/226.06	88.10/223.77	88.50/224.79	89.00/226.06
SEAT HEIGHT (IN./CM)[1]	28.00/71.12	27.12/68.88	27.56/70.00	28.90/73.41	28.00/71.12	27.56/70.00
GROUND CLEARANCE (IN./CM)	6.70/17.02	4.70/11.94	6.25/15.87	6.70/17.02	6.70/17.02	6.25/15.87
RAKE/TRAIL (°/IN.)	29.6/4.60	30.1/4.70	29.6/4.60	29.6/4.60	29.6/4.60	30.1/4.70
WHEELBASE (IN./CM)	60.00/152.40	59.00/149.86	60.00/152.40	60.00/152.40	60.20/152.91	60.00/152.40
DRY WEIGHT (LBS./KG)	489/221.81	486/220.45	489/221.81	491/222.71	501/227.25	491/222.71
ENGINE	OHV V™ Evolution®	OHV V™ Evolution®	OHV V™ Evolution®	OHV V™ Evolution®	OHV V™ Evolution®	OHV V™ Evolution®
BORE X STROKE (IN.)	3.000 x 3.812	3.000 x 3.812	3.000 x 3.812	3.498 x 3.812	3.498 x 3.812	3.498 x 3.812
DISPLACEMENT (CU. IN./CC)	53.86/883	53.86/883	53.86/883	73.20/1200	73.20/1200	73.20/1200
COMPRESSION RATIO	9.0:1	9.0:1	9.0:1	9.0:1	10.0:1	9.0:1
FUEL SYSTEM	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor
OIL CAPACITY (U.S. QTS.)	3	3	3	3	3	3
FUEL CAPACITY (U.S. GALS.) (INCLUDES RESERVE ON CARB. MODELS)	3.3	3.3	3.3	3.3	3.3	3.3
EXHAUST SYSTEM	Staggered shorty duals	Staggered shorty duals	Staggered shorty duals	Staggered shorty duals	Staggered shorty duals	Staggered shorty duals
PRIMARY DRIVE	Triple-row chain	Triple-row chain	Triple-row chain	Triple-row chain	Triple-row chain	Triple-row chain
GEAR RATIOS (OVERALL)	1st: 9.717 2nd: 7.120 3rd: 5.180 4th: 4.267 5th: 3.615	1st: 9.717 2nd: 7.120 3rd: 5.180 4th: 4.267 5th: 3.615	1st: 9.717 2nd: 7.120 3rd: 5.180 4th: 4.267 5th: 3.615	1st: 9.047 2nd: 6.629 3rd: 4.823 4th: 3.973 5th: 3.366	1st: 9.047 2nd: 6.629 3rd: 4.823 4th: 3.973 5th: 3.366	1st: 9.047 2nd: 6.629 3rd: 4.823 4th: 3.973 5th: 3.366
TORQUE (FT. LBS. @ RPMS)	52.0 @ 4500 rpm	52.0 @ 4500 rpm	52.0 @ 4500 rpm	71.0 @ 4000 rpm	78.0 @ 4000 rpm	71.0 @ 4000 rpm
BRAKES, DIA. X W. (IN. FRONT/IN. REAR)	11.5 x .20/ 11.5 x .23	11.5 x .20/ 11.5 x .23	11.5 x .20/ 11.5 x .23	11.5 x .20/ 11.5 x .23	11.5 x .20 dual floating disc/ 11.5 x .23 floating disc	11.5 x .20 floating disc/ 11.5 x .23 floating disc
BRAKING (MAXIMUM LOADED VEHICLE WT.)	160 ft. @ 60 mph 48.00m @ 96.60 kmph	160 ft. @ 60 mph 48.00m @ 96.60 kmph	160 ft. @ 60 mph 48.00m @ 96.60 kmph	160 ft. @ 60 mph 48.80m @ 96.60 kmph	160 ft. @ 60 mph 48.80m @ 96.60 kmph	160 ft. @ 60 mph 48.80m @ 96.60 kmph
TIRE SIZE (FRONT, REAR)	100/90-19, 130/90HB 16	100/90-19, 130/90HB 16	MH90-21, MT90 B16	100/90-19, 130/90HB 16	100/90-19 51V, 130/90-16 64V	MH90-21, MT90 B16
WHEELS	13 spoke cast (laced option)	13 spoke cast (laced option)	Front laced, rear disc	13 spoke black painted cast (laced option)	13 spoke silver painted aluminum cast	Front laced, rear disc
MILES PER GALLON[2]	57 hwy/48 city	57 hwy/48 city	57 hwy/48 city	52 hwy/45 city	52 hwy/45 city	52 hwy/45 city
LEAN ANGLES PER SAE J1168 (RIGHT/LEFT)	37°/37°	33°/35°	37°/37°	37°/37°	37°/37.5°	33°/35°
INSTRUMENTS	Speedometer with odometer and resettable trip meter	Speedometer with odometer and resettable trip meter	Speedometer with odometer and resettable trip meter	Electronic speedometer with odometer and resettable trip meter; electronic tach	Electronic speedometer with odometer and resettable trip meter; electronic tach	Electronic speedometer with odometer and resettable trip meter
COLOR OPTIONS[3]	Vivid black, lazer red pearl, aztec orange pearl, cobalt blue pearl	Vivid black, lazer red pearl, aztec orange pearl, cobalt blue pearl	Vivid black, lazer red pearl, diamond ice pearl, aztec orange pearl, cobalt blue pearl	Vivid black, lazer red pearl, diamond ice pearl, aztec orange pearl, cobalt blue pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone lazer red & black	Vivid black, lazer red pearl, diamond ice pearl, cobalt blue pearl, scarlet red pearl	Vivid black, lazer red pearl, diamond ice pearl, aztec orange pearl, cobalt blue pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone lazer red & black

FXD™ DYNA SUPER GLIDE®	FXDX™ DYNA SUPER GLIDE® SPORT	FXDL™ DYNA LOW RIDER®	FXDS™-CONV DYNA CONVERTIBLE™[4]	FXDWG™ DYNA WIDE GLIDE®	FXST™ SOFTAIL® STANDARD
91.00/231.00	92.88/235.90	94.00/239.00	92.88/235.90	94.50/240.00	94.92/241.10
26.50/67.31	27.00/68.58	26.50/67.31	27.75/70.49	26.75/67.95	26.16/66.45
5.38/13.66	5.75/14.61	5.38/13.66	5.75/14.61	5.38/13.66	5.94/15.09
28.0/4.10	28.0/4.10	32.0/5.10	28.0/4.10	32.0/5.10	34.0/5.00
62.50/158.75	63.88/162.25	65.50/166.37	63.88/162.25	66.10/167.90	66.50/169.00
612/277.00	614/279.00	614/279.00	640/290.00	612/277.00	596/270.91
Twin Cam 88™ vibration isolation-mounted[3]	Twin Cam 88™ vibration isolation-mounted[3]	Twin Cam 88™ vibration isolation-mounted[3]	Twin Cam 88™ vibration isolation-mounted[3]	Twin Cam 88™ vibration isolation-mounted[3]	OHV V™ Evolution®
3.75 x 4.00	3.75 x 4.00	3.75 x 4.00	3.75 x 4.00	3.75 x 4.00	3.498 x 4.250
88.00/1450	88.00/1450	88.00/1450	88.00/1450	88.00/1450	80.00/1340
8.9:1	8.9:1	8.9:1	8.9:1	8.9:1	8.5:1
Carburetor	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor
3	3	3	3	3	3
4.9	4.9	4.9	4.9	5.2	5.2
Staggered shorty duals	Staggered shorty duals	Staggered shorty duals	Staggered shorty duals	Staggered shorty duals	Staggered shorty duals
Double-row chain	Double-row chain	Double-row chain	Double-row chain	Double-row chain	Double-row chain
1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3:150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 9.388 2nd: 6.461 3rd: 4.599 4th: 3.586 5th: 2.925
82.0 @ 3500 rpm	82.0 @ 3500 rpm	82.0 @ 3500 rpm	82.0 @ 3500 rpm	82.0 @ 3500 rpm	76.0 @ 3500 rpm
11.5 x .20/ 11.5 x .23	11.5 x .20 dual disc/ 11.5 x .23	11.5 x .20 dual disc/ 11.5 x .23	11.5 x .20 dual disc/ 11.5 x .23	11.5 x .20/ 11.5 x .23	11.5 x .20/ 11.5 x .23
170 ft. @ 60 mph 51.00m @ 96.60 kmph	170 ft. @ 60 mph 51.00m @ 96.60 kmph	170 ft. @ 60 mph 51.00m @ 96.60 kmph	170 ft. @ 60 mph 51.00m @ 96.60 kmph	170 ft. @ 60 mph 51.00m @ 96.60 kmph	177 ft. @ 60 mph 53.10m @ 96.60 kmph
100/90-19, 130/90HB 16	100/90-19, 130/90HB 16	100/90-19, 130/90HB 16	100/90-19, 130/90HB 16	MH90-21, 130/90HB 16	MH90-21 MT90B 16
13 spoke cast (laced option)	Laced	13 spoke black painted cast (laced option)	13 spoke black painted cast (laced option)	Laced	Laced
50 hwy/42 city	50 hwy/42 city	50 hwy/42 city	50 hwy/42 city	50 hwy/42 city	55 hwy/43 city
31°/32°	33.5°/34.5°	31°/32°	33.5°/34.5°	31°/32°	28°/29°
Electronic speedometer with odometer and resettable trip meter; fuel gauge	Electronic speedometer with odometer and resettable trip meter; tach; fuel gauge	Electronic speedometer with odometer and resettable trip meter; tach; fuel gauge	Electronic speedometer with odometer and resettable trip meter; tach; fuel gauge	Electronic speedometer with odometer and resettable trip meter; fuel gauge	Electronic speedometer with odometer and resettable trip meter
Vivid black, lazer red pearl, diamond ice pearl, aztec orange pearl, cobalt blue pearl	Vivid black, diamond ice pearl, aztec orange pearl	Vivid black, lazer red pearl, diamond ice pearl, aztec orange pearl, cobalt blue pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone lazer red & black	Vivid black, lazer red pearl, diamond ice pearl, aztec orange pearl, cobalt blue pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone lazer red & black	Vivid black, lazer red pearl, diamond ice pearl, aztec orange pearl, cobalt blue pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone lazer red & black	Vivid black

1 Measurement reflects 180# operator weight.

2 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary.

3 Availability of colors may vary from dealer to dealer, and is subject to change without notice.

4 Model not available in all markets.

5 Recommended 91 octane or higher fuel (R+M)/2.

All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath; and twelve-month, unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions.

We reserve the right to discontinue models or change specifications at any time without incurring any obligations. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only.

Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.

	FXSTB™ NIGHT TRAIN™	FXSTC™ SOFTAIL® CUSTOM	FXSTS™ SPRINGER™ SOFTAIL®	FLSTF™ FAT BOY®	FLSTC™ HERITAGE SOFTAIL® CLASSIC	FLSTS™ HERITAGE SPRINGER®
LENGTH (IN./CM)	94.92/241.10	94.92/241.10	92.52/235.00	93.85/238.40	94.02/238.81	94.00/238.80
SEAT HEIGHT (IN./CM)[1]	25.35/64.38	26.70/67.82	26.12/66.35	26.50/67.30	26.50/67.31	25.75/65.40
GROUND CLEARANCE (IN./CM)	5.94/15.09	5.94/15.09	5.59/14.20	5.47/13.90	5.47/13.90	5.00/12.70
RAKE/TRAIL (°/IN.)	34.0/5.00	34.0/5.00	32.0/5.25	32.0/5.80	32.0/5.80	31.0/6.30
WHEELBASE (IN./CM)	66.50/169.00	66.50/169.00	64.41/163.60	63.89/162.30	63.89/162.30	63.07/160.20
DRY WEIGHT (LBS./KG)	606/275.45	613/275.85	625/284.01	631/283.95	704/316.80	690/310.50
ENGINE	OHV V™ Evolution®	OHV V™ Evolution®	OHV V™ Evolution®	OHV V™ Evolution®	OHV V™ Evolution®	OHV V™ Evolution®
BORE X STROKE (IN.)	3.498 x 4.250	3.498 x 4.250	3.498 x 4.250	3.498 x 4.250	3.498 x 4.250	3.498 x 4.250
DISPLACEMENT (CU. IN./CC)	80.00/1340	80.00/1340	80.00/1340	80.00/1340	80.00/1340	80.00/1340
COMPRESSION RATIO	8.5:1	8.5:1	8.5:1	8.5:1	8.5:1	8.5:1
FUEL SYSTEM	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor
OIL CAPACITY (U.S. QTS.)	3	3	3	3	3	3
FUEL CAPACITY (U.S. GALS.) (INCLUDES RESERVE ON CARB. MODELS)	5.2	5.2	4.2	4.2	4.2	4.2
EXHAUST SYSTEM	Staggered shorty duals	Staggered shorty duals	Staggered shorty duals	Shotgun shorty duals	Staggered dual fishtails[7]	Crossover dual fishtails[7]
PRIMARY DRIVE	Double-row chain	Double-row chain	Double-row chain	Double-row chain	Double-row chain	Double-row chain
GEAR RATIOS (OVERALL)	1st: 9.388 2nd: 6.461 3rd: 4.599 4th: 3.586 5th: 2.925	1st: 9.388 2nd: 6.461 3rd: 4.599 4th: 3.586 5th: 2.925	1st: 9.388 2nd: 6.461 3rd: 4.599 4th: 3.586 5th: 2.925	1st: 9.388 2nd: 6.461 3rd: 4.599 4th: 3.586 5th: 2.925	1st: 9.388 2nd: 6.461 3rd: 4.599 4th: 3.586 5th: 2.925	1st: 9.388 2nd: 6.461 3rd: 4.599 4th: 3.586 5th: 2.925
TORQUE (FT. LBS. @ RPMS)	76.0 @ 3500 rpm	76.0 @ 3500 rpm	76.0 @ 3500 rpm	76.0 @ 3500 rpm	76.0 @ 3500 rpm	76.0 @ 3500 rpm
BRAKES, DIA. X W. (IN. FRONT/IN. REAR)	11.5 x .20/ 11.5 x .23	11.5 x .20/ 11.5 x .23	11.5 x .20/ 11.5 x .23	11.5 x .20/ 11.5 x .23	11.5 x .20/ 11.5 x .23	11.5 x .20/ 11.5 x .23
BRAKING (MAXIMUM LOADED VEHICLE WT.)	177 ft. @ 60 mph 53.10m @ 96.60 kmph	177 ft. @ 60 mph 53.10m @ 96.60 kmph	177 ft. @ 60 mph 53.10m @ 96.60 kmph	177 ft. @ 60 mph 53.10m @ 96.60 kmph	177 ft. @ 60 mph 53.10m @ 96.60 kmph	177 ft. @ 60 mph 53.10m @ 96.60 kmph
TIRE SIZE (FRONT, REAR)	MH90-21, MT90B 16	MH90-21, MT90B 16	MH90-21, MT90B 16	MT90B 16, MT90B 16	MT90B 16, MT90B 16	MT90B 16, MT90B 16
WHEELS	Front laced, rear disc with black center	Front laced, rear disc	Laced	Disc	Laced	Laced
MILES PER GALLON[8]	55 hwy/43 city	55 hwy/43 city	55 hwy/43 city	55 hwy/43 city	55 hwy/43 city	55 hwy/43 city
LEAN ANGLES PER SAE J1168 (RIGHT/LEFT)	28°/29°	28°/29°	28°/29°	28°/29°	28°/29°	28°/28°
INSTRUMENTS	Electronic speedometer with odometer and resettable trip meter	Electronic speedometer with odometer and resettable trip meter	Electronic speedometer with odometer and resettable trip meter	Electronic speedometer with odometer and resettable trip meter	Electronic speedometer with odometer and resettable trip meter	Electronic speedometer with odometer and resettable trip meter
COLOR OPTIONS[9]	Vivid black	Vivid black, lazer red pearl, diamond ice pearl, aztec orange pearl, cobalt blue pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone lazer red & black	Vivid black, lazer red pearl, diamond ice pearl, aztec orange pearl, cobalt blue pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone lazer red & black	Vivid black, lazer red pearl, sinister blue pearl, aztec orange pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone lazer red & black	Vivid black, lazer red pearl, sinister blue pearl, aztec orange pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone lazer red & black	Lazer red pearl with silver trim, sinister blue pearl with gray trim, diamond ice pearl with black trim

FLHT™ ELECTRA GLIDE® STANDARD[1]	FLHTC™/FLHTCI™ ELECTRA GLIDE® CLASSIC[1]	FLHTCUI™ ULTRA CLASSIC™ ELECTRA GLIDE®	FLHR™ ROAD KING®	FLHRCI™ ROAD KING® CLASSIC	FLTR™/FLTRI™ ROAD GLIDE™[4]
93.70/238.00	97.50/247.70	98.30/249.70	93.70/238.00	93.70/238.00	93.70/238.00
27.25/69.20	27.25/69.20	27.25/69.20	27.25/69.20	26.94/68.40	26.94/68.40
5.12/13.00	5.12/13.00	5.12/13.00	5.12/13.00	5.12/13.00	5.12/13.00
26.0/6.16	26.0/6.16	26.0/6.16	26.0/6.16	26.0/6.16	26.0/6.16
63.50/161.30	63.50/161.30	63.50/161.30	63.50/161.30	63.50/161.30	63.50/161.30
758/344.32	776/352.48	788/357.75	725/328.75	710/322.75	731/331.75
Twin Cam 88™ vibration isolation-mounted[3]	Twin Cam 88™ vibration isolation-mounted[3]	Twin Cam 88™ vibration isolation-mounted[3]	Twin Cam 88™ vibration isolation-mounted[3]	Twin Cam 88™ vibration isolation-mounted[3]	Twin Cam 88™ vibration isolation-mounted[3]
3.75 x 4.00	3.75 x 4.00	3.75 x 4.00	3.75 x 4.00	3.75 x 4.00	3.75 x 4.00
88.00/1450	88.00/1450	88.00/1450	88.00/1450	88.00/1450	88.00/1450
8.9:1	8.9:1	8.9:1	8.9:1	8.9:1	8.9:1
Carburetor	Carburetor or Sequential Port Fuel Injection (SPFI)	Sequential Port Fuel Injection (SPFI)	Carburetor	Sequential Port Fuel Injection (SPFI)	Carburetor or Sequential Port Fuel Injection (SPFI)
4	4	4	4	4	4
5.0	5.0	5.0	5.0	5.0	5.0
Dual	Dual	Dual	Dual	Dual	Dual
Double-row chain	Double-row chain	Double-row chain	Double-row chain	Double-row chain	Double-row chain
1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150
86.0 @ 3500 rpm	86.0 @ 3500 rpm	86.0 @ 3500 rpm	86.0 @ 3500 rpm	86.0 @ 3500 rpm	86.0 @ 3500 rpm
11.5 x .20 dual disc/ 11.5 x .30	11.5 x .20 dual disc/ 11.5 x .30	11.5 x .20 dual disc/ 11.5 x .30	11.5 x .20 dual disc/ 11.5 x .30	11.5 x .20 dual disc/ 11.5 x .30	11.5 x .20 dual disc/ 11.5 x .30
180 ft. @ 60 mph 54.90m @ 96.60 kmph	180 ft. @ 60 mph 54.90m @ 96.60 kmph	180 ft. @ 60 mph 54.90m @ 96.60 kmph	180 ft. @ 60 mph 54.90m @ 96.60 kmph	180 ft. @ 60 mph 54.90m @ 96.60 kmph	180 ft. @ 60 mph 54.90m @ 96.60 kmph
MT90B 16, MT90B 16	MT90B 16, MT90B 16	MT90B 16, MT90B 16	MT90B 16, MT90B 16	MT90B 16, MT90B 16	MT90B 16, MT90B 16
13 spoke cast (laced option)	13 spoke cast (laced option)	13 spoke cast (laced option)	13 spoke cast (laced option)	Laced	13 spoke cast (laced option)
46 hwy/37 city	Carb. 46 hwy/37 city SPFI 46 hwy/39 city	46 hwy/39 city	46 hwy/37 city	46 hwy/39 city	Carb. 46 hwy/37 city SPFI 46 hwy/39 city
31°/30°	31°/30°	31°/30°	31°/30°	31°/30°	31°/30°
Speedometer with odometer and resettable trip meter; tach; fuel gauge; voltmeter; cigarette lighter	Speedometer with odometer and resettable trip meter; tach; fuel gauge; voltmeter; digital clock; oil pressure gauge; ambient temp. gauge; sound system with handlebar controls; cigarette lighter	Speedometer with odometer and resettable trip meter; tach; fuel gauge; low fuel warning light; voltmeter; digital clock; oil pressure gauge; ambient temp. gauge; sound system with handlebar and remote passenger controls; C.B.[6]/voice-actuated intercom; cruise control with indicator light; lighter; engine diagnostic light.	Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp	Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp	Speedometer with odometer and resettable trip meter; tach; oil pressure gauge; oil pressure indicator lamp: voltmeter; fuel gauge; ambient air temp. gauge; clock; sound system; cigarette lighter; low fuel warning light, engine diagnostic light
Vivid black	Vivid black, lazer red pearl, sinister blue pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone lazer red & black, 2-tone mystic green & black	Vivid black, lazer red pearl, sinister blue pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone lazer red & black, 2-tone mystic green & black	Vivid black, lazer red pearl, aztec orange pearl, cobalt blue pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone lazer red & black, 2-tone mystic green & black	Vivid black, lazer red pearl, aztec orange pearl, cobalt blue pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone lazer red & black, 2-tone mystic green & black	Vivid black, lazer red pearl, aztec orange pearl, cobalt blue pearl

All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath; and twelve-month, unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions. We reserve the right to discontinue models or change specifications at any time without incurring any obligations. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only. Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.

1 Measurement reflects 180# operator weight.

2 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary.

3 Availability of colors may vary from dealer to dealer, and is subject to change without notice.

4 Model not available in all markets.

5 Recommended 91 octane or higher fuel (R+M)/2.

6 C.B. prohibited by law in some countries.

7 Except where prohibited by law.

NOTICE

WE CARE ABOUT YOU.

SIGN UP FOR A MOTORCYCLE SAFETY FOUNDATION RIDER COURSE TODAY (FOR A COURSE NEAR YOU CALL 1-800-447-4700). WHEN ENJOYING YOUR HARLEY-DAVIDSON® MOTORCYCLE, BE SURE TO RIDE SAFELY AND WITHIN THE LIMITS OF THE LAW AND YOUR ABILITIES. RIDE WITH YOUR HEADLIGHT ON AND WATCH OUT FOR THE OTHER PERSON. ALWAYS WEAR A HELMET, PROPER EYEWEAR AND APPROPRIATE CLOTHING AND INSIST YOUR PASSENGER DOES, TOO. NEVER RIDE WHILE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS. KNOW YOUR OWN HARLEY® AND READ AND UNDERSTAND YOUR OWNER'S MANUAL FROM COVER TO COVER. PROTECT YOUR PRIVILEGE TO RIDE BY JOINING THE AMERICAN MOTORCYCLIST ASSOCIATION®. TO LOCATE THE HARLEY-DAVIDSON DEALER IN YOUR AREA, CALL 1-800-443-2153 TOLL FREE IN THE U.S.A. AND CANADA OR VISIT OUR WEB SITE AT WWW.HARLEY-DAVIDSON.COM

MOTOR
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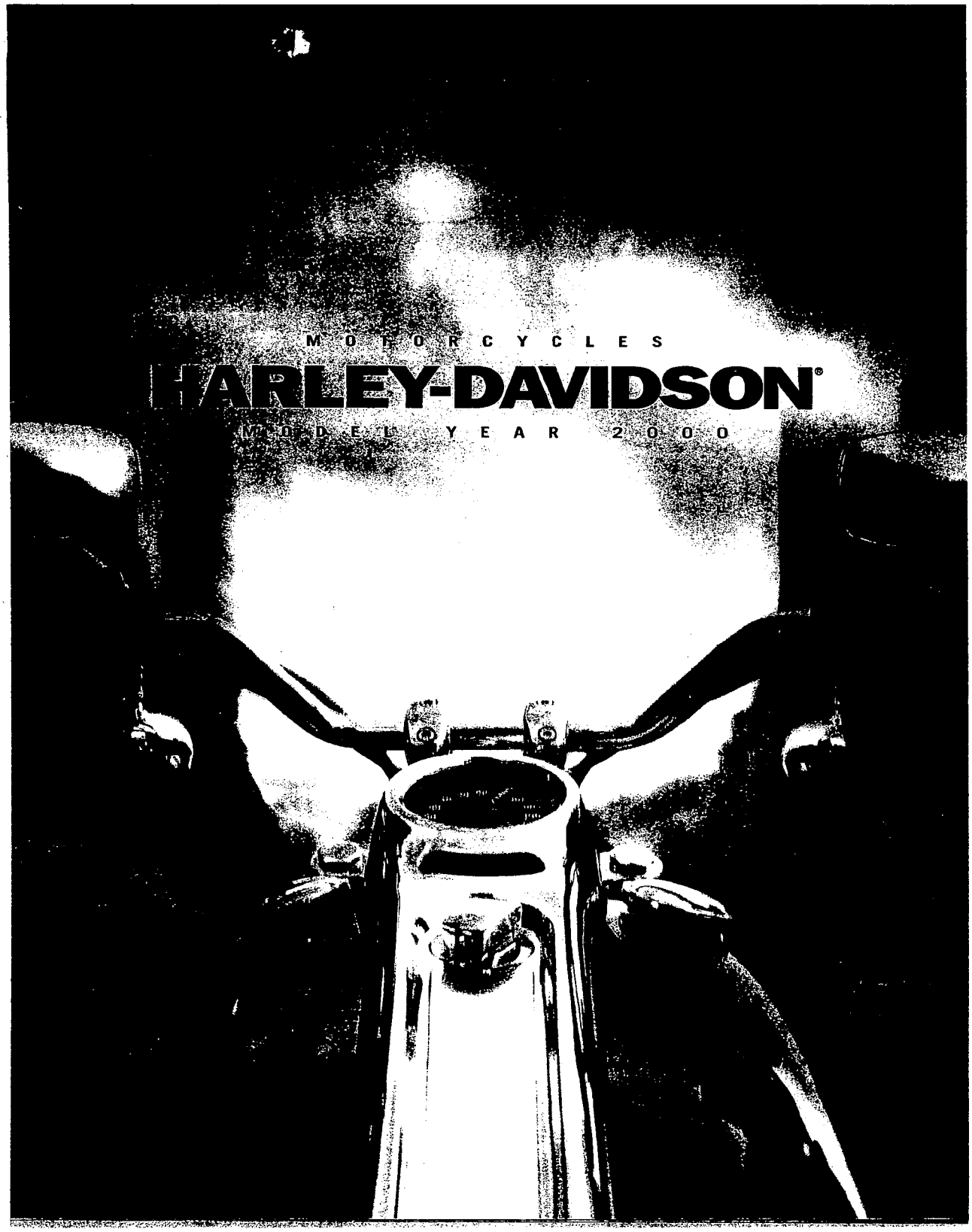
www.harley-davidson.com

U.S. Trademark Opposition No. 91177156
H-D Michigan, Inc. v. Bryan Broehm
Serial No. 78896325

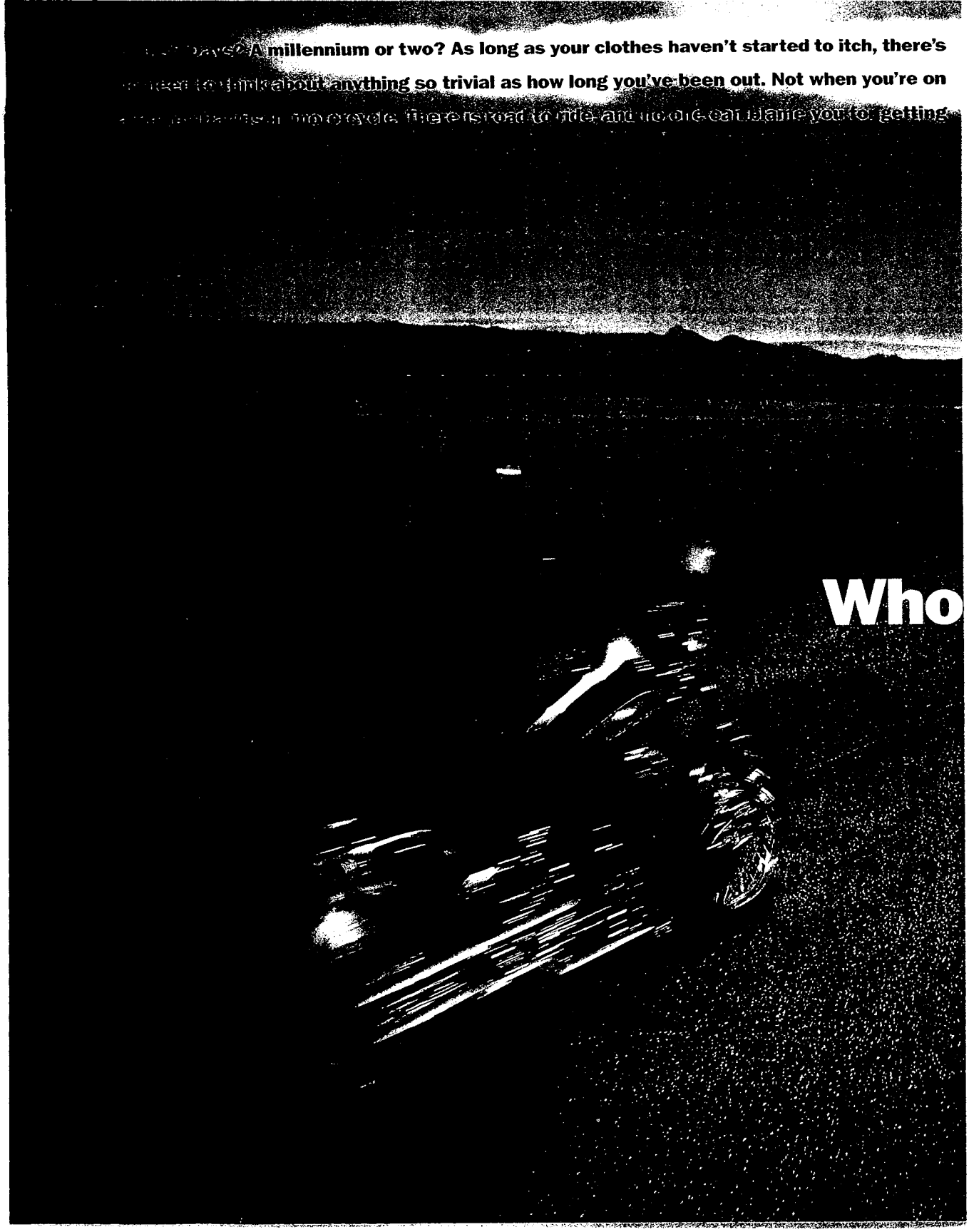
Mark:

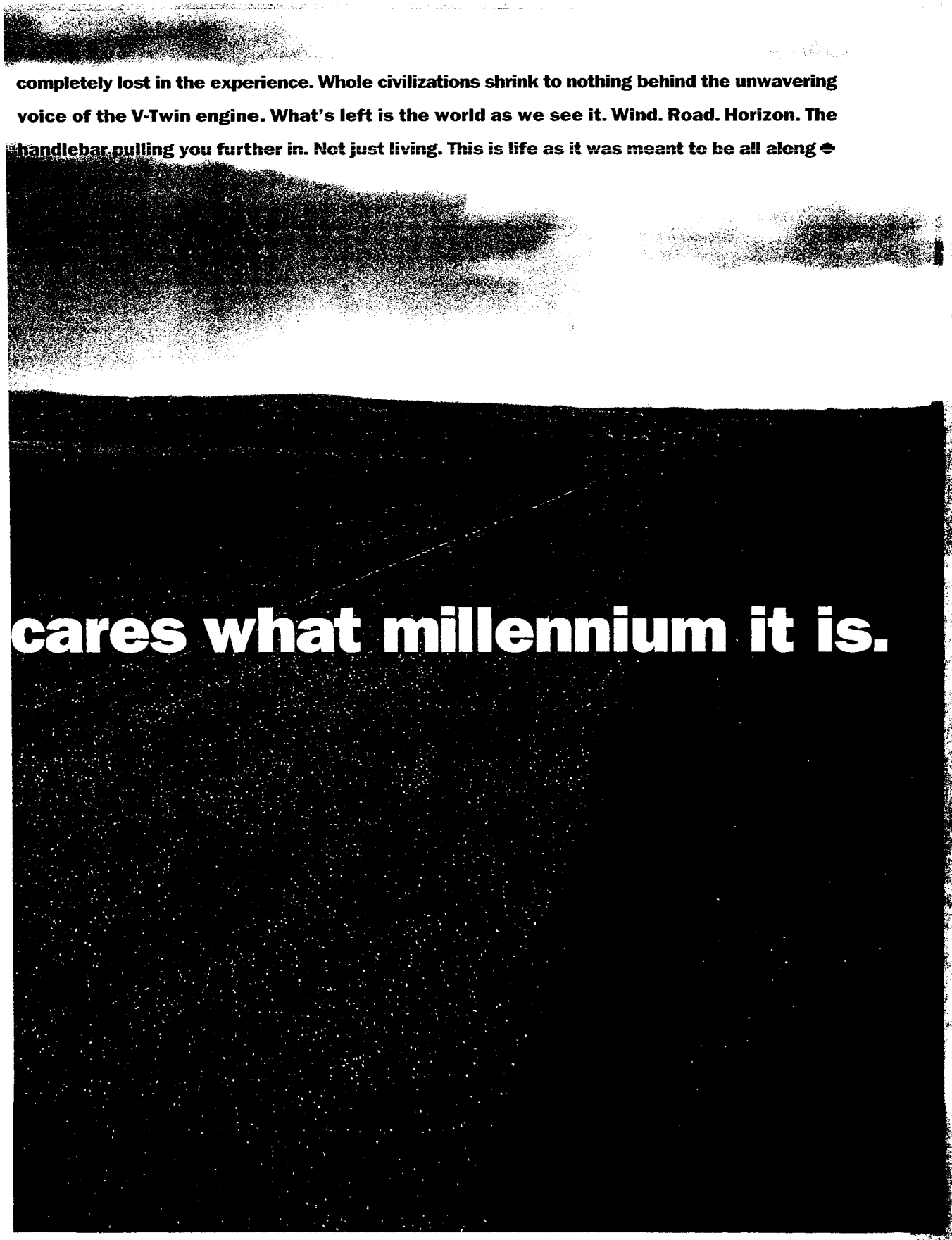
Deposition of Scott Beck

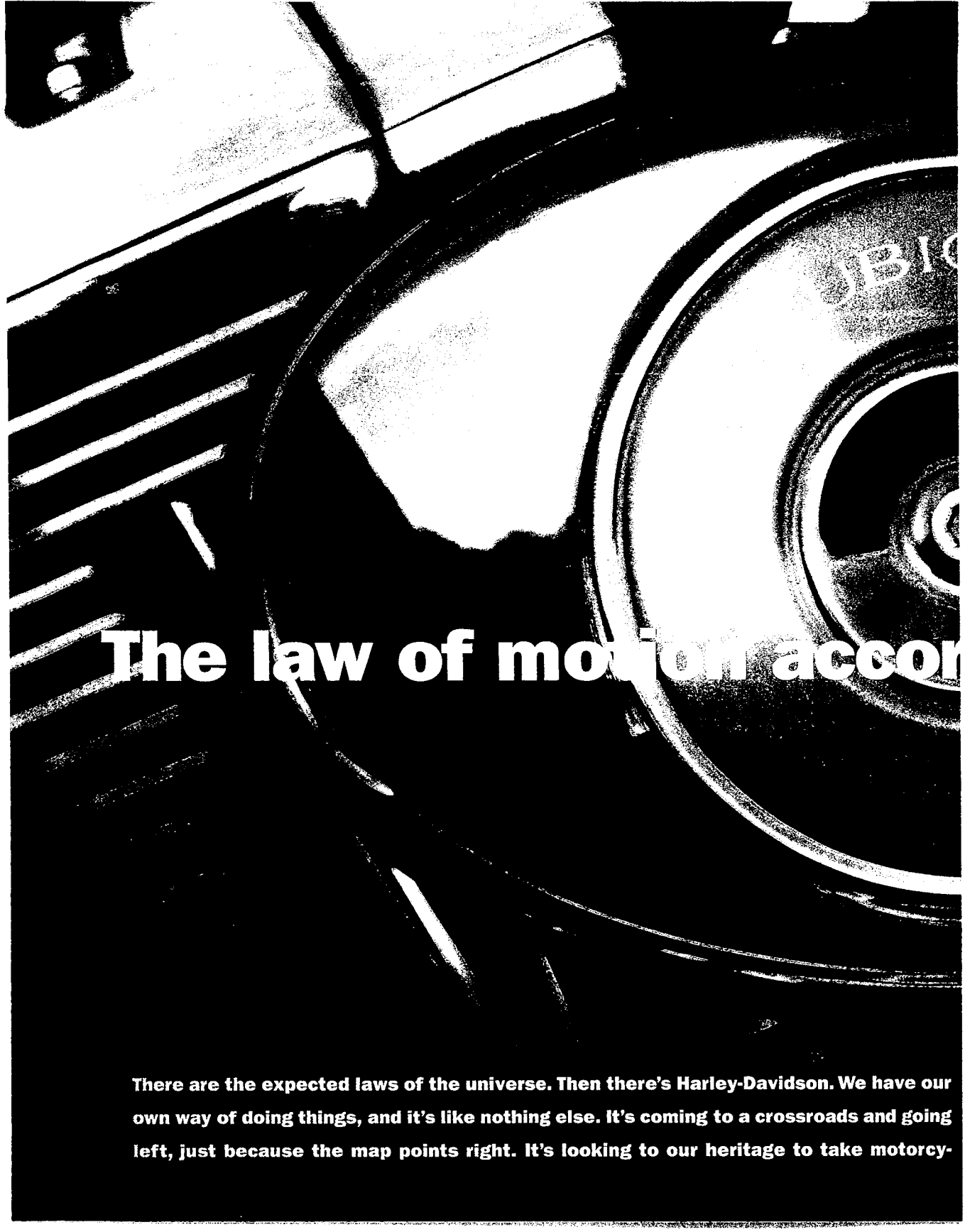
Exhibit 25



Opposition No. 91177156 Beck
H-D Michigan, Inc. v. Bryan Broehm
Opposer's Testimony Deposition
Exhibit No. 25 6-13-08 MEF


Days? A millennium or two? As long as your clothes haven't started to itch, there's
need to think about anything so trivial as how long you've been out. Not when you're on
a [illegible] motorcycle. There is road to ride, and no one can blame you for getting
Who


completely lost in the experience. Whole civilizations shrink to nothing behind the unwavering voice of the V-Twin engine. What's left is the world as we see it. Wind. Road. Horizon. The handlebar pulling you further in. Not just living. This is life as it was meant to be all along
cares what millennium it is.

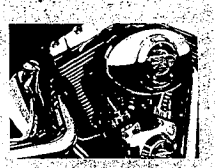


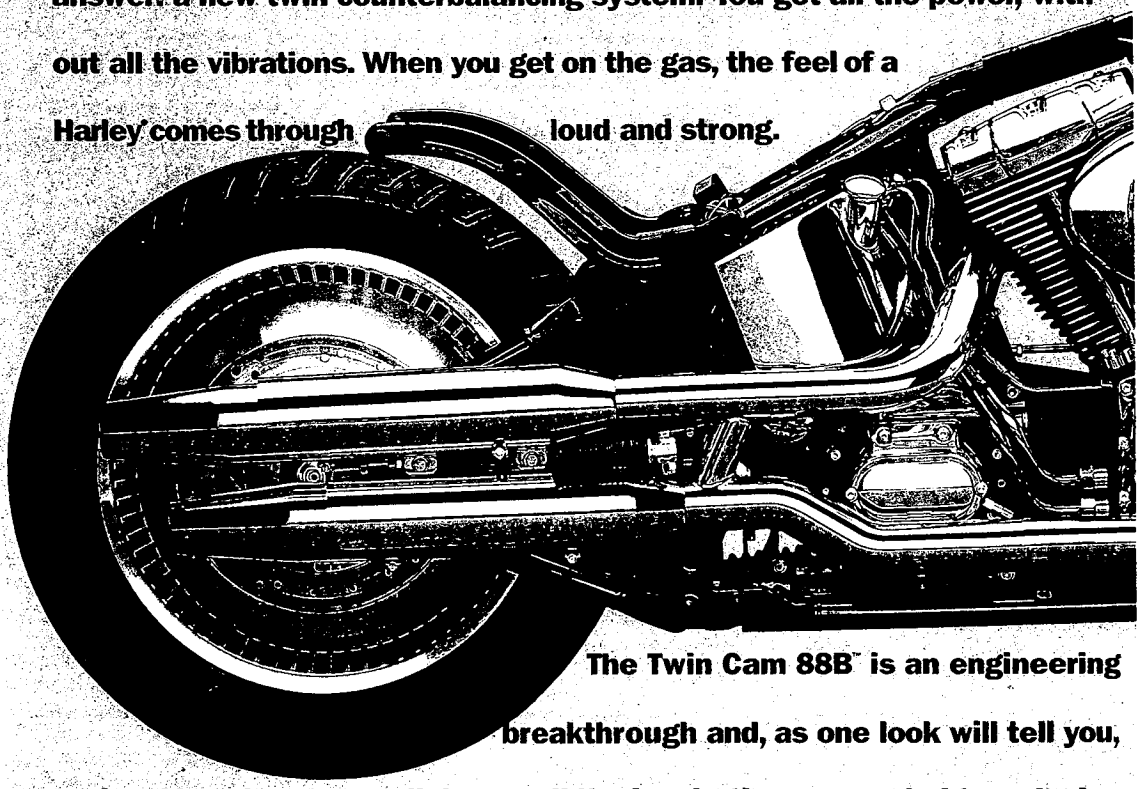
There are the expected laws of the universe. Then there's Harley-Davidson. We have our own way of doing things, and it's like nothing else. It's coming to a crossroads and going left, just because the map points right. It's looking to our heritage to take motorcy-

Softail®. Stealing the show

The first Softail® wrapped the timeless style of an early Harley-Davidson®

motorcycle around a hidden suspension. The combination of riding comfort and show-stopping looks set the standard for custom motorcycles. Now it's doing it again. Riders get treated to a new Softail this year. We began with the goal of fitting our Twin Cam 88™ to the Softail frame. Staying true to the Softail's hardtail styling meant keeping the engine a rigid mount. Yet we wanted a smoother ride. The answer: a new twin counterbalancing system. You get all the power, without all the vibrations. When you get on the gas, the feel of a Harley® comes through loud and strong.





The Twin Cam 88B™ is an engineering breakthrough and, as one look will tell you, a visual knock-out as well. It was all the inspiration we needed to redesign

has never felt so good.

the rest of the bike. Chassis, transmission, engine mounts, belt drive and suspension are all refined. Shifting is now smoother, and the stiffer chassis will have riders smiling through the curves. The exhaust is new, with a hidden crossover that improves your view of the engine. Moving back, you see the all new chrome oil lines. The look is vintage Harley. Softails get a one-piece tank and fuel gauge this year. There's one thing you'll be sure to notice when it comes time to stop. Most new model Harleys have improved brakes. A new rotor design and 4-piston calipers get you stopped with less lever effort. The Softail. The only way to make it better, is make it your own with Genuine Motor Accessories.

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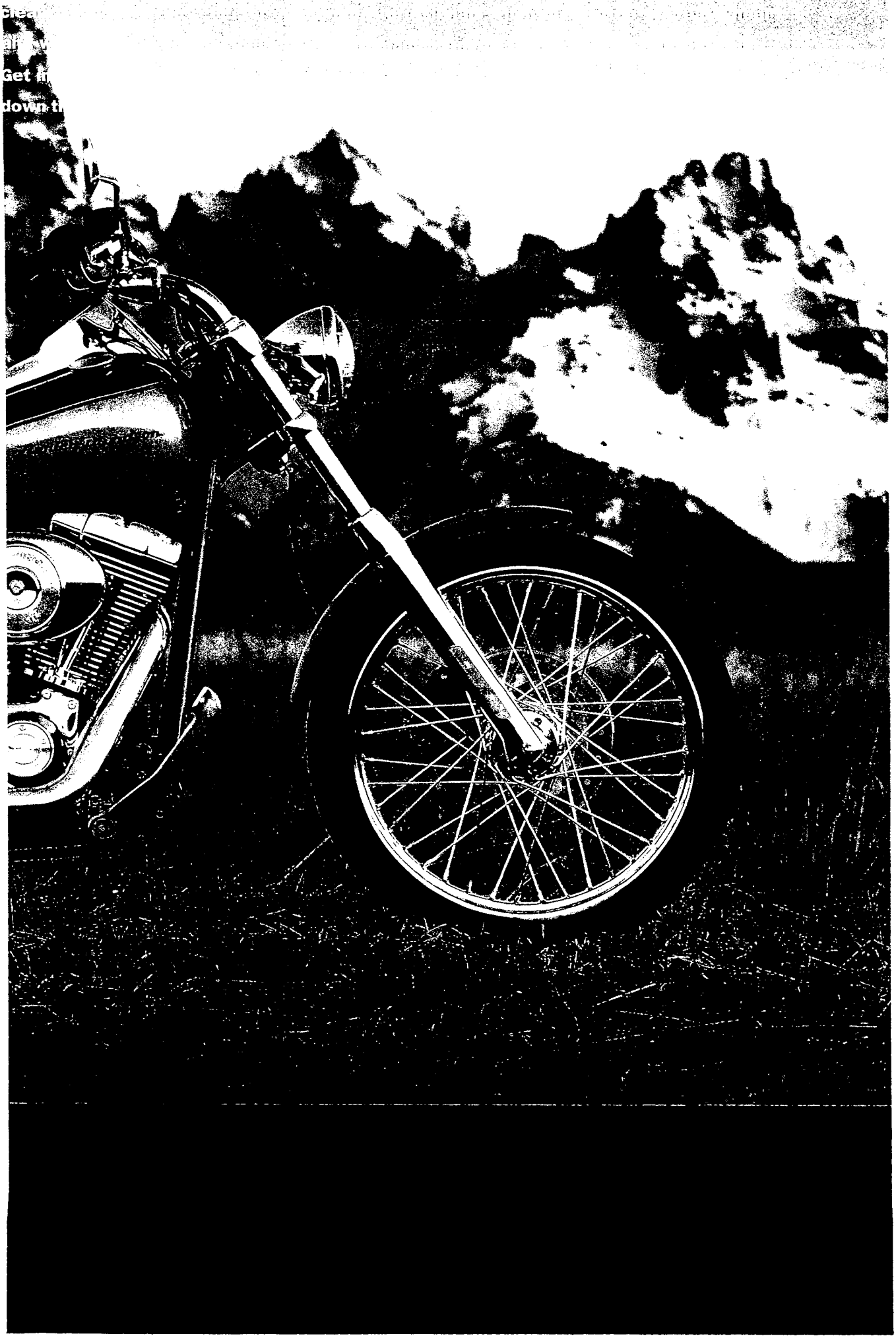
inal as it is
*Model available in November 1993.



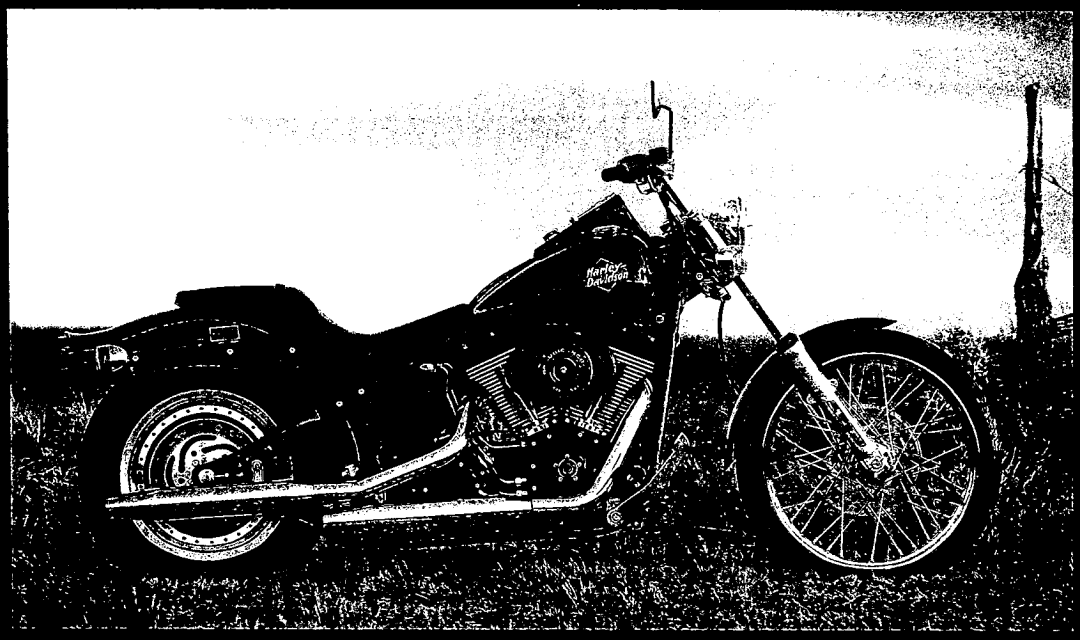
HARLEY-
DAVIDSON
MOTOR
CO

FXSTB™ NIGHT TRAIN™

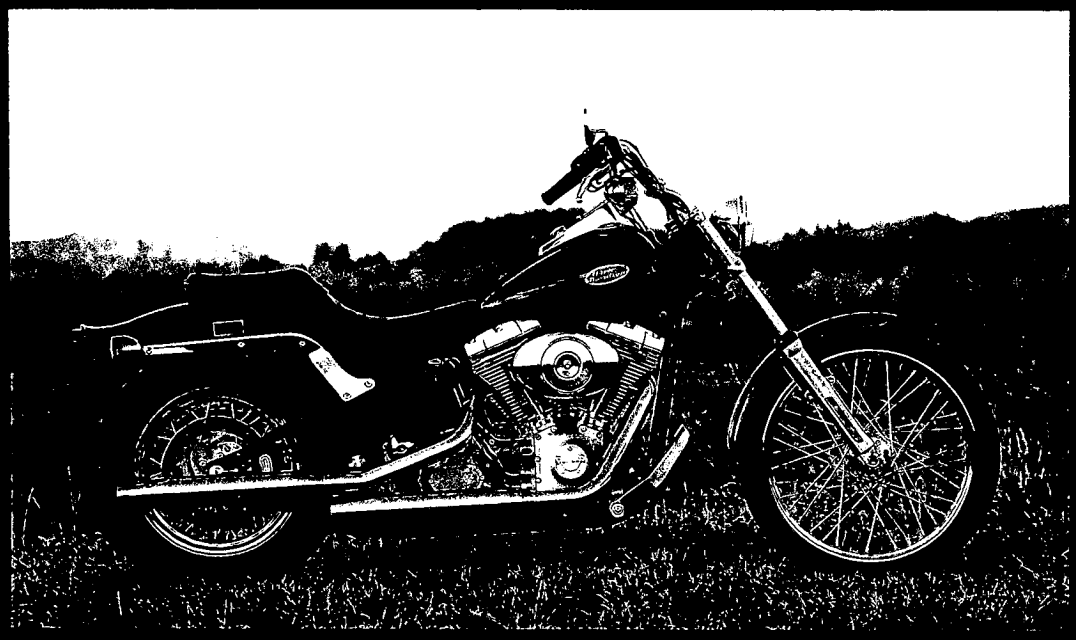
For one reason or another, Harley® riders have always had a special place in their hearts for the color black. So there's little wonder that one glance at the Night Train™ makes the old ticker skip a beat. Some riders might mistake its sinister profile for a shadow on the wall. But as you take in the high gloss and wrinkle black pieces, you understand there's nothing faint about this one. Sink deep into the depths of its low custom seat. Settle in behind the drag bars and hefty, one-piece tank. Put your boots on the forward mount controls. Fire it up. Hear the sound of the counterbalanced Twin Cam 88B™ calling to the road. And escape into the darkness.

FXST™ SOFTAIL® STANDARD

Last year's birth of the Softail® Standard left riders grinning ear-to-ear. A no-nonsense Big Twin that inherited classic Hardtail styling and a comfortable Softail ride. One spin on this year's model, and the face stretching continues. The silky smooth power of the counterbalanced Twin Cam 88B™ engine makes the Softail Standard one sweet ride just as it is, stripped down and simple. Or, maybe you'll see it as pure inspiration for your own custom vision. We offer whatever you need or want. A full line of Genuine Motor Parts™ and Genuine Motor Accessories™ turns vision into reality.

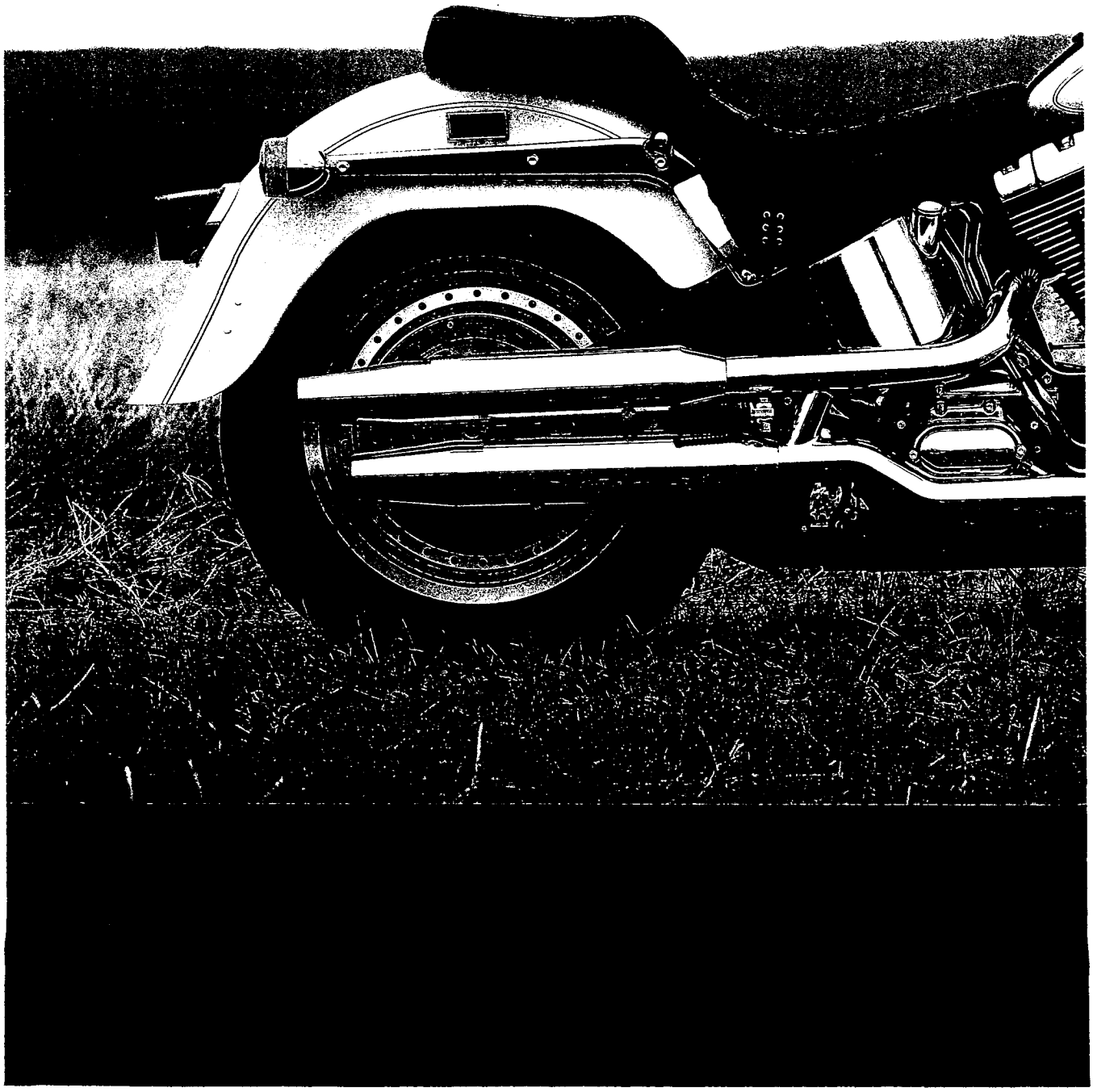


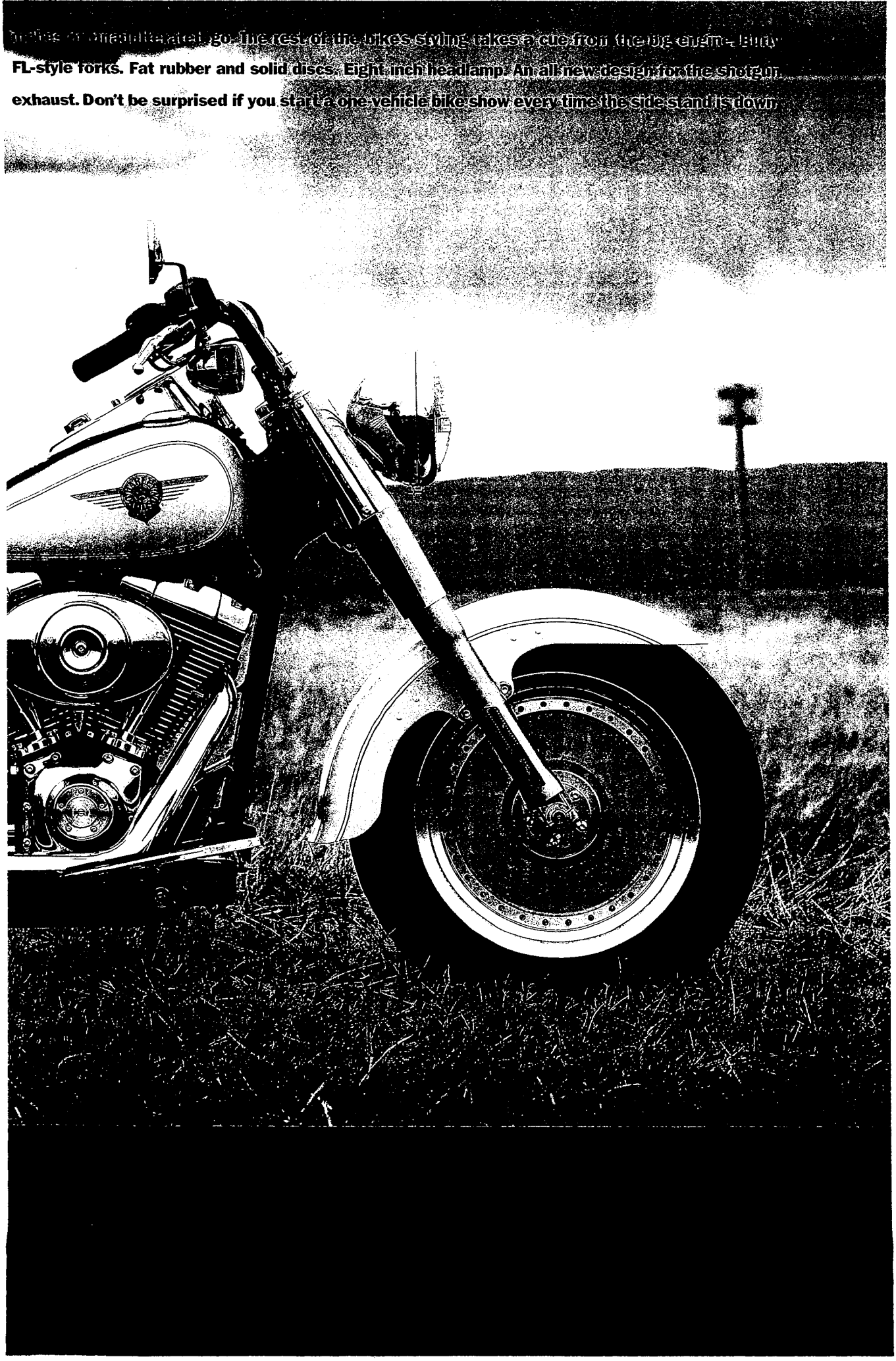
FXSTB™ NIGHT TRAIN™

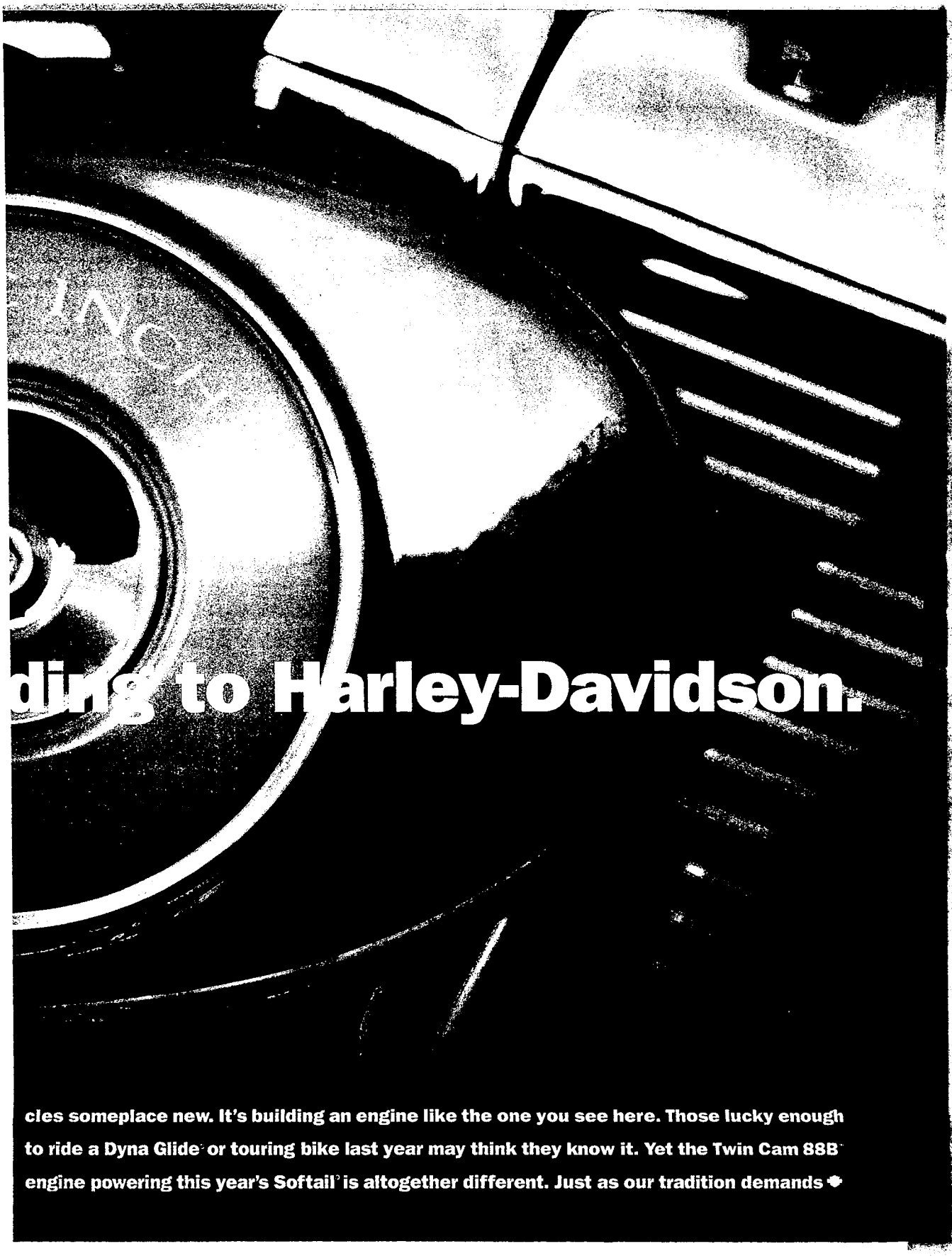


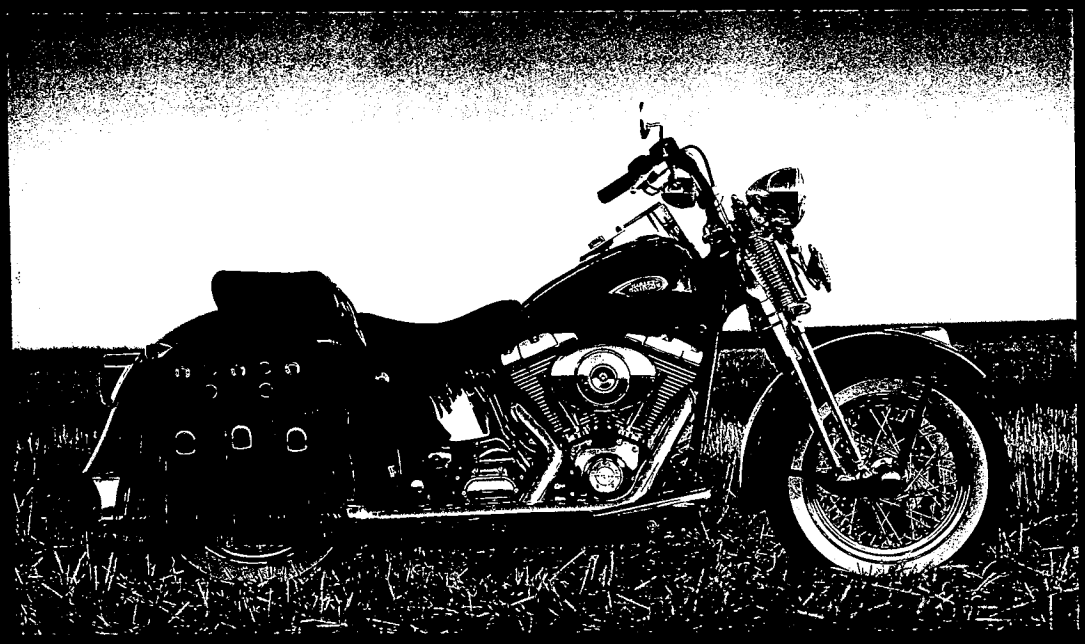
FXST™ SOFTAIL® STANDARD

FLSTF™ FAT BOY® You don't need to throw a leg over the Fat Boy® to know it's different. But no one would blame you if you did. It's a long time rider favorite. Look no further than the new counter-balanced Twin Cam 88B™ powertrain to see the motivation behind the poundage. Eighty-eight cubic

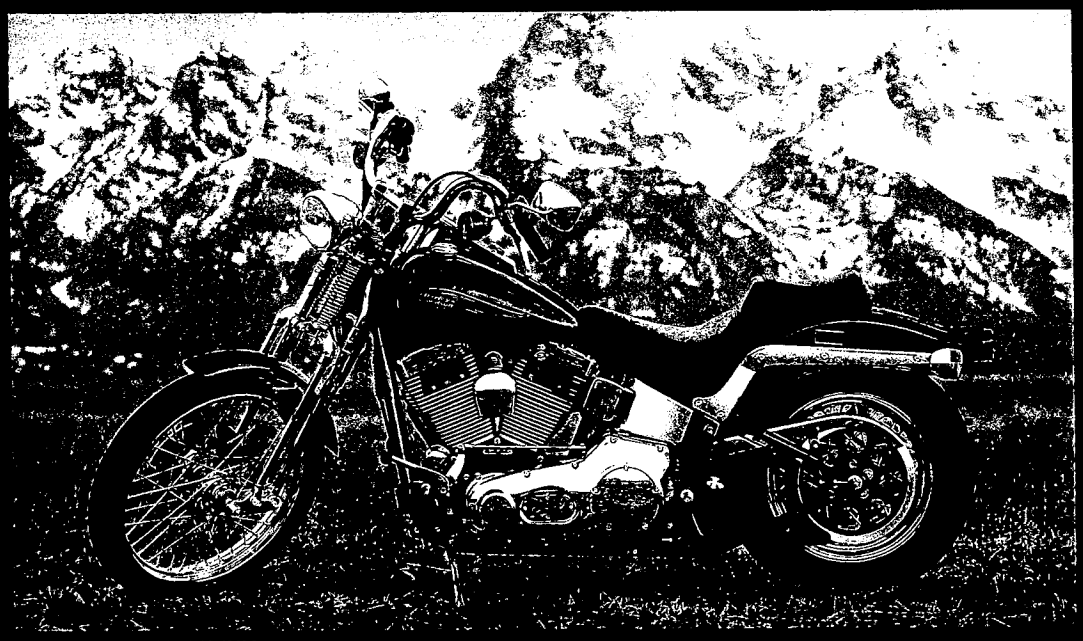



Inches of unadulterated go. The rest of the bikes styling takes a cue from the big engine. Burly
FL-style forks. Fat rubber and solid discs. Eight inch headlamp. An all new design for the shotgun
exhaust. Don't be surprised if you start a one-vehicle bike show every time the side stand is down.


ding to Harley-Davidson.
cles someplace new. It's building an engine like the one you see here. Those lucky enough
to ride a Dyna Glide or touring bike last year may think they know it. Yet the Twin Cam 88B
engine powering this year's Softail is altogether different. Just as our tradition demands



FLSTS HERITAGE SPRINGER®



FXSTS SPRINGER SOFTAIL

HARLEY-DAVIDSON MOTOR CO.

FLSTS™ HERITAGE SPRINGER®

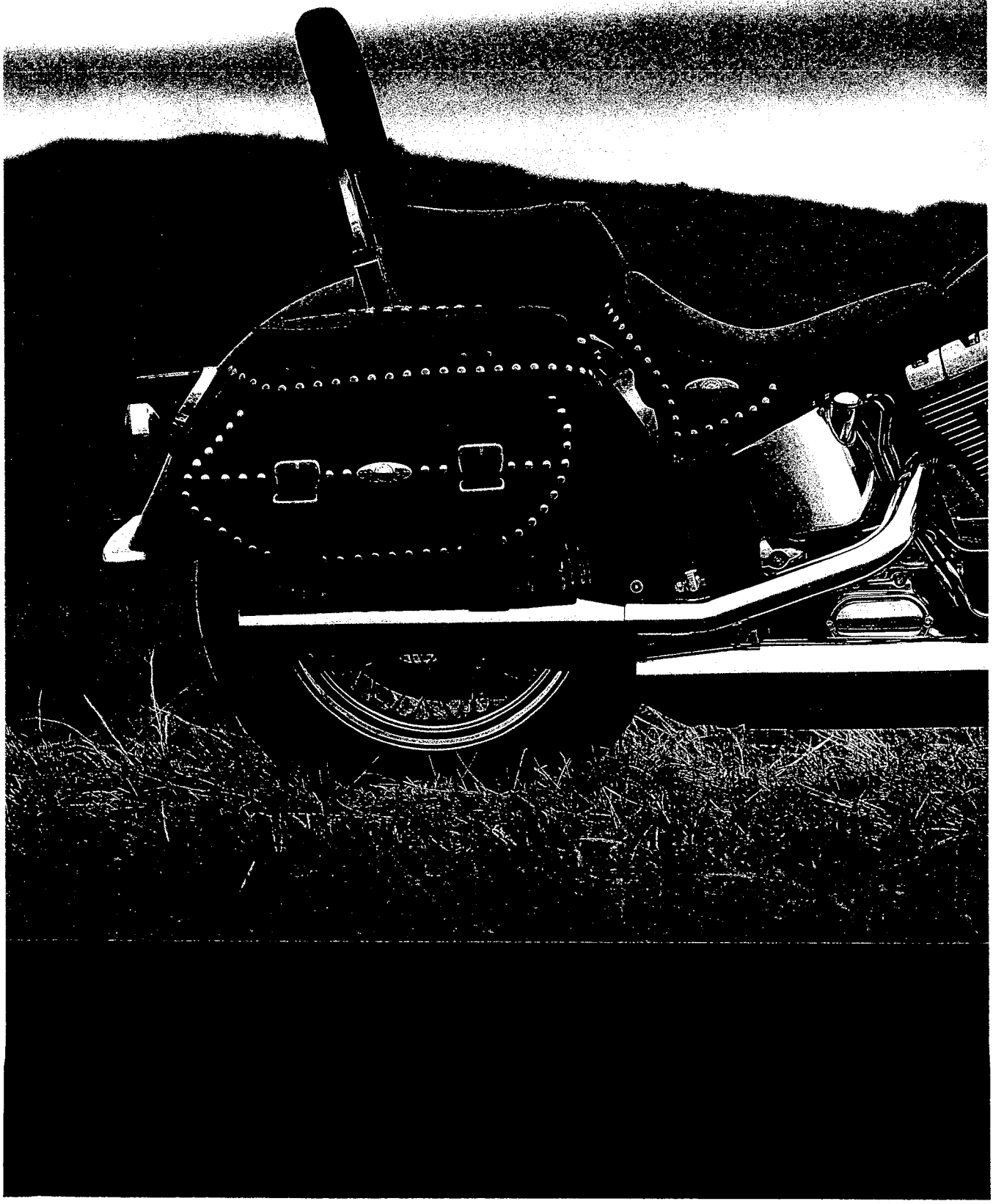
Let your eyes wander over a Heritage Springer, and all of a sudden it's 1948. Decades disappear as you ease into the wide seat and peer out at the classic exposed front spring suspension. Soak in the classic design of the horn, full floating front fender and whitewalls. There's tooled leather on the big seat and saddlebags, a crossover dual exhaust and fishtail mufflers. Put rubber to asphalt, and the calendar jumps ahead half a century. This is no antique. The new rear brakes feel just right. The counterbalanced Twin Cam 88B™ breathing fire below tells you this is the here and now. As only Harley-Davidson® can bring it to you.

FXSTS™ SPRINGER™ SOFTAIL®

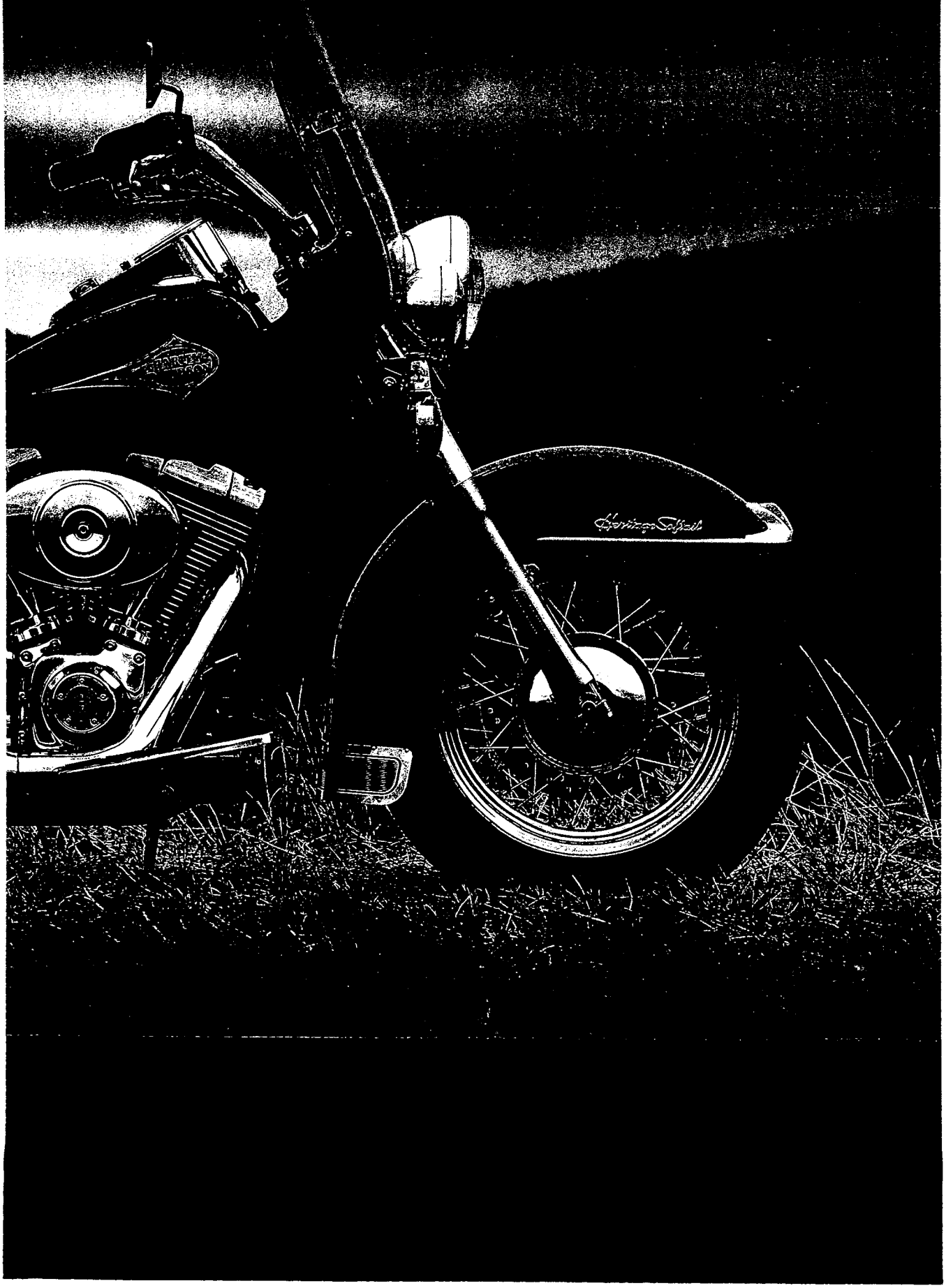
The Springer™ Softail® has never been afraid to grab its share of attention. In fact, many a rally has begun on the pavement next to the front wheel. After all, that's where you get the perfect view of the glistening Springer front end. It gets even better when you pull away from the crowd. That eye-grabbing front suspension offers 4" of very civilized travel. In back, you have a refined new Softail suspension. And in-between, the counterbalanced Twin Cam 88B™. The going is good. Thanks to new 4-piston caliper rear brakes, the stopping is too. Just to give the crowd another look.

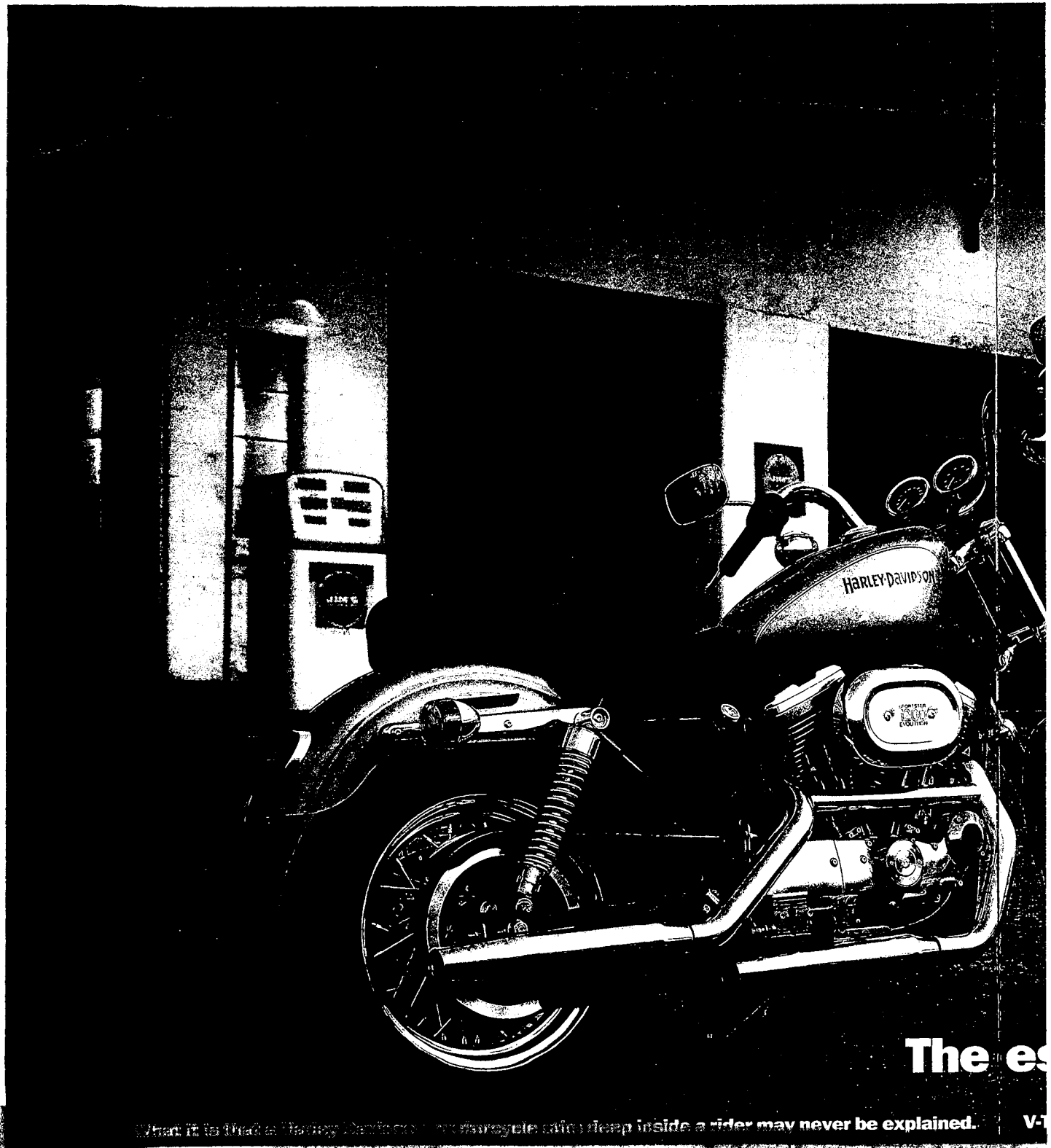
*Except where prohibited by law.

FLSTC HERITAGE SOFTAIL CLASSIC Take a walk around a Heritage Softail® Classic, and bring your senses along for the ride. A quick whiff of the studded leather takes you back to a time when all you needed was a dresser, a full tank and adventure in mind. Next, your eyes take a turn. You see bigger saddlebags with quick-release buckles. The rest of the bike looks just as eager to roam.



New one-piece tank with fuel gauge. Detachable windshield. Chrome headlight flanked by twin passing lamps. Grab an earful of the Twin Cam 88B™, and you immediately recognize the distinctive rumble of a Harley®. Yet the new counterbalancing system leaves a smooth aftertaste at the end of long rides. Pull up your jaw. And know this machine will take you places no other motorcycle can.

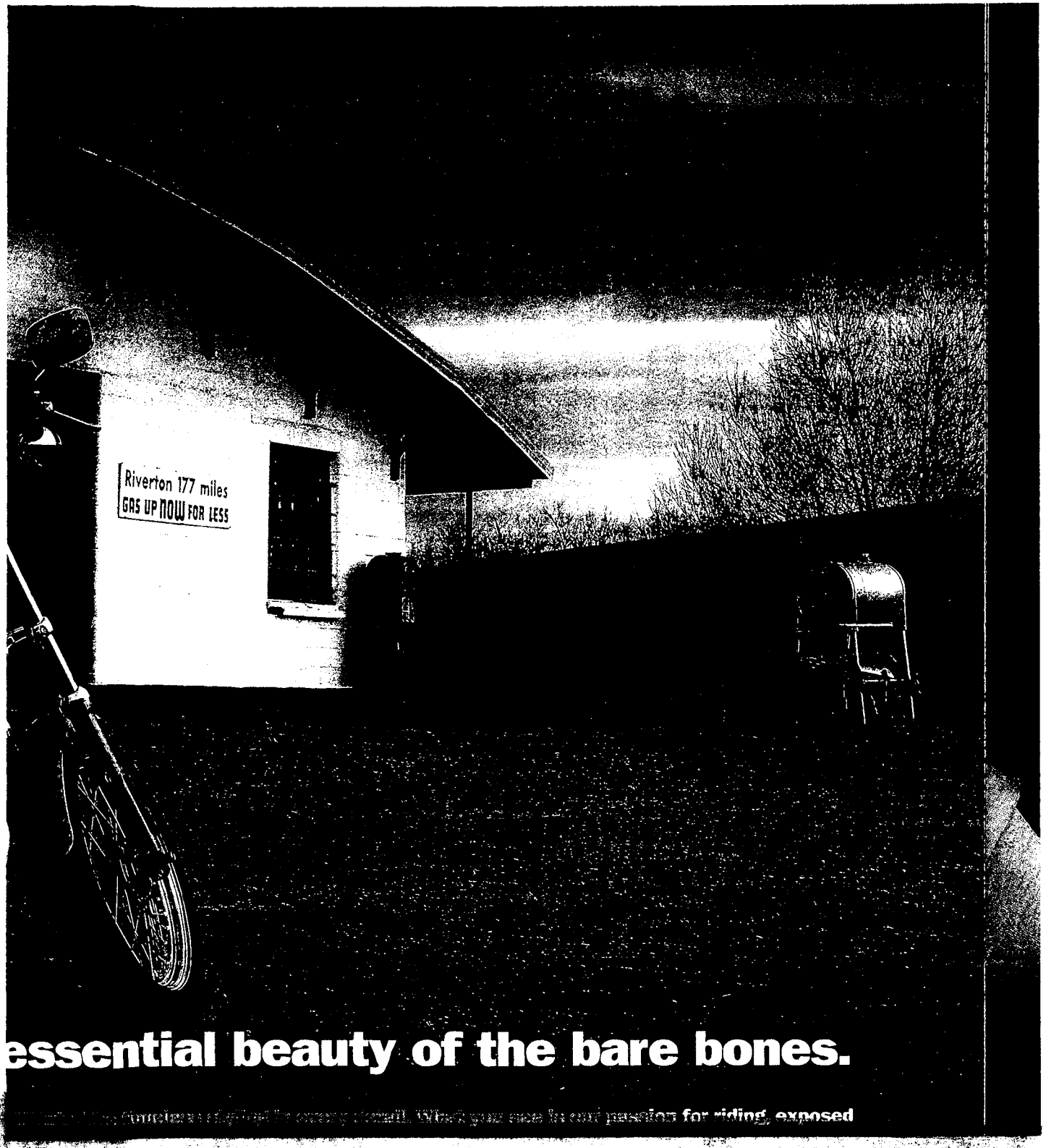




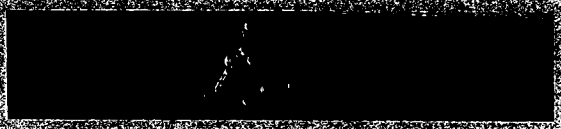
The es

What it is that a Harley-Davidson motorcycle stirs deep inside a rider may never be explained.

V-


Riverton 177 miles
GAS UP NOW FOR LESS
essential beauty of the bare bones.
for riding, exposed

Sportster
Ri

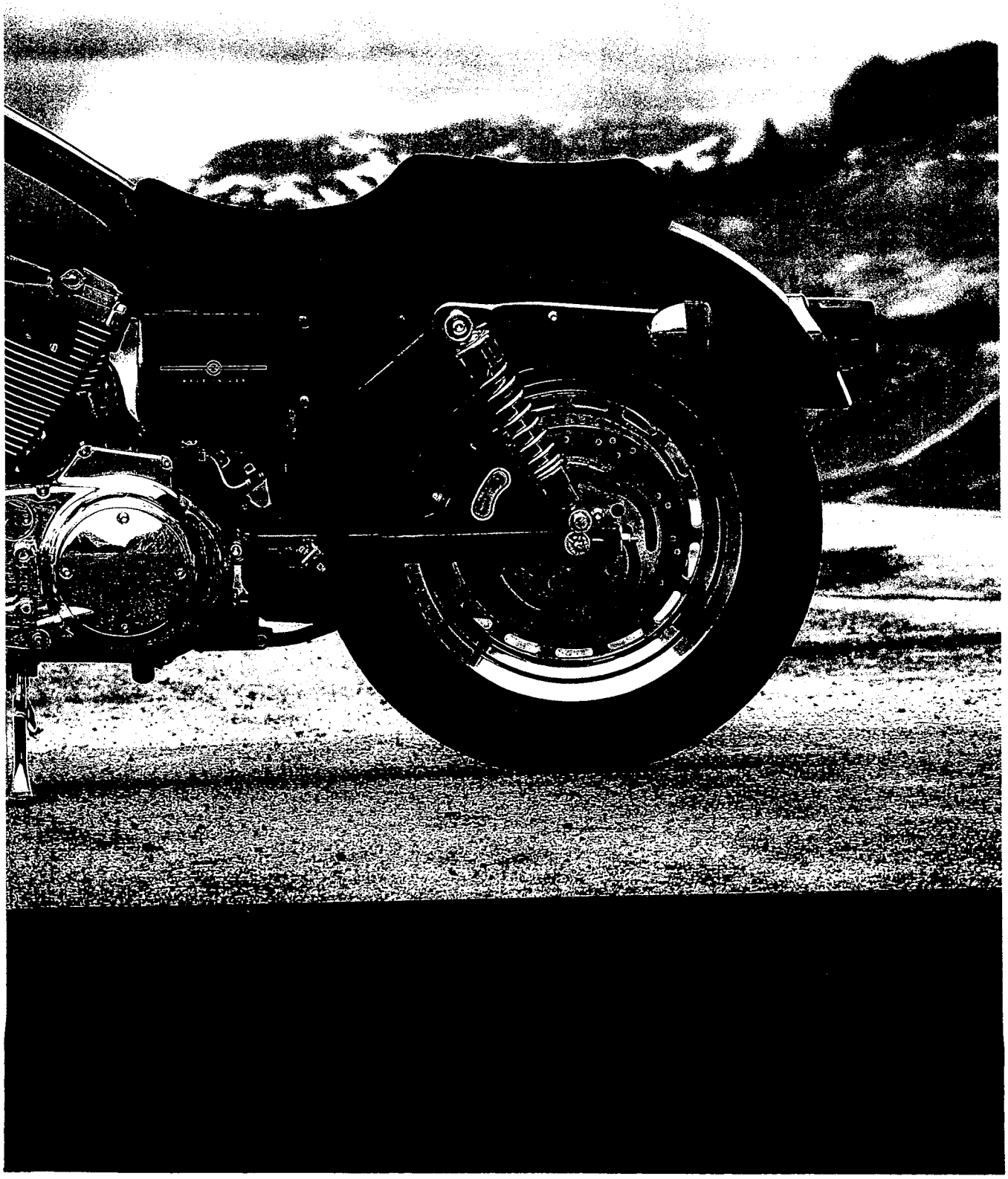


The Sportster first hit the streets in 1957, and it didn't take long for the world to know it. This would never be a bike destined to hold still. The no-nonsense styling and powerful Evolution V-Twin still make sure of that. In the decades since its introduction the Sportster has seen refinements and technological updates. It's seen thousands of other bikes come and go on the street. The six models that wear the Sportster name today still send a clear and purposeful message. The soul of the streetbike hasn't lost a thing. These are bikes you just cannot help but ride. When you do, you'll notice some exciting changes this year. You'll be stopping your Sportster with brand new brakes. They feature a patented rotor design and improved four-piston calipers. You get a new sealed battery and sealed wheel bearings. We top it all off with new styling for the 1200 Custom and Sport models. Of course, you'll also have some ideas of your own. That's why there is a complete line of Genuine Motor Parts™ and Genuine Motor Accessories™ designed just for your Sportster. See it all at your dealer

Right to the heart of motorcycling.

XL™ 1200C SPORTSTER® 1200 CUSTOM Just when you thought you knew the Sportster® 1200 Custom, the road takes an unexpected curve. On the double-take, you notice the larger fuel tank with its 3-D emblem: nothing like it has ever been attached to a production Sportster. Its 4.4 gallon fuel capacity is a welcome addition as you blast past the pump. The aircraft-style fuel filler and

rushed stainless collar are new. The raw-metal look will turn a few goggles your way. The effect is pure custom. Yet it's still loaded with XL™ heritage. Get the bike off the side stand and you instantly feel what made the Sportster famous. The chromed-out 1200 Evolution® is strong. The drag bars and forward foot controls feel right. Take another look. This is a road you've never been down before.



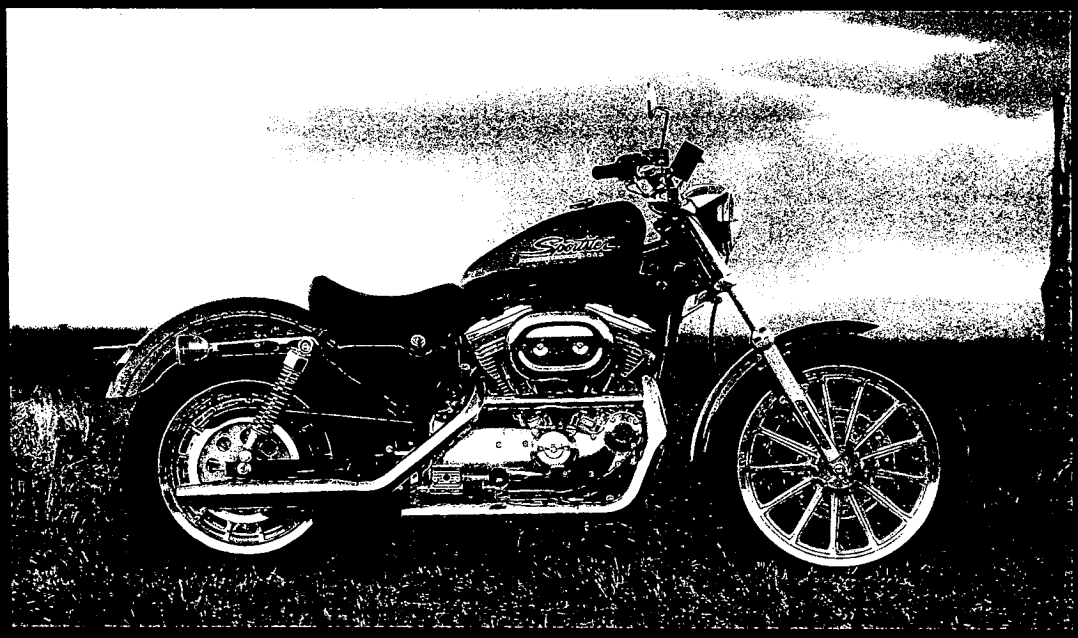
HARLEY-
DAVIDSON
MOTOR
CO

XLH™ SPORTSTER® 883

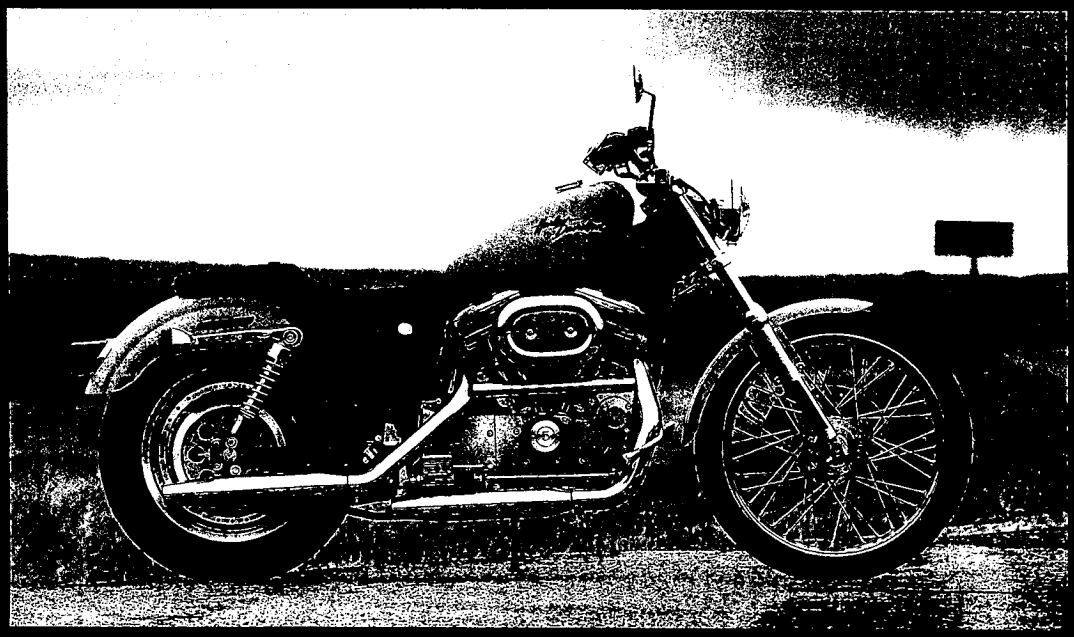
A few decades back, we figured we'd strip it all down to the bare essentials. What we discovered wasn't just a motorcycle in its purest form. It was the road in its purest form. Today's Harley® Sportster® 883 is a not-so-distant relative. Every ounce of fat is shaved off. So it's just you and a couple million miles of pavement to explore. A slender frame. Narrow tank. Solo seat. Staggered shorty duals. Grab a fistful of throttle. The power you feel is anything but thin. The 883cc Evolution® V-Twin responds with hefty chunks of torque. You might just catch yourself laughing in the wind.

XL™ 883C SPORTSTER® 883 CUSTOM

The 883 Custom broke onto the streets last year with a style that was like nothing yet seen in the Sportster® family. Continuing this year, the personality keeps its punch. Go no further than the forward foot controls, drag bars and lowered rear suspension. The details just go on and on. Tall forks. Chromed bullet headlight. Sleek, two-up seat. Just the silhouette will have you reaching for your riding jacket. Put the 21" laced front wheel in motion, and feel the bike earn its Sportster nameplate. The silver powder-coated 883 Evolution® and agile frame urge you on. And that's one thing about a Sportster that no rider can resist.

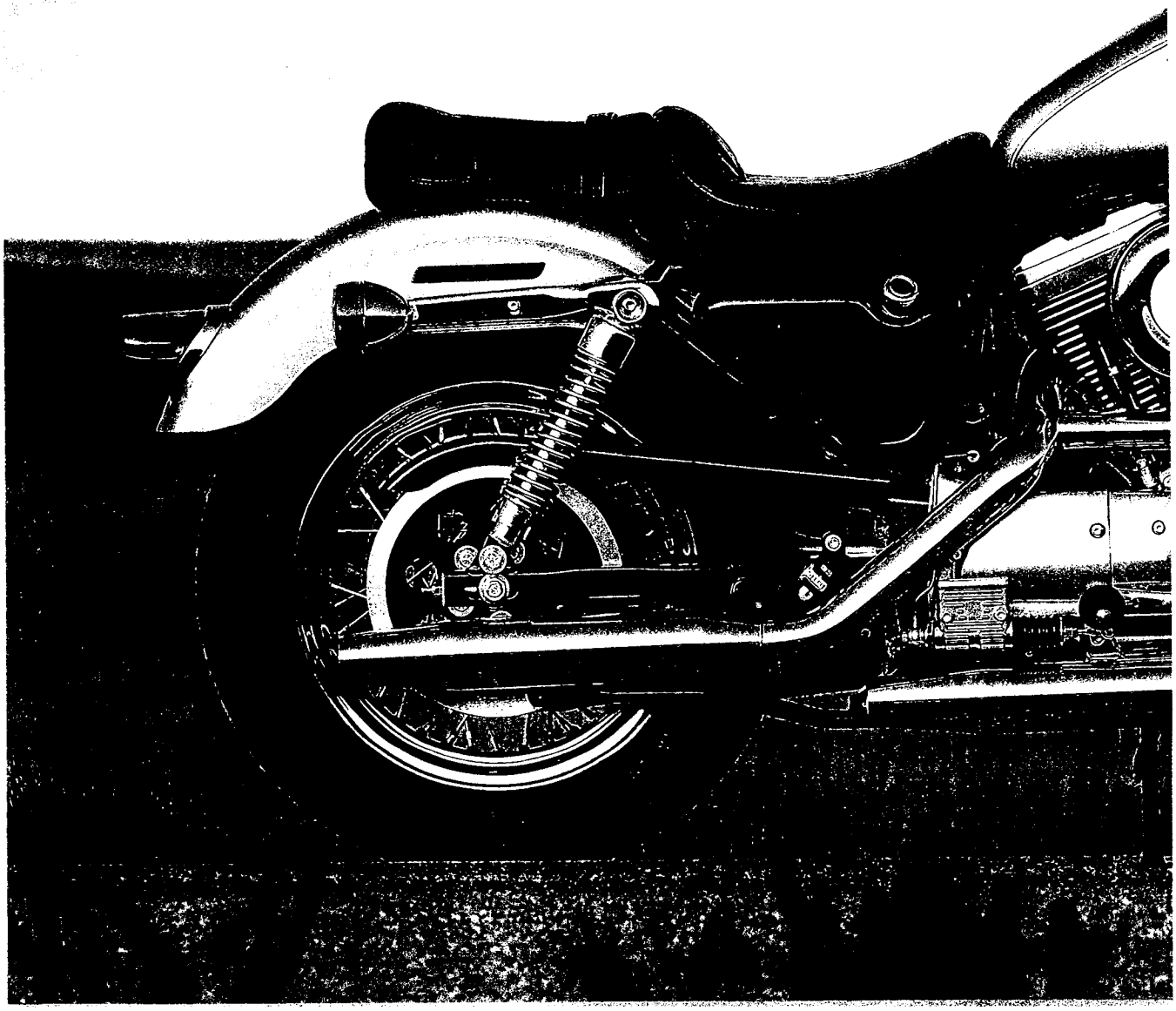


XLH SPORTSTER 883



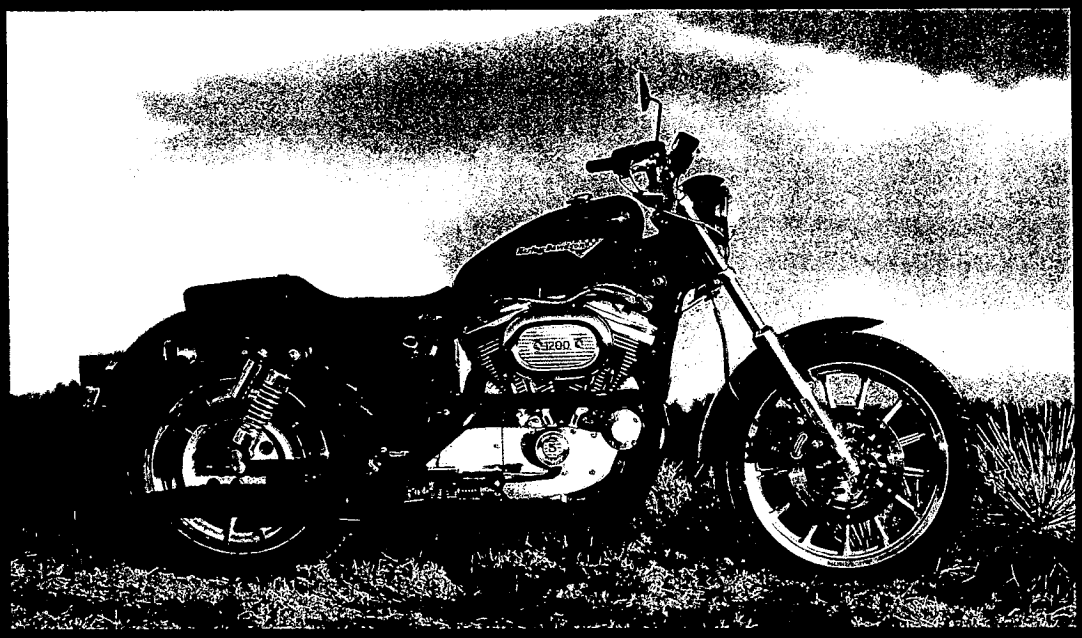
XL 883C SPORTSTER 883 CUSTOM

XL883 SPORTSTER® 1200 Nothing gives riders a boost quite like 1200cc of authoritative Evolution V-Twin cranking underneath. Especially when it's all wrapped up in this narrow, agile frame. The Sportster® 1200. It's not for everybody. Just those persuaded by pure torque. Or pure



style. Classic 3.3 gallon tank. Buckhorn handlebar with tach and speedo. You can't help but notice. If someone else happens to notice too, there's a stepped two-up seat for company. Detaches easily for clean looks and solo runs. After all, you may not want to share this one.

XL1T SPORTSTER 883 HUGGER



XL 1200S SPORTSTER 1200 SPORT

HARLEY-
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MOTOR
Co

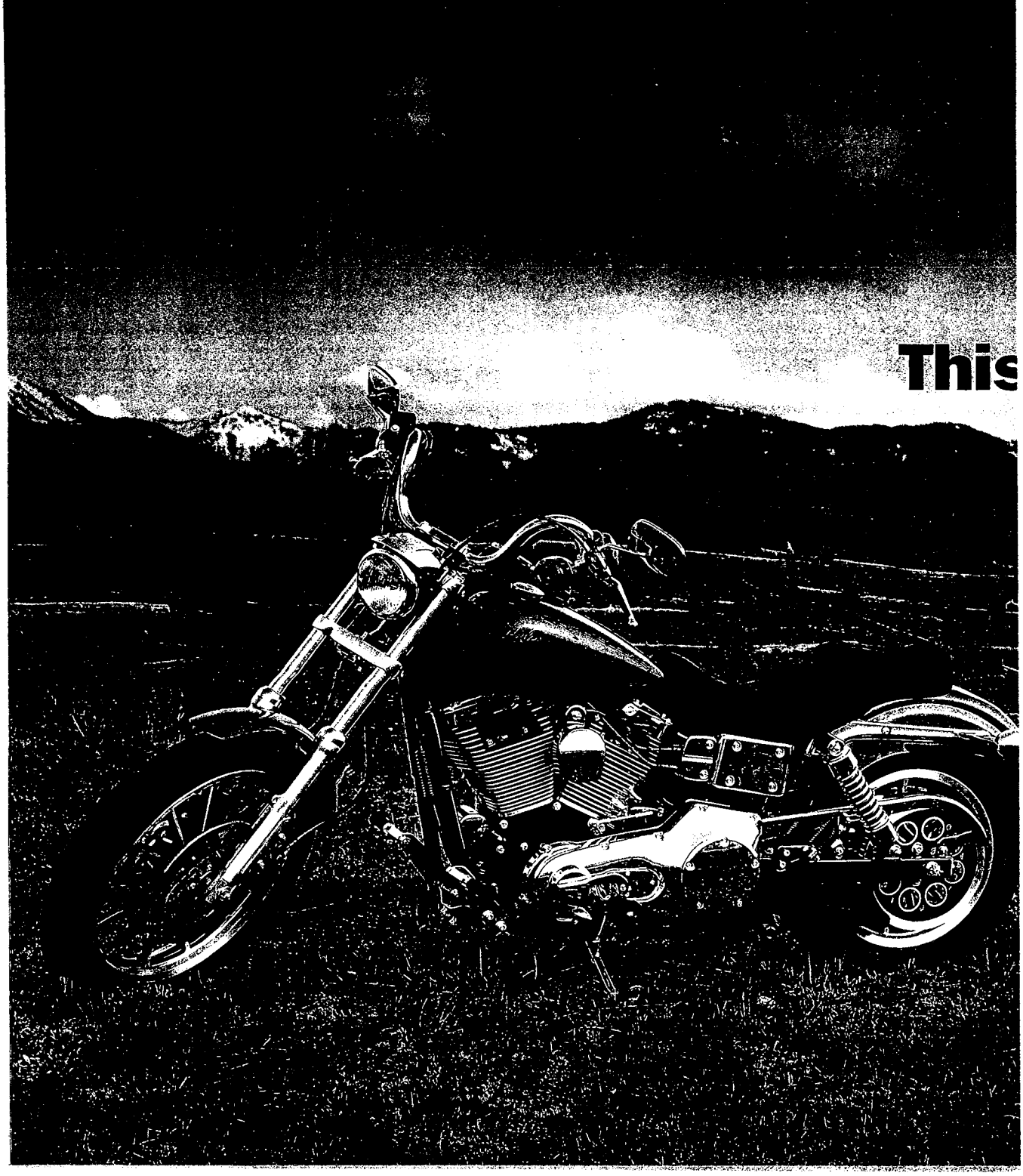
XLH™ SPORTSTER® 883 HUGGER®

There are plenty of bikes that have lofty aspirations. But we know many riders prefer to keep their boots nice and close to the pavement. So we offer the 883 Hugger: It's lean and low. But it looks up to no one. The narrow frame and a seat height of just over 27" make it agile in the corners and easy to swing a leg over. Let out the clutch, give it some gas and get used to the smooth ride courtesy of the specifically designed spring and damping rates. Then feel the pure Sportster® when you power up the 883cc V-Twin engine. Just don't be surprised if you end up at a different altitude.

XL™ 1200S SPORTSTER® 1200 SPORT

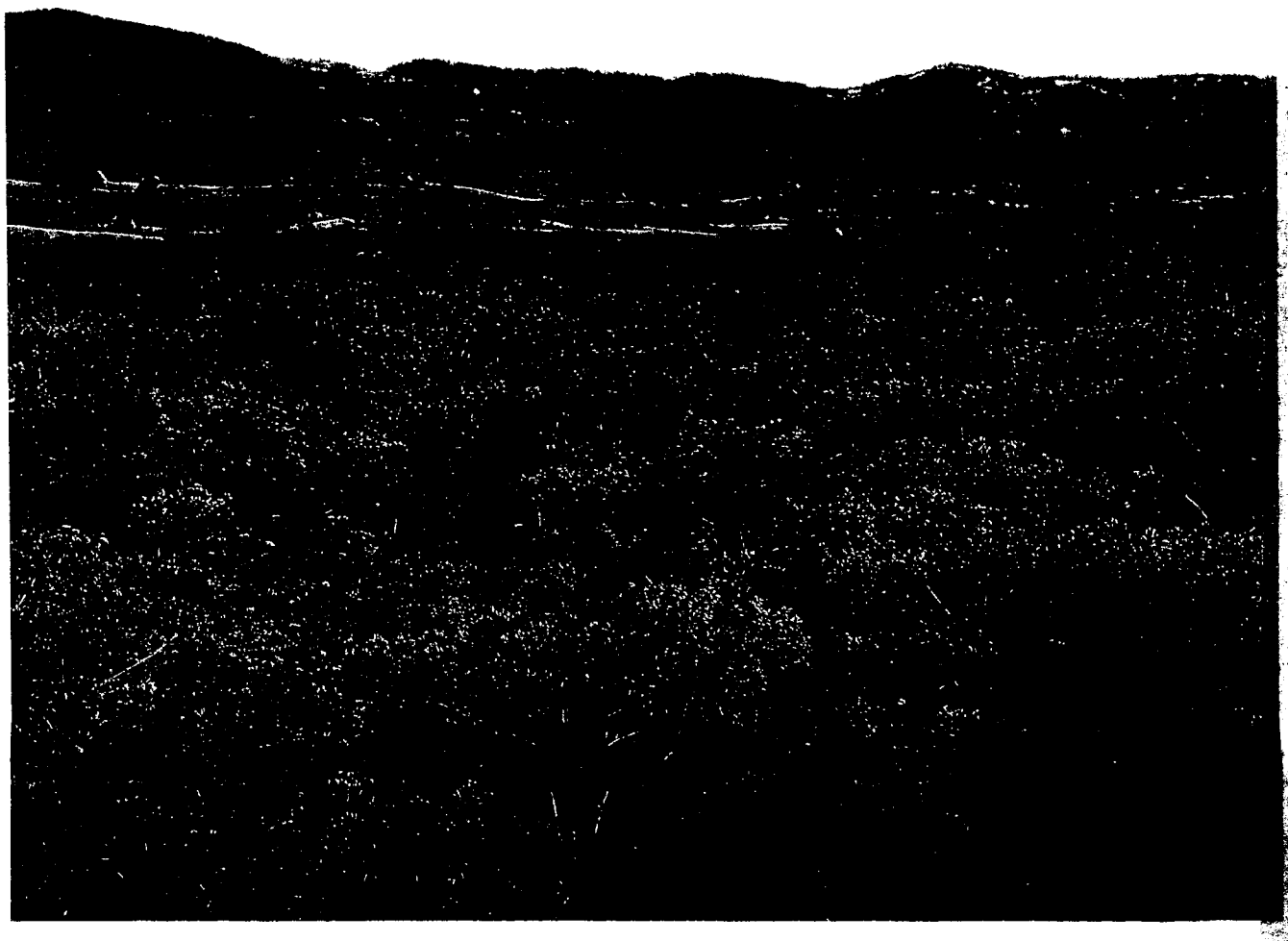
One look at the new black ceramic-coated exhaust, and you'll add the 1200S Sportster® to a list of life's necessities. Just get ready for what's next. The engine is rigid-mounted, adding to the frame's stiffness. That means more aggressive handling and an increased heart rate. The suspension is special. Cartridge-type 12-way adjustable pre-load compression and rebound damping up front, plus 12-way gas reservoir rear shocks with adjustable pre-load compression and rebound damping. You get new triple disc brakes. Hot cams, dual-spark-plug cylinder heads and a single fire ignition make it fast. As life always is with your boots on these footpegs.

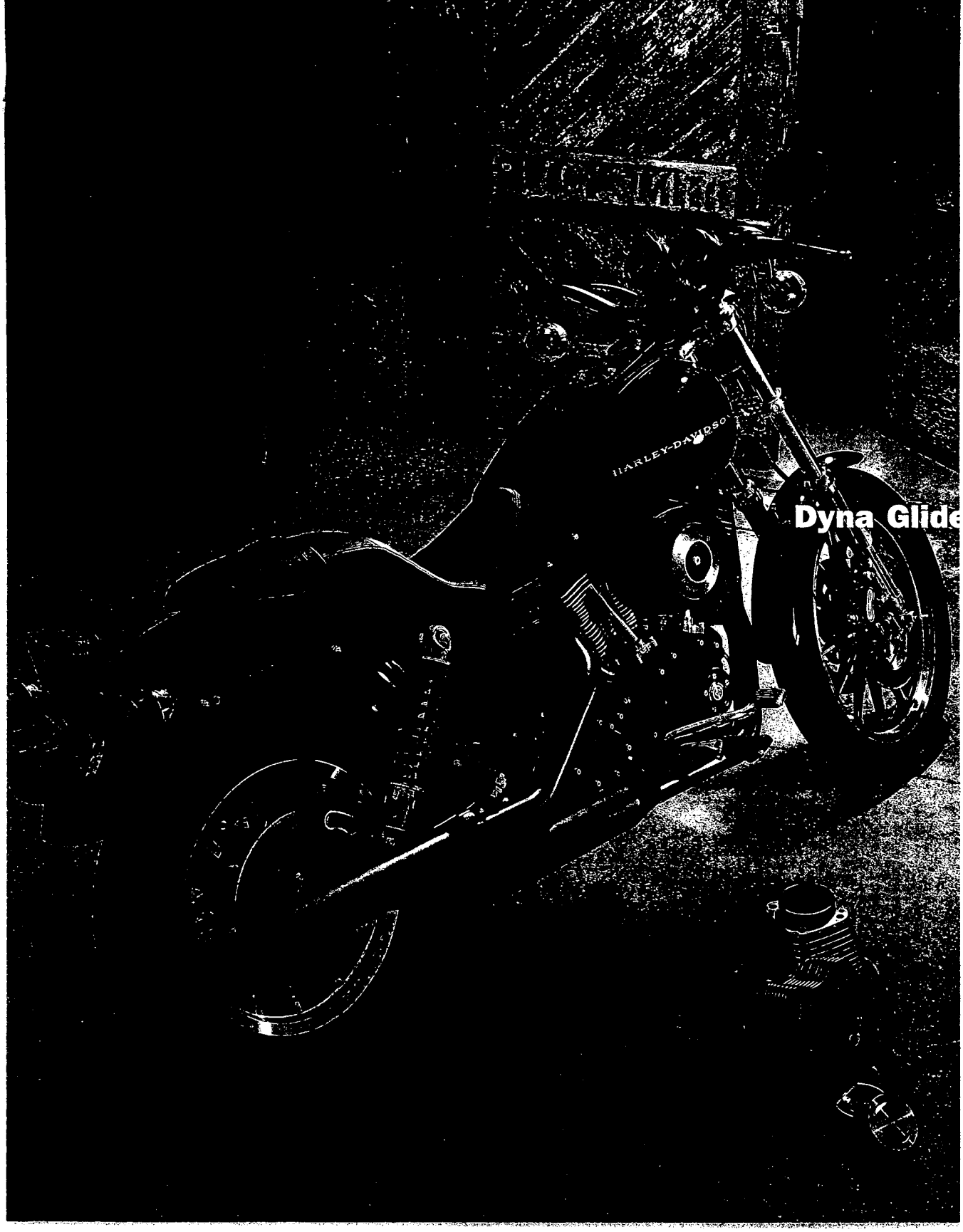
There is a different world out there waiting. Real and alive. It's populated by towns worth finding and people who still have the time to take an interest in where you've been. And where you're headed. There are gas stations where the pumps still ding. Sunlight with nothing



better to do than dance on polished chrome. This is a place Harley-Davidson® riders have known all along. It's the best reason we know to go on building motorcycles the way we do. The way we always have. You just wouldn't get the same view of the country any other way ◆

is no Hollywood backdrop.





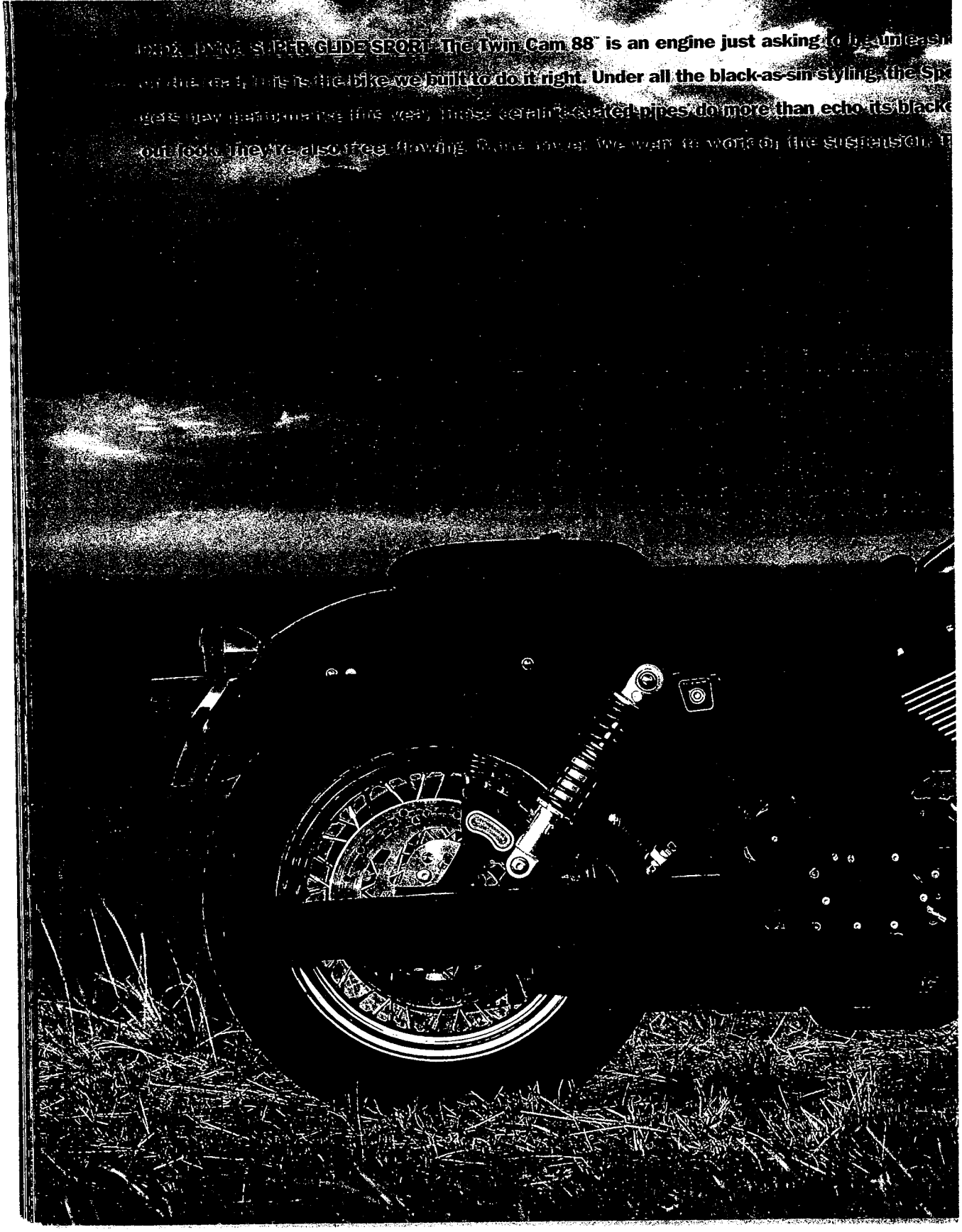
Dyna Glide

The bikes of the Dyna Glide® family trace their roots to generations of factory customs. Asphalt shredding style has been the constant through it all. The look is long and low. And at the center, a Harley-Davidson® V-Twin rubber isolation mounted in a stiff chassis. The combination has long been something riders can't get enough of. Last year's introduction of the Twin Cam 88™ added fire-breathing performance to the mix.

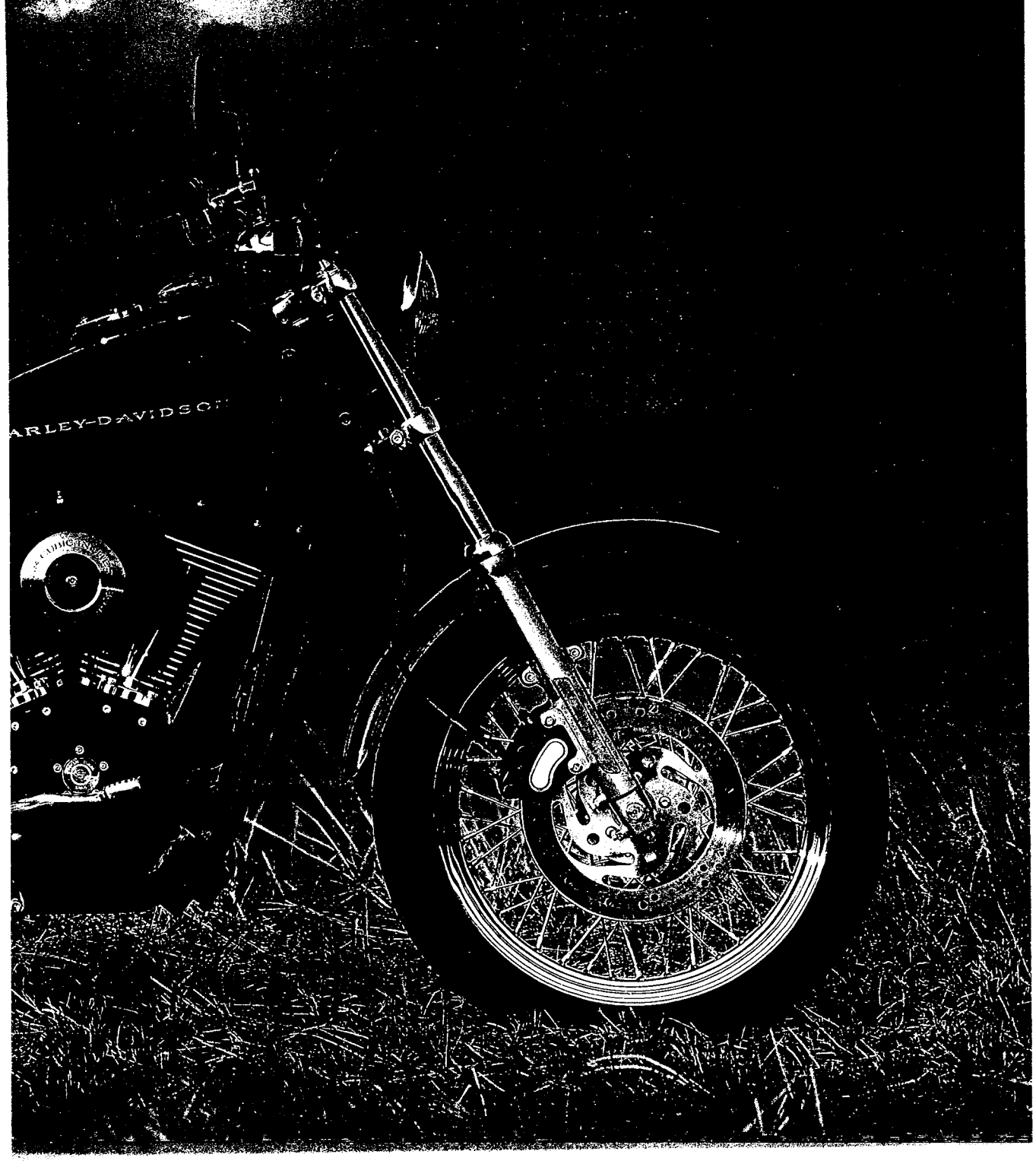
The evolution of the fire breather.

Turn the key and you have eighty-eight thoroughly beefed-up cubic inches, with room for even more if you have an appetite for performance (ask your dealer about Screamin' Eagle® accessories like the factory warrantied Big Bore kit shown at left). With that kind of power under the saddle, this year's new brakes will be big news for the performance-minded rider. Our patented rotor design and new four-piston calipers make stopping almost as much fun as rolling on the throttle.

There are new sealed wheel bearings (100,000 mile service interval) and a new sealed battery. If you want even more, check out all the specifics on the pages that come next.


FXDX DYNA SUPER GLIDE SPORT. The Twin Cam 88™ is an engine just asking to be unleash
on the road. This is the bike we built to do it right. Under all the black-as-sin styling, the Spo
gets new performance this year. Those ceramic-coated pipes do more than echo its blacke
out look. They're also freer flowing. More power. We went to work on the suspension. T

cartridge-type sport fork and gas-charged shocks give you adjustable pre-load, compression and rebound up front, plus adjustable pre-load and compression in the rear. You can dial it in for any road you set your sights on. There's new performance-compound rubber in the rear tire. A triple disc version of our improved brakes. So, would you like your asphalt [illegible]



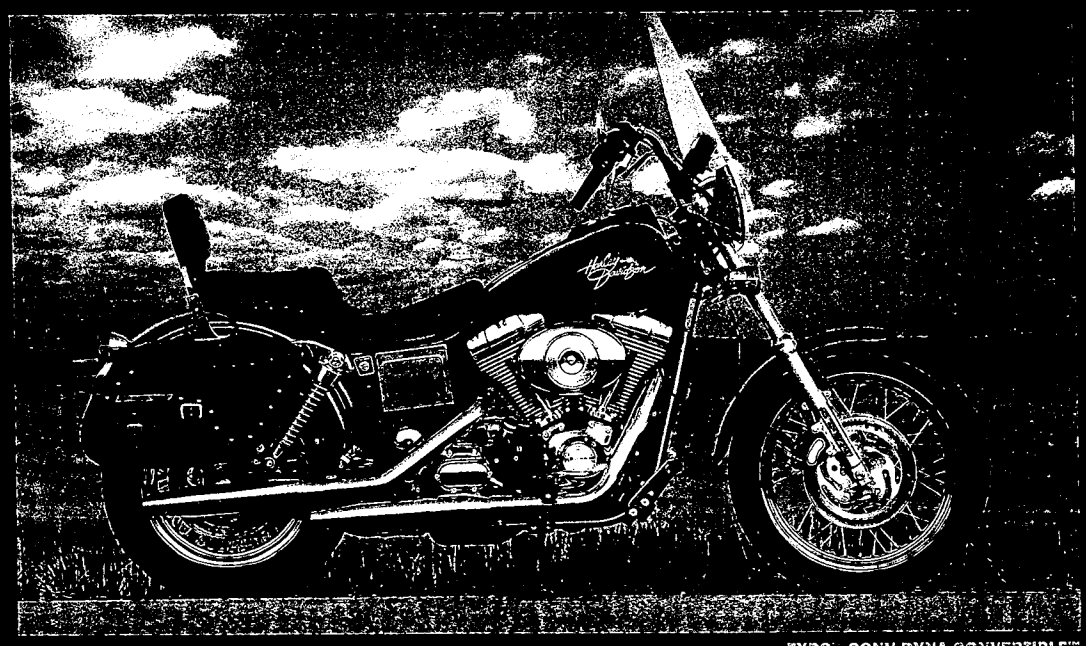
HARLEY-
DAVIDSON
MOTOR
CO

FXDS™ - CONV DYNA CONVERTIBLE™

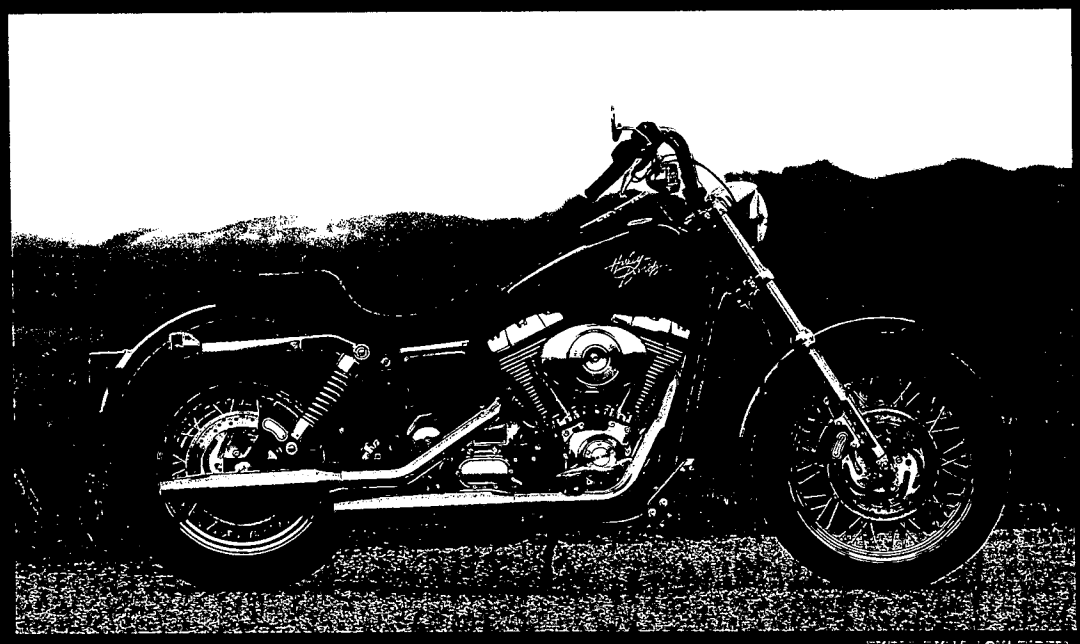
Harley-Davidson® motorcycles have always inspired riders to toss the map in the trash and ride. Just give the Dyna Convertible™ the once over and you'll know why. The windshield, saddlebags and rubber-mounted Twin Cam 88™ tell you no distant destination is going to stay unknown for long. Shed the windshield and saddlebags, and it cruises the boulevard as only a Harley® custom can. The clean look hits you right between the eyes. There is plenty of fun in curves thanks to the sport chassis, 28° front end and dual-rate fork. Whatever the road, you've got a bike to match.

FXDL™ DYNA LOW RIDER®

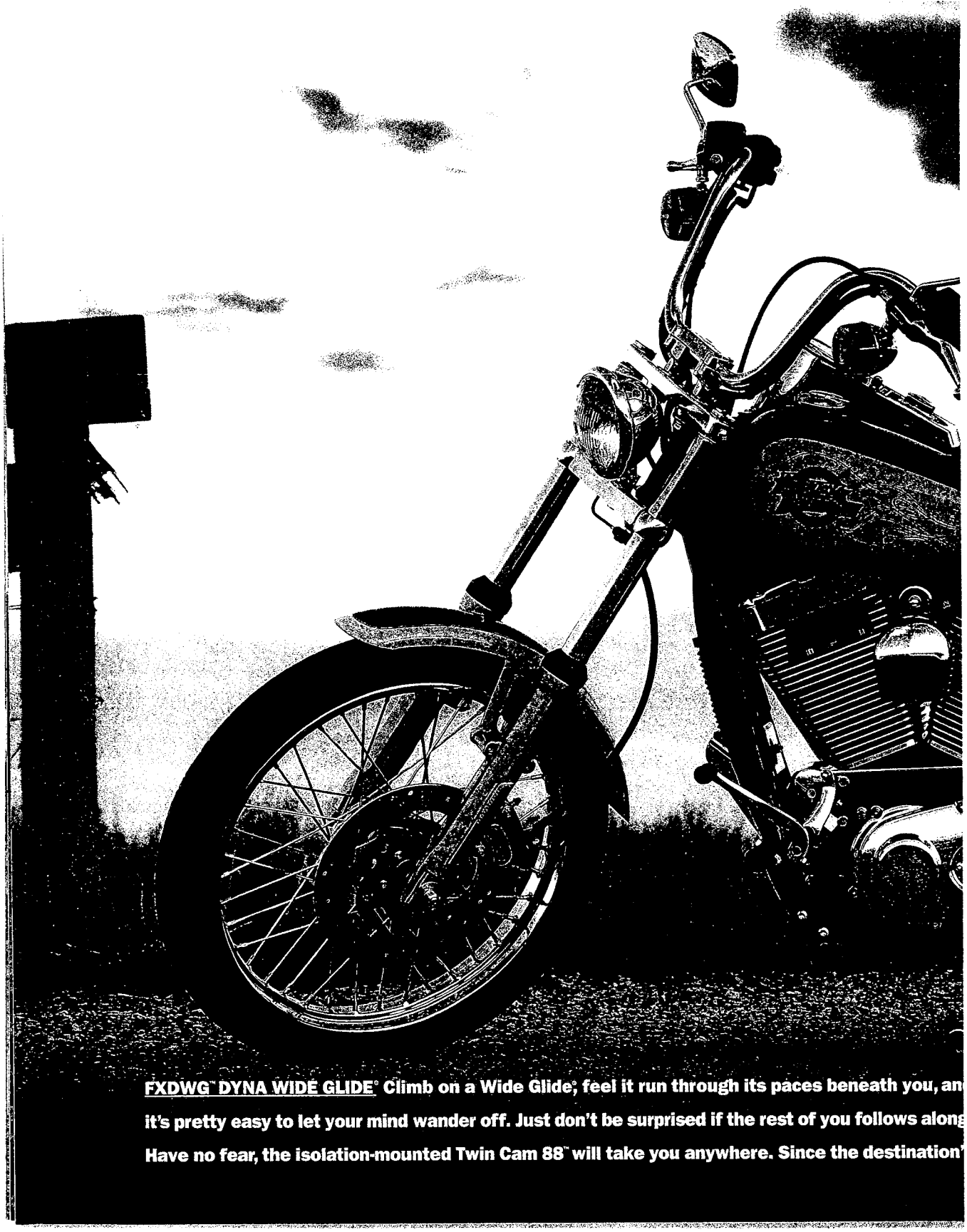
For years, the custom bug has drawn riders to bikes that deliver the low-down on the road. That's why Harley® riders have always responded to the Low Rider®. And why so many necks get strained trying to catch a glimpse of one. The 32° front end, Fat Bob tank and center console are downright awe-inspiring. Try on the buckhorn handlebar and highway pegs for size, and head down the nearest stretch to nowhere. Directly south of you, decked out in chrome and black, is the Twin Cam 88™. With rubber isolation mounts, it's primed to share some serious time with the road. And we're sure the road is happy to have this kind of company.



FXDS - CONV DYNA CONVERTIBLE™



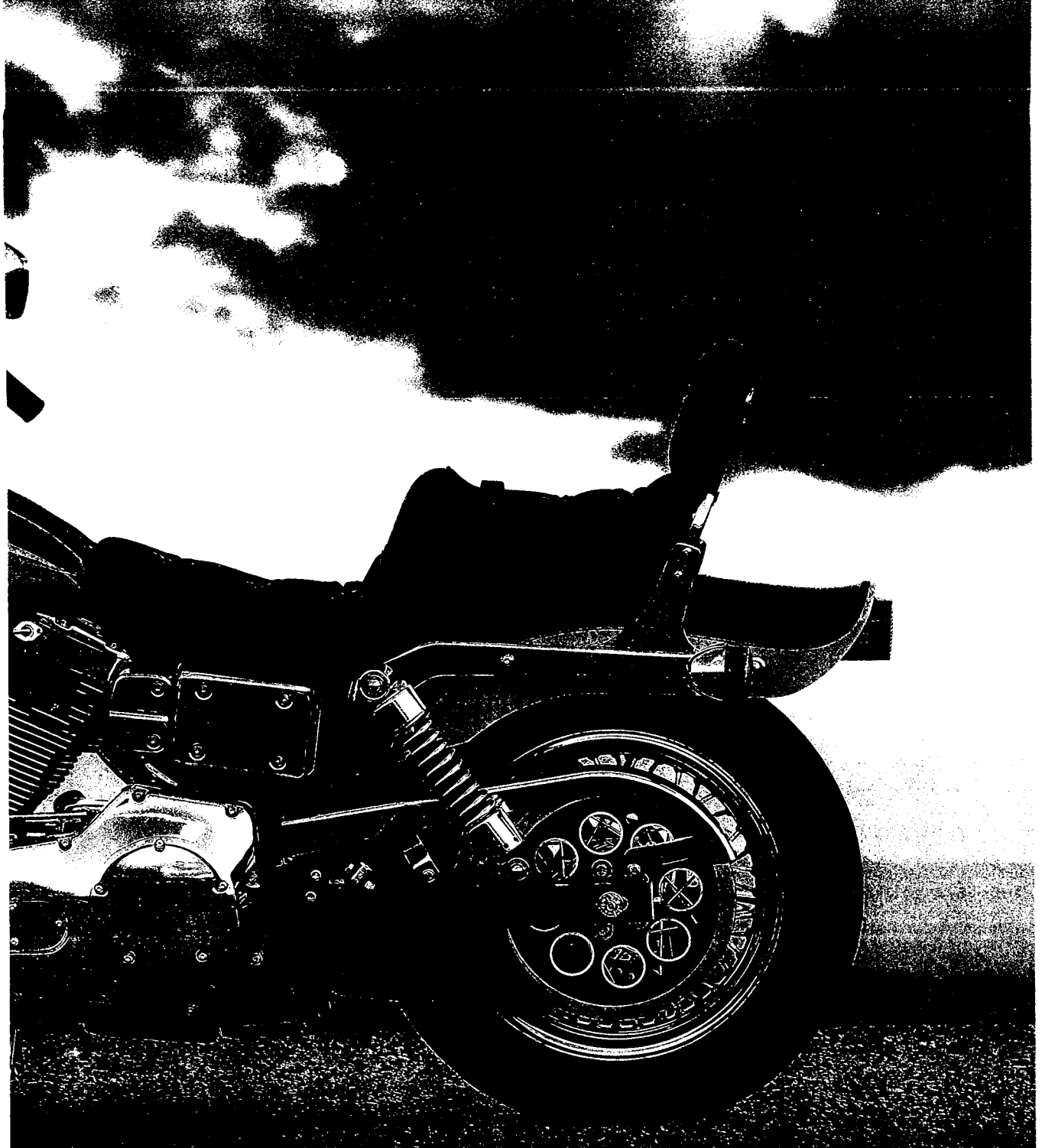
FXDL DYNA LOW RIDER



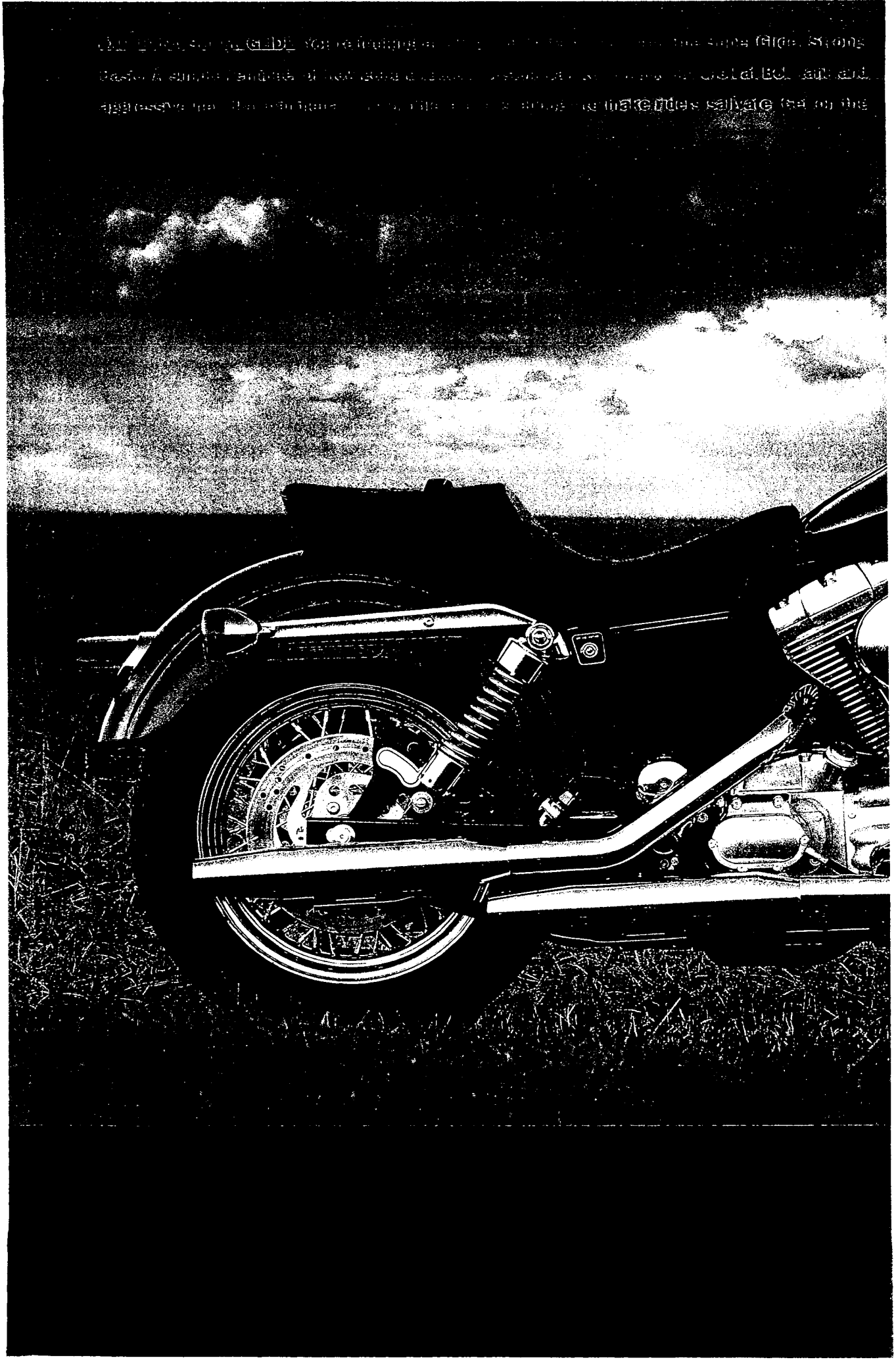
FXDWG™ DYNA WIDE GLIDE® Climb on a Wide Glide®, feel it run through its paces beneath you, an

it's pretty easy to let your mind wander off. Just don't be surprised if the rest of you follows along

Have no fear, the isolation-mounted Twin Cam 88™ will take you anywhere. Since the destination'

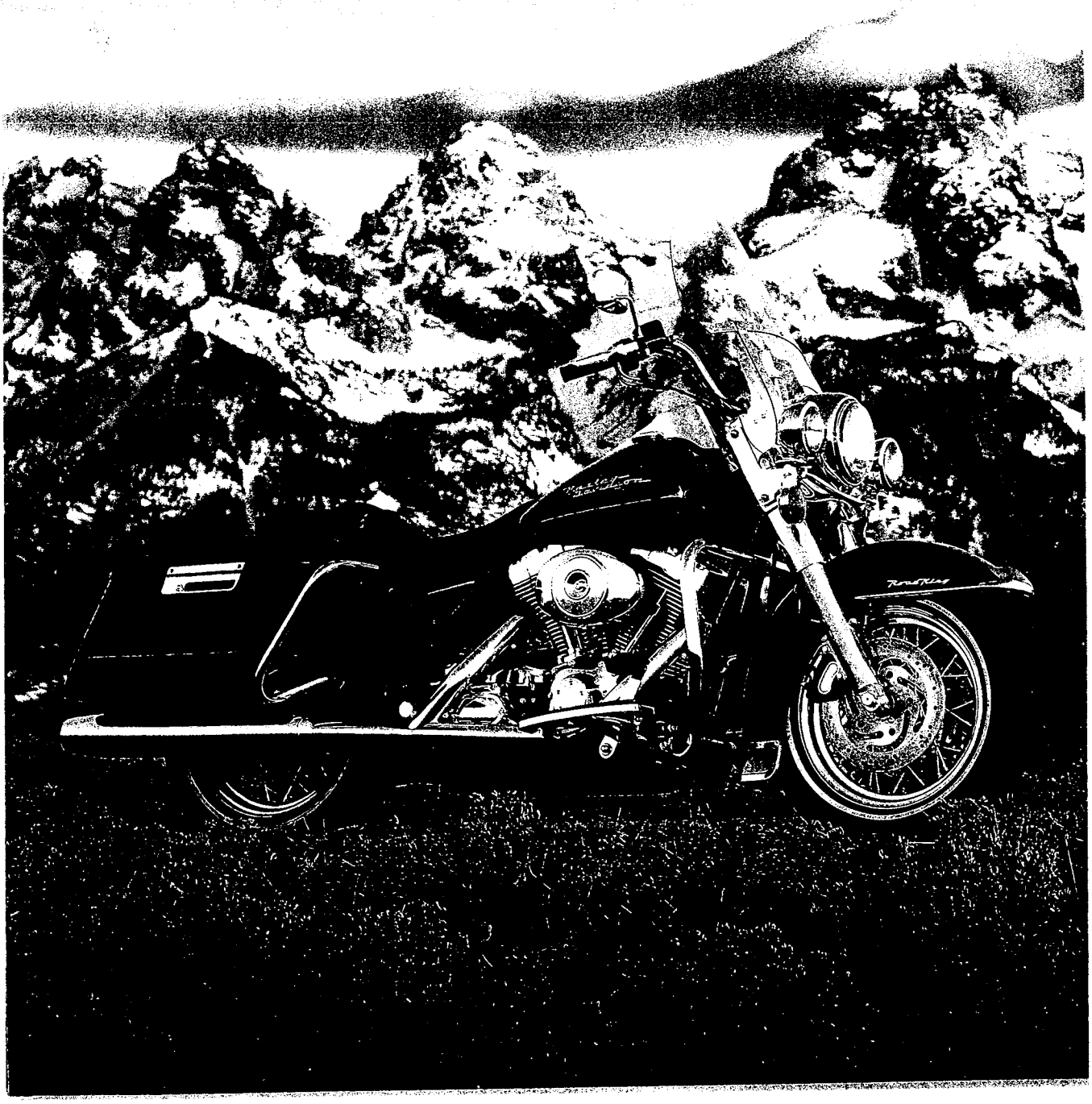


never been the important thing, the ride is built to be laid back. Low, stepped seat. Forward foot controls. Factory ape hangers. Already, custom fanatics are drooling. A wide, raked fork and 21" laced wheel complete the job. Although, as you'd hope, we've left plenty of road for you to finish.

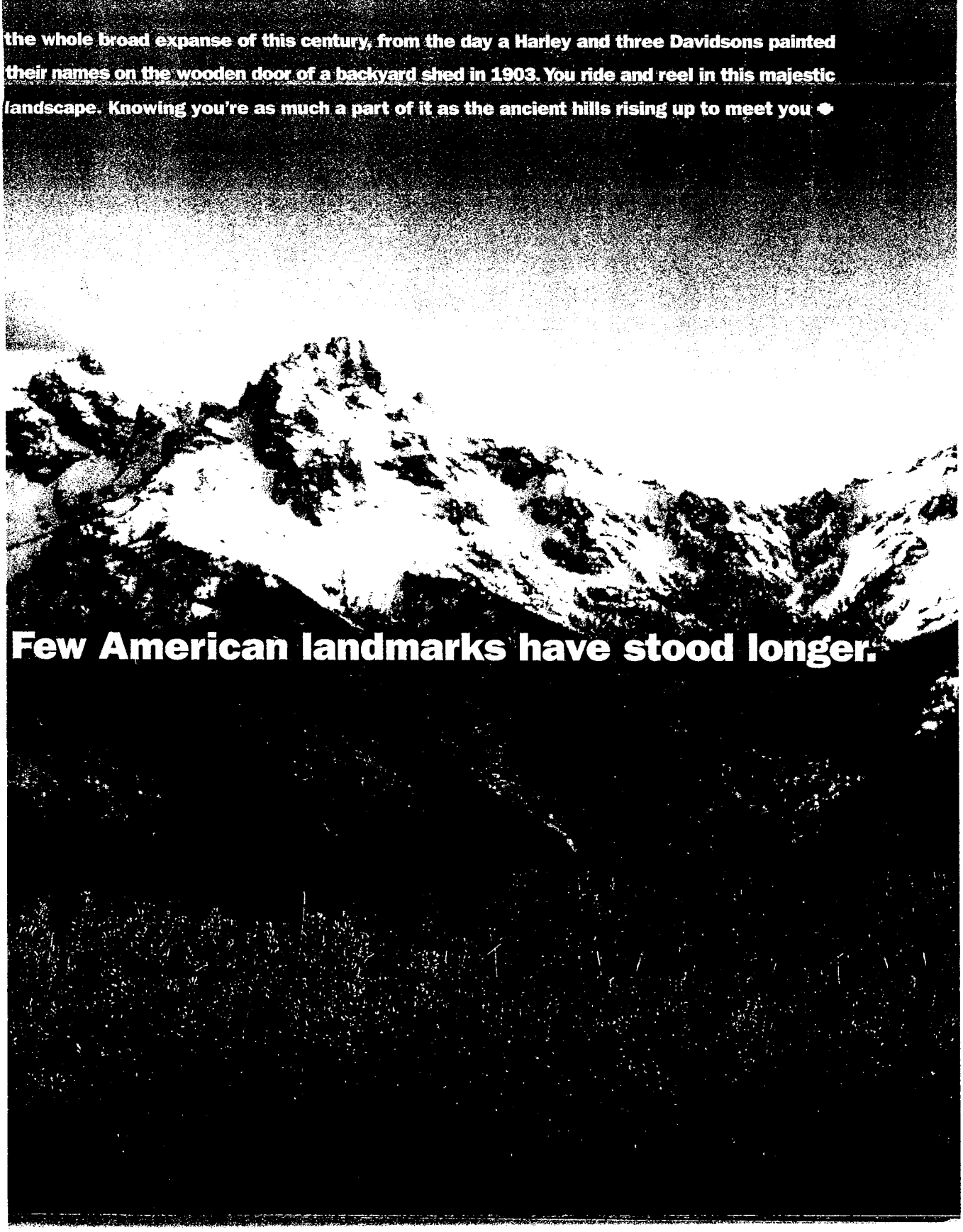


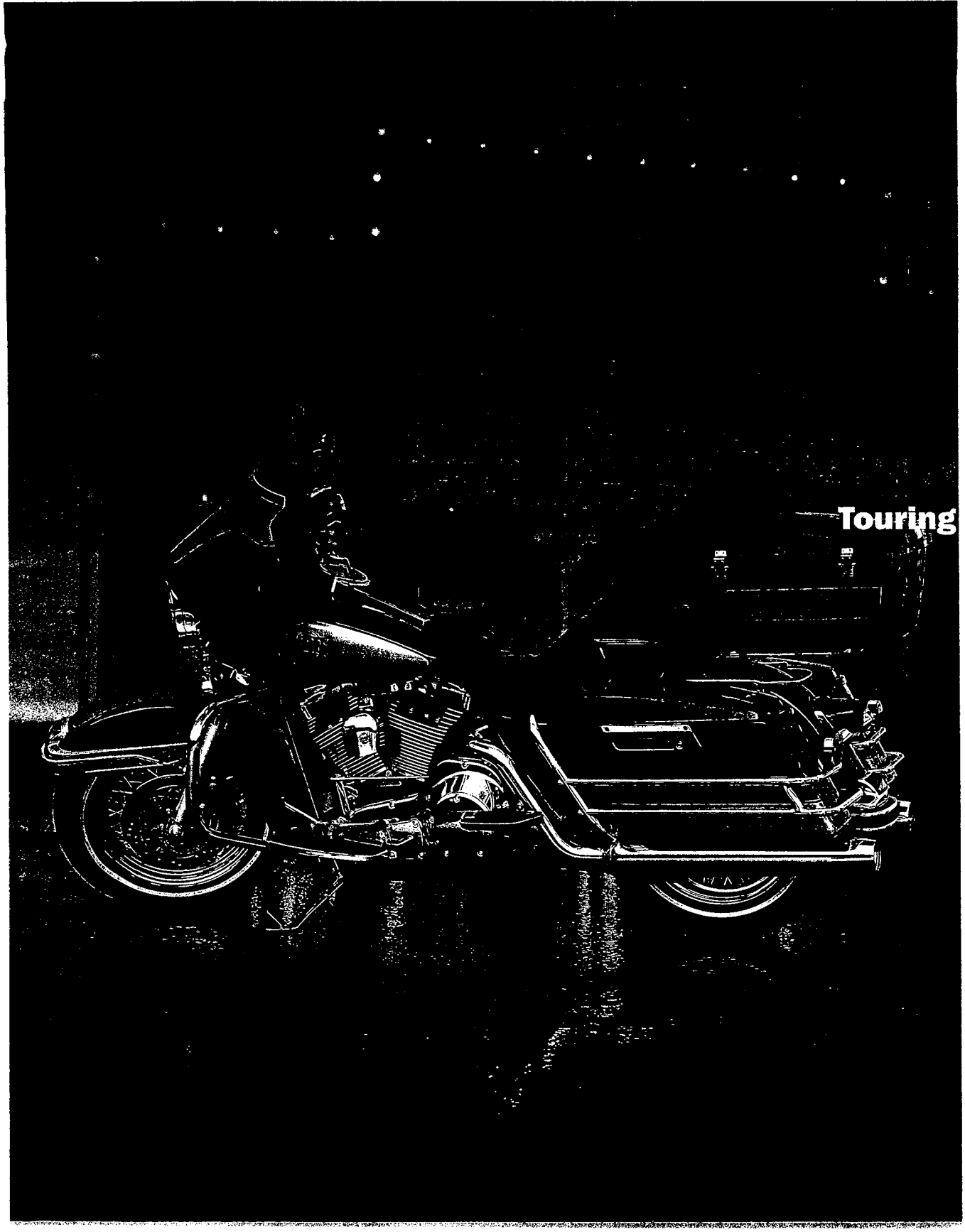
Harley-Davidson

Throw a leg over a Harley-Davidson® motorcycle and there's one thing you can't escape. The feeling that, suddenly, you're connected to something bigger than the nuts and bolts, metal and rubber of a machine. Bigger than life. You're a part of a legacy that's stretched across



the whole broad expanse of this century, from the day a Harley and three Davidsons painted their names on the wooden door of a backyard shed in 1903. You ride and reel in this majestic landscape. Knowing you're as much a part of it as the ancient hills rising up to meet you




Touring

A lot has changed since the original Electra Glide® crossed the country. But in the best ways, nothing has changed. Sit in the big touring saddle and you're King of the Highway all over again. Heading out to who-knows-where couldn't feel better. Of course, much of what you're feeling is the result of changes to the machine itself. Today's Touring family is refined and evolved.

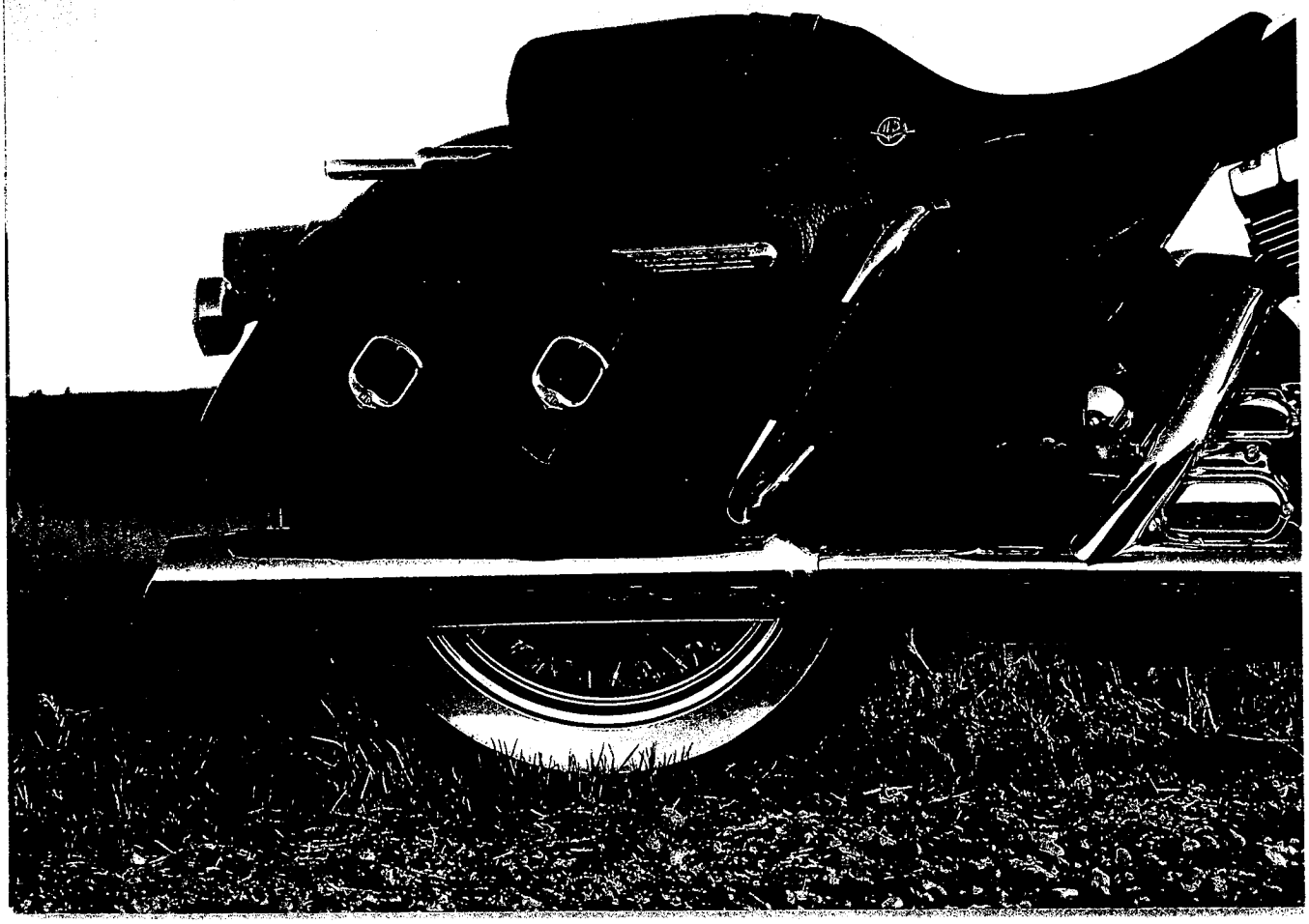
he thrill of the great unknown.

The rubber isolation engine mounts, anti-dive front fork and air adjustable suspension are exactly what you need on a long

trip. Same with the bike's low, stable center of gravity. Last year's addition of the Twin Cam 88™ engine gave the touring rider a major performance upgrade. The refinements continue for the 2000 model year. Our new cast wheels reduce unsprung weight and make the ride feel better. You get our new 4-piston caliper brakes, a sealed battery and sealed wheel bearings. The only thing that could get you started out better is a stop at your dealer for

the latest from Genuine Motor Parts™ and Genuine Motor Accessories™. They look right, fit tight, and are built to go just as far as your bike

THE ROAD KING CLASSIC. If you ever felt like counting the mile markers between two oceans, the Road King Classic would be a bike to do it on. Everything about it speaks to setting out for no other reason than to just go. The unmistakable authenticity of the chrome headlight and full fenders. The power of a fuel injected



Twin Cam 88, again bathed in chrome. The tooled leather on the saddlebags is stretched over easy-access hard shell interiors, adding modern touring function to the package. The comfortable feel of the new handlebar means your arms can go as far as your will. There's a detachable windshield. And a whole country waiting.

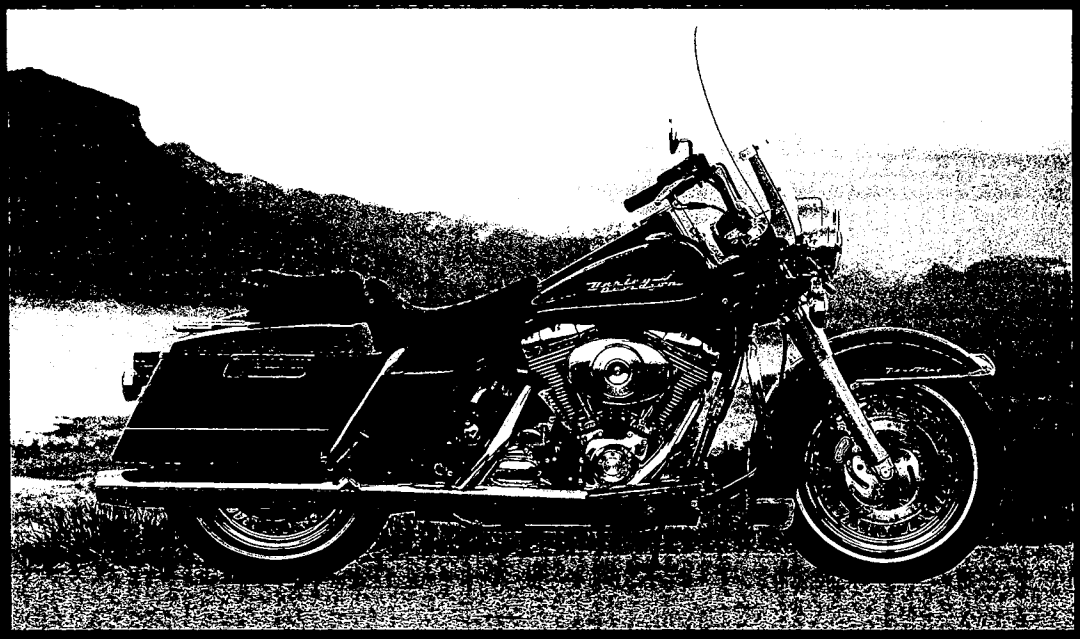
HARLEY-
DAVIDSON
MOTOR
CO

FLHR™/FLHRI™ ROAD KING®

Chances are, there's not a stretch of road that hasn't seen a Harley-Davidson® motorcycle. But there's something to making sure every stretch of road sees your Harley-Davidson. Grab your jacket, and set out on a Road King®. The new handlebar takes better care of the arms on long hauls. Look out over the chrome headlamp and nacelle, and get swallowed up by a whole country. Find the groove as the isolation-mounted Twin Cam 88™ urges you on. It's now available with traditional carb or sequential port fuel injection. The windshield and pillion detach. So you get a custom look that won't soon be forgotten by any road.

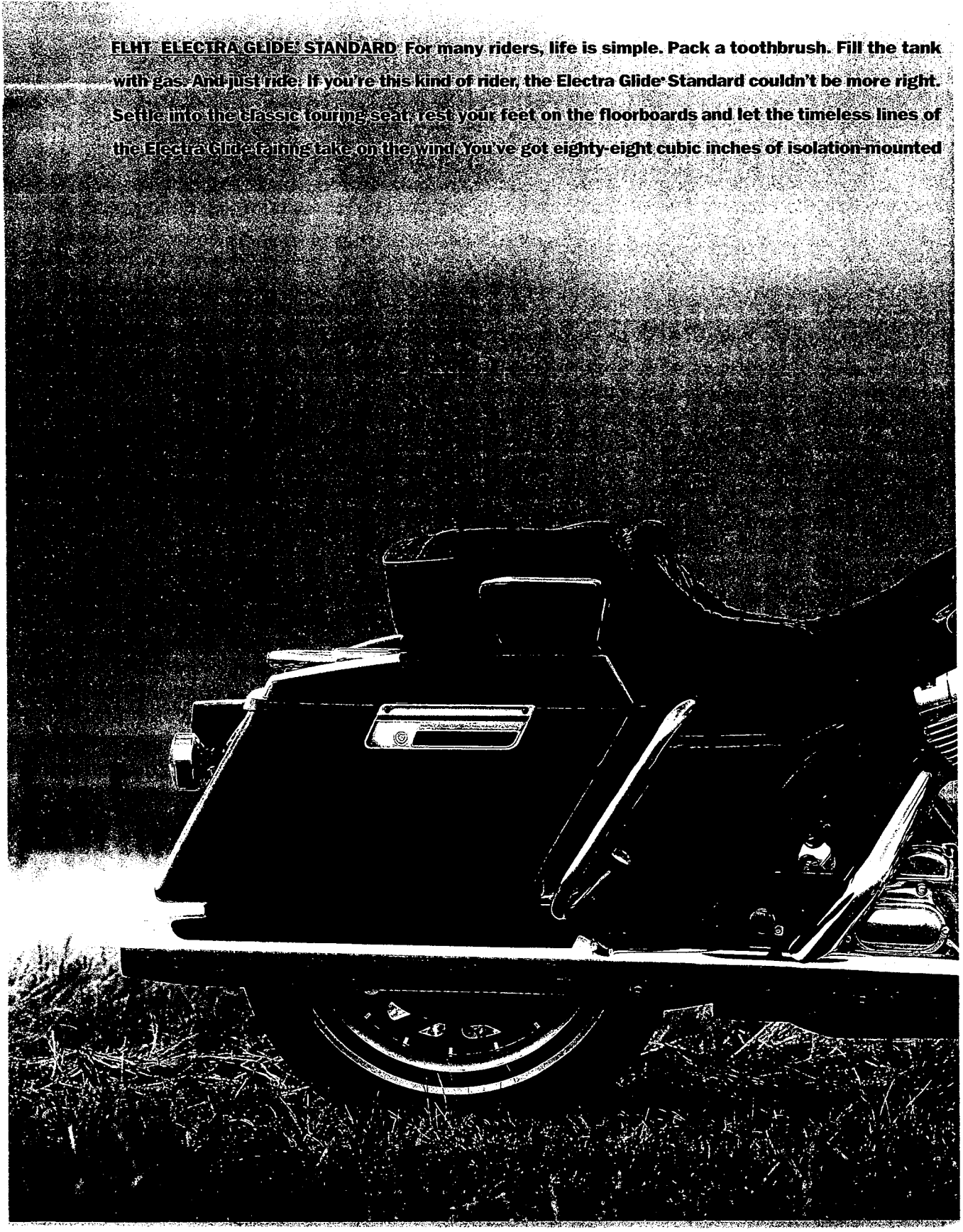
FLHTC™/FLHTCI™ ELECTRA GLIDE® CLASSIC

Saturday. 7 a.m. You set out on an Electra Glide® Classic to find a patch of earth you've never seen before. Two state welcome signs later, you don't care if you ever find it. Tucked in behind the batwing fairing, you have 40-watts-per-channel of premium sound. The saddlebags and Tour Pak® luggage box (room for two full face helmets) carry all you need for the road. You'll appreciate the feel of the new brakes. And at the center of the experience, the glory of a chrome and black Twin Cam 88™. Suddenly you realize you're riding the best looking piece of scenery around.



FLHR™/FLHRI™ ROAD KING®

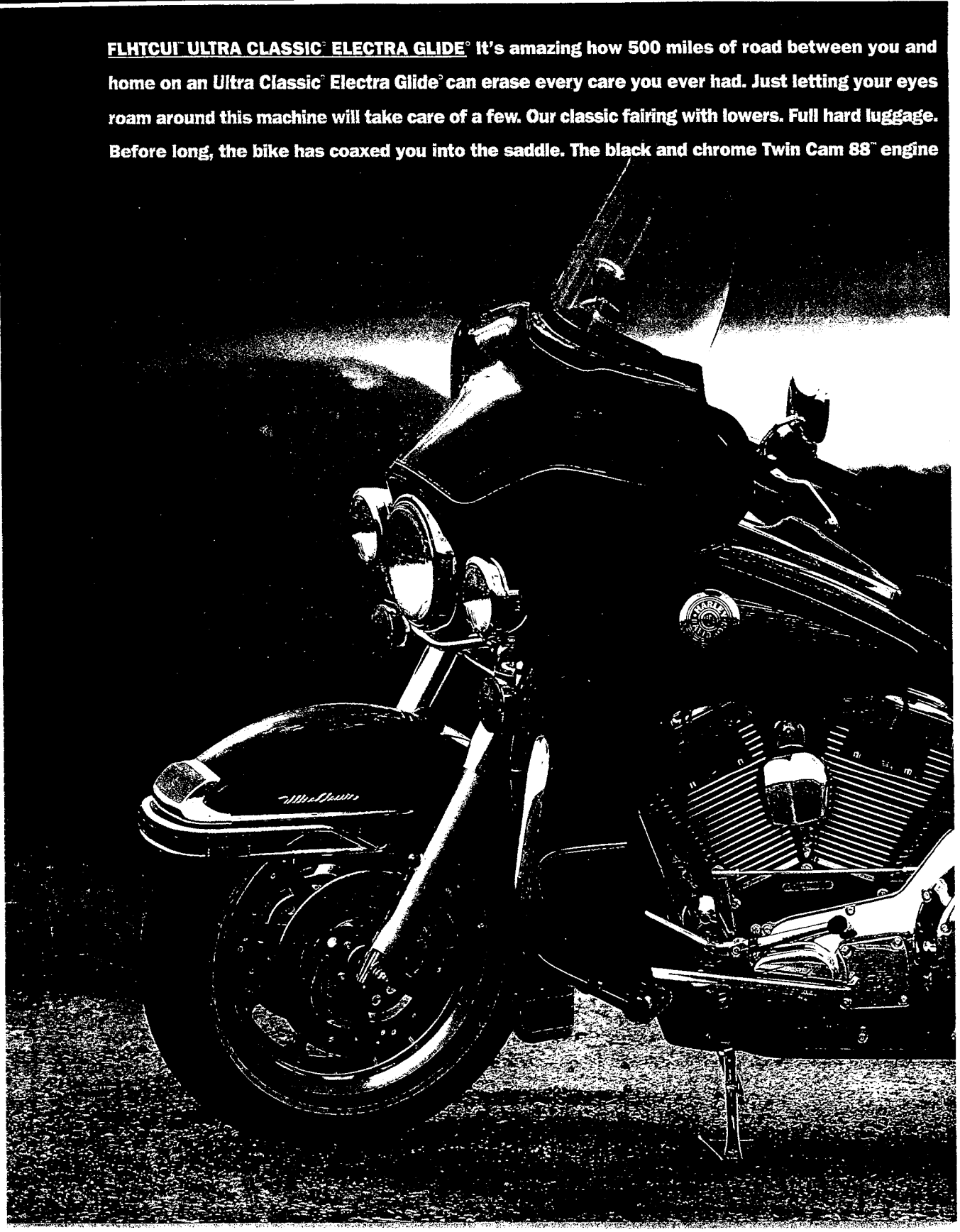
FLHTC®/FLHTCI™ ELECTRA GLIDE® CLASSIC



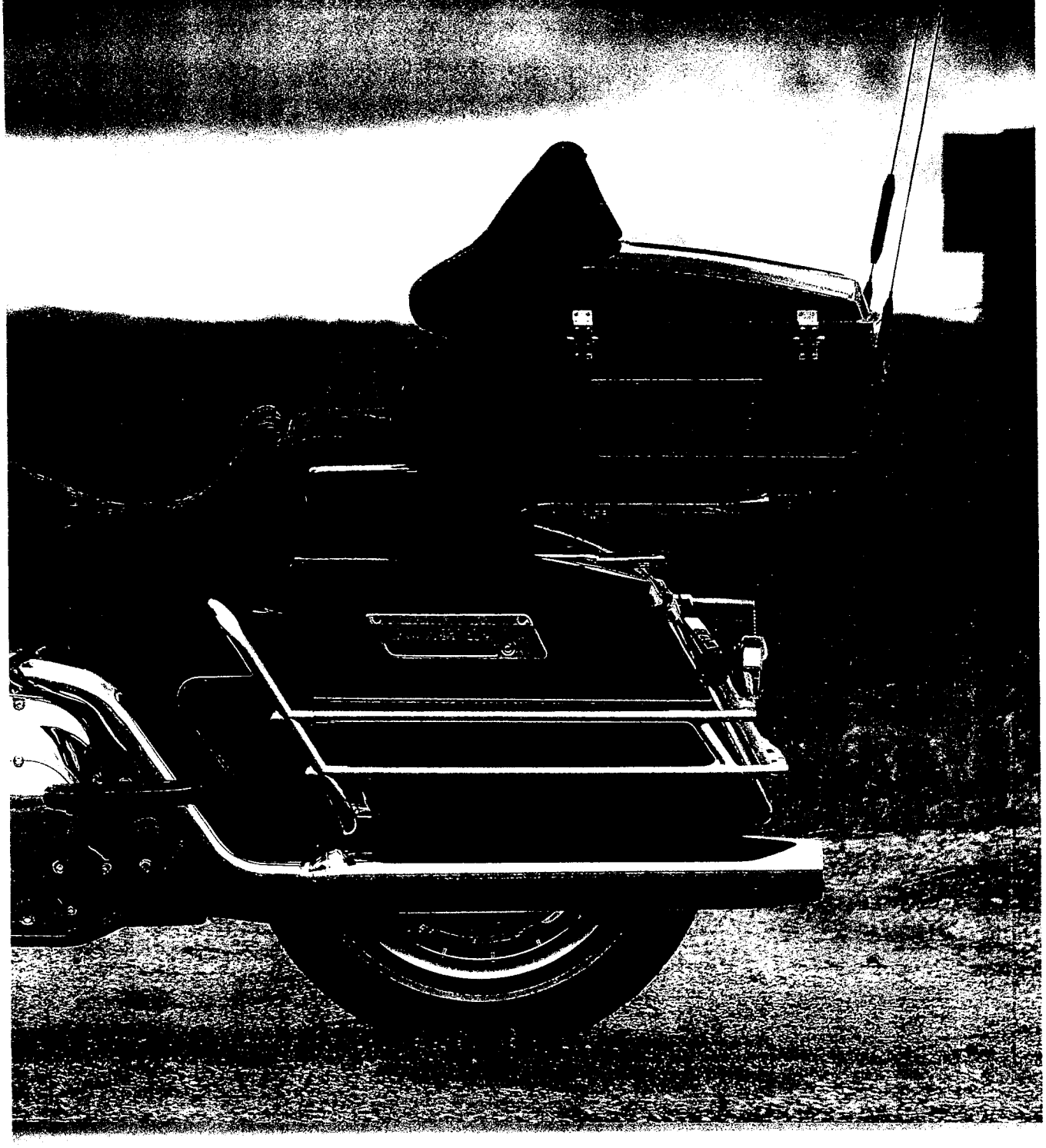
FLHT ELECTRA GLIDE STANDARD For many riders, life is simple. Pack a toothbrush. Fill the tank with gas. And just ride. If you're this kind of rider, the Electra Glide® Standard couldn't be more right. Settle into the classic touring seat, rest your feet on the floorboards and let the timeless lines of the Electra Glide fairing take on the wind. You've got eighty-eight cubic inches of isolation-mounted

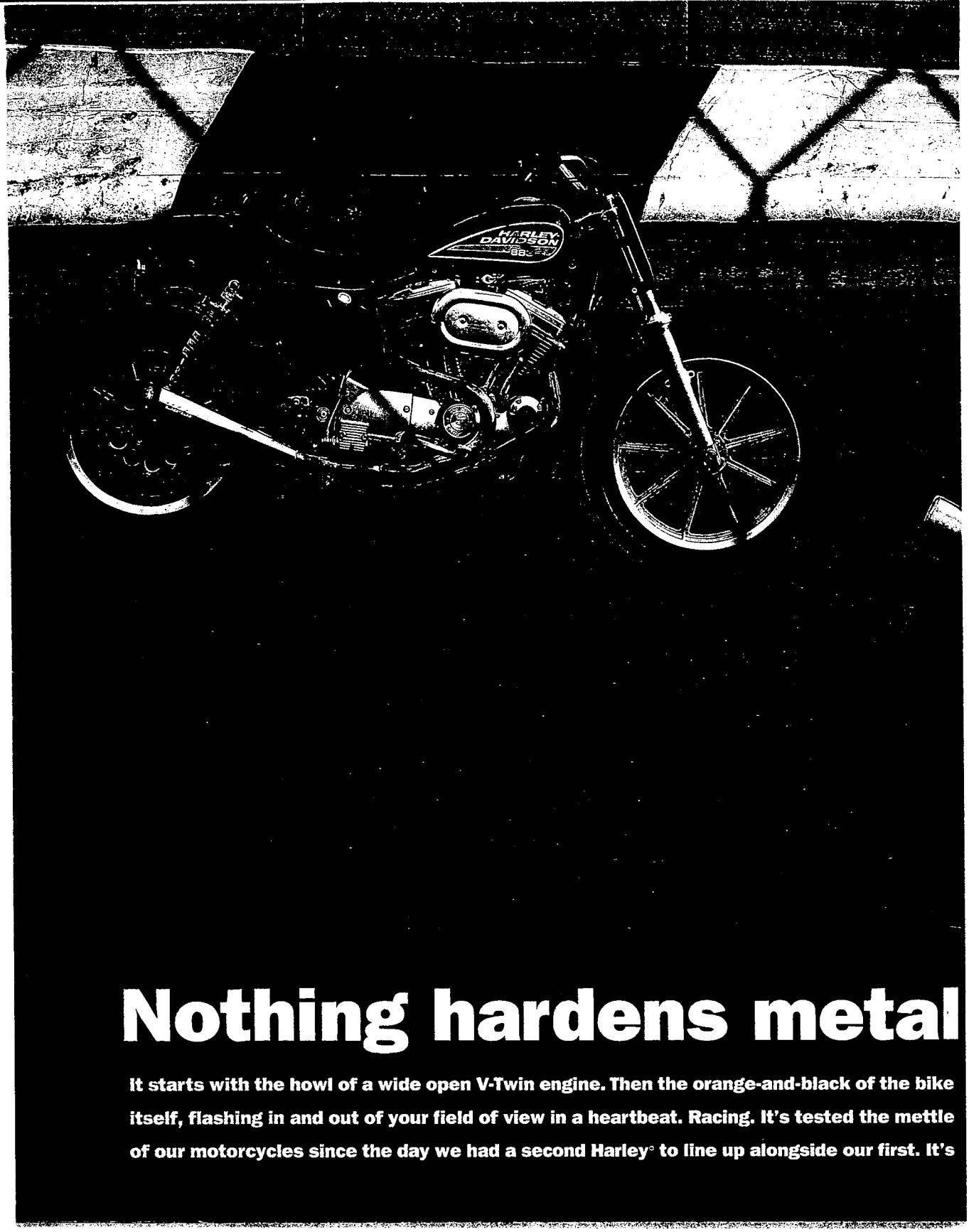
'win Cam 88™ engine and our air-adjustable suspension to provide smooth sailing. It's enough to make you want to go on forever, which is where you'll find the roomy saddlebags most accommodating. If you want to create a ride all your own, you'll find the full line of Genuine Motor Parts™ and Genuine Motor Accessories™ equally accommodating. There could be no better way to get started.

FLHTCUI™ ULTRA CLASSIC® ELECTRA GLIDE® It's amazing how 500 miles of road between you and home on an Ultra Classic® Electra Glide® can erase every care you ever had. Just letting your eyes roam around this machine will take care of a few. Our classic fairing with lowers. Full hard luggage. Before long, the bike has coaxed you into the saddle. The black and chrome Twin Cam 88™ engine



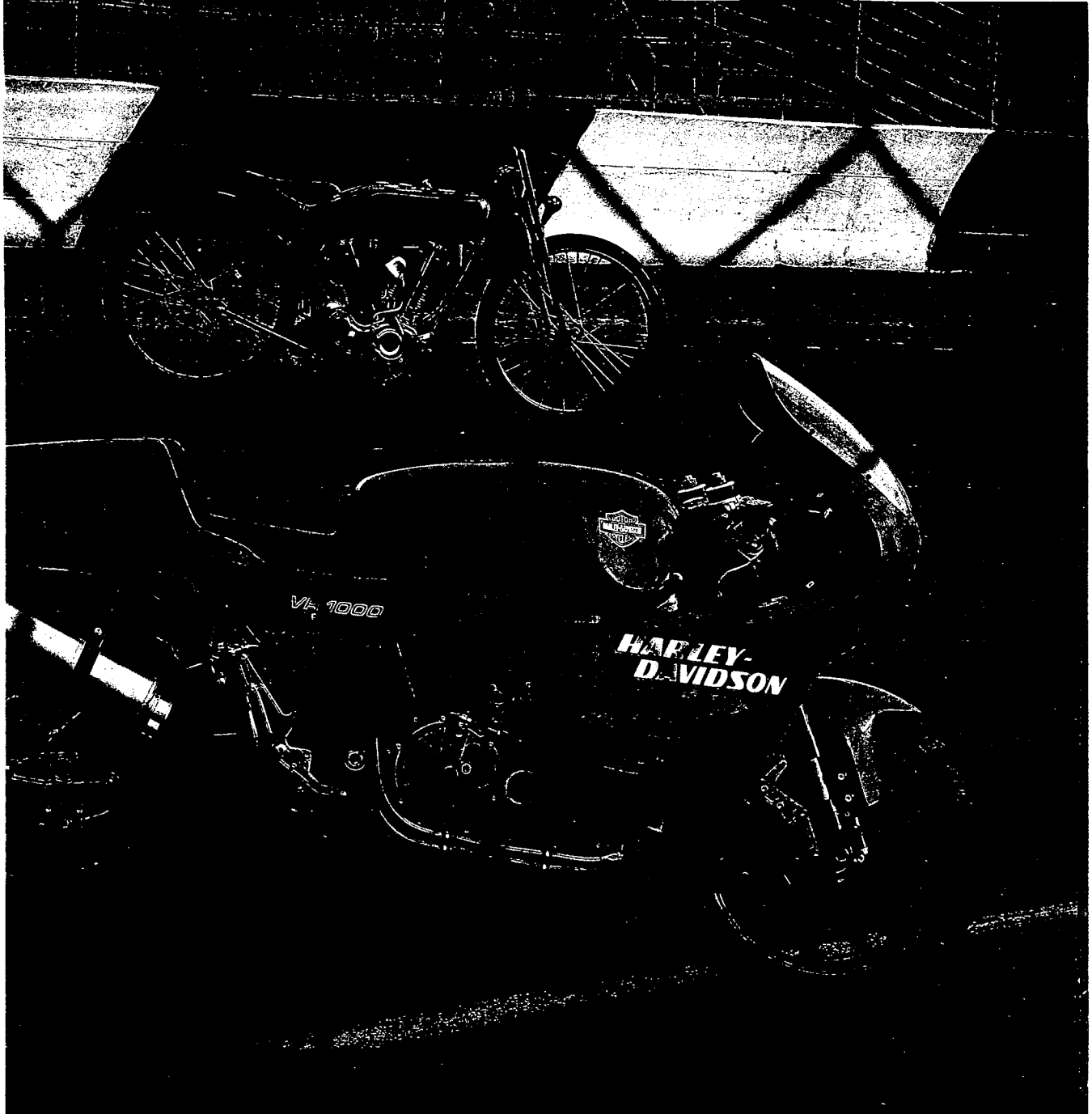
is built for roaming. Fed by sequential port fuel injection, it's bound to take you away. The new aluminum alloy wheels reduce unsprung weight for a better ride. The sound system is premium. 40-watt-per-channel AM/FM/cassette with rear speakers and separate passenger controls. A built-in C.B.†/voice-activated intercom and helmet-mounted headset* are included. So is a massive grin.





Nothing hardens metal

It starts with the howl of a wide open V-Twin engine. Then the orange-and-black of the bike itself, flashing in and out of your field of view in a heartbeat. Racing. It's tested the mettle of our motorcycles since the day we had a second Harley® to line up alongside our first. It's



ike the heat of racing.

nstantly spurred us on. Pictured above is nearly a century of Harley-Davidson racing . A
endary 8-valve board track racer. An 883 dirt track Sportster®. An original prototype for
road-racing VR1000 Superbike. With motorcycles like these, you can't help but watch

	XLH™ SPORTSTER® 883	XLH™ SPORTSTER® 883 HUGGER®	XL™ 883C SPORTSTER® 883 CUSTOM	XLH™ SPORTSTER® 1200[4]	XL™ 1200S SPORTSTER® 1200 SPORT	XL™ 1200C SPORTSTER® 1200 CUSTOM
LENGTH (IN./CM)	88.1/223.6	88.0/223.3	89.0/225.9	88.1/223.6	88.5/224.6	89.0/225.9
SEAT HEIGHT (IN./CM)[1]	28.0/71.1	27.1/68.8	27.6/69.9	28.9/73.3	28.0/71.1	27.6/69.9
GROUND CLEARANCE (IN./CM)	6.7/17.0	4.7/11.9	6.7/17.0	6.7/17.0	6.7/17.0	4.7/11.9
RAKE/TRAIL (°/IN.)	29.6/4.6	30.1/4.7	29.6/4.6	29.6/4.6	29.6/4.6	30.1/4.7
WHEELBASE (IN./CM)	60.0/152.3	59.0/149.7	60.0/152.3	60.0/152.3	60.2/152.8	60.0/152.3
DRY WEIGHT (LBS./KG)	489.0/222.0	486.0/220.6	489.0/222.0	491.0/222.9	501.0/227.5	491.0/222.9
ENGINE	OHV V[28] Evolution®	OHV V[28] Evolution®	OHV V[28] Evolution®	OHV V[28] Evolution®	OHV V[28] Evolution®	OHV V[28] Evolution®
BORE X STROKE (IN.)	3.000 x 3.812	3.000 x 3.812	3.000 x 3.812	3.498 x 3.812	3.498 x 3.812	3.498 x 3.812
DISPLACEMENT (CU. IN./CC)	53.86/883	53.86/883	53.86/883	73.20/1200	73.20/1200	73.20/1200
COMPRESSION RATIO	9.0:1	9.0:1	9.0:1	9.0:1	10.0:1	9.0:1
FUEL SYSTEM	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor
OIL CAPACITY (U.S. QTS.)	3.0	3.0	3.0	3.0	3.0	3.0
FUEL CAPACITY (U.S. GALS.) (INCLUDES RESERVE ON CARB. MODELS)	3.3	3.3	3.3	3.3	3.3	4.4
EXHAUST SYSTEM	Staggered shorty duals	Staggered shorty duals	Staggered shorty duals	Staggered shorty duals	Black staggered shorty duals	Staggered shorty duals
PRIMARY DRIVE	Triple-row chain	Triple-row chain	Triple-row chain	Triple-row chain	Triple-row chain	Triple-row chain
GEAR RATIOS (OVERALL)	1st: 9.717 2nd: 6.690 3rd: 5.180 4th: 4.267 5th: 3.615	1st: 9.717 2nd: 6.690 3rd: 5.180 4th: 4.267 5th: 3.615	1st: 9.717 2nd: 6.690 3rd: 5.180 4th: 4.267 5th: 3.615	1st: 9.047 2nd: 6.210 3rd: 4.823 4th: 3.973 5th: 3.366	1st: 9.047 2nd: 6.210 3rd: 4.823 4th: 3.973 5th: 3.366	1st: 9.047 2nd: 6.210 3rd: 4.823 4th: 3.973 5th: 3.366
TORQUE (FT. LBS. @ RPMS)	52.0 @ 4500 rpm	52.0 @ 4500 rpm	52.0 @ 4500 rpm	71.0 @ 4000 rpm	78.0 @ 4000 rpm	71.0 @ 4000 rpm
BRAKES, DIA. X W. (IN. FRONT/IN. REAR)	11.5 x .20/ 11.5 x .23	11.5 x .20/ 11.5 x .23	11.5 x .20/ 11.5 x .23	11.5 x .20/ 11.5 x .23	11.5 x .20 dual disc/ 11.5 x .23	11.5 x .20/ 11.5 x .23
BRAKING (MAXIMUM LOADED VEHICLE WT.)	160 ft. @ 60 mph 48.00m @ 96.60 kmph	160 ft. @ 60 mph 48.00m @ 96.60 kmph	160 ft. @ 60 mph 48.00m @ 96.60 kmph	160 ft. @ 60 mph 48.80m @ 96.60 kmph	143 ft. @ 60 mph 38.90m @ 96.60 kmph	160 ft. @ 60 mph 48.80m @ 96.60 kmph
TIRE SIZE (FRONT, REAR)	100/90-19, 130/90HB 16	100/90-19, 130/90HB 16	100/90-21, 130/90HB 16	100/90-19, 130/90HB 16	100/90-19 5IV, 130/90-16 64V	MH90-21, 130/90HB 16
WHEELS	13 spoke cast aluminum alloy (laced option)	13 spoke cast aluminum alloy (laced option)	21" front laced, 16" rear disc	13 spoke black painted cast aluminum alloy (laced option)	13 spoke silver painted cast aluminum alloy	21" front laced, 16" chrome plated rear disc
MILES PER GALLON[2]	57 hwy/48 city	57 hwy/48 city	57 hwy/48 city	52 hwy/45 city	52 hwy/45 city	52 hwy/45 city
LEAN ANGLES PER SAE J1168 (RIGHT/LEFT)	37°/37°	35°/33°	37°/37°	37°/37°	37°/37.5°	35°/33°
INSTRUMENTS	Electronic speedometer with odometer and resettable trip meter; oil pressure indicator lamp	Electronic speedometer with odometer and resettable trip meter; oil pressure indicator lamp	Electronic speedometer with odometer and resettable trip meter; oil pressure indicator lamp	Electronic speedometer with odometer and resettable trip meter; tach; oil pressure indicator lamp	Electronic speedometer with odometer and resettable trip meter; tach; oil pressure indicator lamp	Electronic speedometer with odometer and resettable trip meter; oil pressure indicator lamp
COLOR OPTIONS[3]	Vivid black, chrome yellow pearl, luxury rich red pearl, bronze pearl, white pearl, aztec orange pearl, cobalt blue pearl	Vivid black, chrome yellow pearl, luxury rich red pearl, bronze pearl, white pearl, aztec orange pearl, cobalt blue pearl	Vivid black, luxury rich red pearl, diamond ice pearl, sinister blue pearl, concord purple pearl, chrome yellow pearl, white pearl, aztec orange pearl	Vivid black, luxury rich red pearl, white pearl, chrome yellow pearl, diamond ice pearl, aztec orange pearl, cobalt blue pearl, 2-tone luxury rich red & black, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice	Vivid black, luxury rich red pearl, concord purple pearl, chrome yellow pearl, diamond ice pearl	Vivid black, luxury rich red pearl, concord purple pearl, sinister blue pearl, bronze pearl, diamond ice pearl, 2-tone luxury rich red & black, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone black & chrome yellow

FXD™ DYNA SUPER GLIDE®	FXDX™ DYNA SUPER GLIDE® SPORT	FXDL™ DYNA LOW RIDER®	FXDS™-CONV DYNA CONVERTIBLE™[4]	FXDWG™ DYNA WIDE GLIDE®[4]	FXST™ SOFTAIL® STANDARD
91.0/231.0	91.4/231.9	94.0/238.6	92.9/235.8	94.5/239.8	95.0/241.0
26.5/67.3	27.25/69.2	26.5/67.3	27.75/70.4	26.8/68.0	26.1/66.2
5.4/13.7	6.9/17.5	5.4/13.7	5.8/14.6	5.38/13.66	5.6/14.1
28.0/4.1	28.0/4.1	32.0/5.1	28.0/4.1	32.0/5.1	34.0/5.0
62.5/158.6	63.2/160.4	65.5/166.2	63.9/162.2	66.1/167.8	66.9/169.8
612.0/277.8	619.0/281.0	614.0/278.8	640.0/290.6	612.0/277.8	628.6/285.4
Twin Cam 88™ vibration isolation-mounted[5]	Twin Cam 88™ vibration isolation-mounted[5]	Twin Cam 88™ vibration isolation-mounted[5]	Twin Cam 88™ vibration isolation-mounted[5]	Twin Cam 88™ vibration isolation-mounted[5]	Twin Cam 88B™ (balanced)[5]
3.75 x 4.00	3.75 x 4.00	3.75 x 4.00	3.75 x 4.00	3.75 x 4.00	3.75 x 4.00
88.00/1450	88.00/1450	88.00/1450	88.00/1450	88.00/1450	88.00/1450
8.9:1	8.9:1	8.9:1	8.9:1	8.9:1	8.9:1
Carburetor	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor
3.0	3.0	3.0	3.0	3.0	3.5
4.9	4.9	4.9	4.9	5.2	5.0
Staggered shorty duals	Black[6] staggered shorty duals	Staggered shorty duals	Staggered shorty duals	Staggered shorty duals	Staggered shorty duals
Double-row chain	Double-row chain	Double-row chain	Double-row chain	Double-row chain	Double-row chain
1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150
82.0 @ 3500 rpm	82.0 @ 3500 rpm	82.0 @ 3500 rpm	82.0 @ 3500 rpm	82.0 @ 3500 rpm	85.0 @ 3000 rpm
11.5 x .20/ 11.5 x .23	11.5 x .20 dual disc/ 11.5 x .23	11.5 x .20 dual disc/ 11.5 x .23	11.5 x .20 dual disc/ 11.5 x .23	11.5 x .20/ 11.5 x .23	11.5 x .20/ 11.5 x .23
165 ft. @ 60 mph 49.50m @ 96.60 kmph	155 ft. @ 60 mph 46.50m @ 96.60 kmph	155 ft. @ 60 mph 46.50m @ 96.60 kmph	155 ft. @ 60 mph 46.50m @ 96.60 kmph	165 ft. @ 60 mph 49.50m @ 96.60 kmph	160 ft. @ 60 mph 48.80m @ 96.60 kmph
100/90-19, 130/90HB 16	100/90V-19, 150/90HV 16	100/90-19, 130/90HB 16	100/90-19, 130/90HB 16	MH90-21, 130/90HB 16	MH90-21 MT90B 16
13 spoke cast aluminum alloy (laced option)	13 spoke black painted cast aluminum alloy (laced option)	13 spoke black painted cast aluminum alloy (laced option)	13 spoke black painted cast aluminum alloy (laced option)	Laced 21" front 16" rear	Laced 21" front 16" rear
50 hwy/42 city	50 hwy/42 city	50 hwy/42 city	50 hwy/42 city	50 hwy/42 city	50 hwy/42 city
31°/32°	33.5°/34.5°	31°/32°	33.5°/34.5°	31°/32°	31°/30°
Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp; engine diagnostic light	Electronic speedometer with odometer and resettable trip meter; tach; fuel gauge; oil pressure indicator lamp; engine diagnostic light	Electronic speedometer with odometer and resettable trip meter; tach; fuel gauge; oil pressure indicator lamp; engine diagnostic light	Electronic speedometer with odometer and resettable trip meter; tach; fuel gauge; oil pressure indicator lamp; engine diagnostic light	Large electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp; engine diagnostic light	Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp; engine diagnostic light
Vivid black, luxury rich red pearl, diamond ice pearl, aztec orange pearl, cobalt blue pearl	Vivid black, diamond ice pearl, aztec orange pearl, concord purple pearl, sinister blue pearl	Vivid black, diamond ice pearl, cobalt blue pearl, bronze pearl, suede green pearl, luxury rich red pearl, 2-tone luxury rich red & black, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone black & chrome yellow	Vivid black, luxury rich red pearl, diamond ice pearl, aztec orange pearl, cobalt blue pearl, 2-tone luxury rich red & black, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice	Vivid black, diamond ice pearl, white pearl, luxury rich red pearl, concord purple pearl, chrome yellow pearl, bronze pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone luxury rich red & black, 2-tone black & chrome yellow	Vivid black, sinister blue pearl, luxury rich red pearl

1 Measurement reflects 180# operator weight.

2 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary.

3 Availability of colors may vary from dealer to dealer, and is subject to change without notice.

4 Model not available in all markets.

5 Recommended 91 octane or higher fuel (R+M)/2

6 Not available on catalyst equipped models.

All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Electronic Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath; and twelve-month, unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions.

We reserve the right to discontinue models or change specifications at any time without incurring any obligations. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only.

Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.

	FXSTB™ NIGHT TRAIN™	FXSTD™ SOFTAIL® DEUCE™	FXSTS™ SPRINGER™ SOFTAIL®	FLSTF™ FAT BOY®	FLSTC™ HERITAGE SOFTAIL® CLASSIC	FLSTS™ HERITAGE SPRINGER®
LENGTH (IN./CM)	95.0/241.1	95.4/242.2	93.5/237.2	94.3/239.4	94.5/239.8	94.1/238.8
SEAT HEIGHT (IN./CM)[1]	25.2/63.8	26.0/65.9	25.8/65.4	25.5/64.7	25.4/64.4	25.9/65.7
GROUND CLEARANCE (IN./CM)	5.6/14.1	5.6/14.1	5.4/13.7	5.1/13.0	5.1/13.0	4.9/12.4
RAKE/TRAIL (°/IN.)	34.0/5.0	34.0/5.0	32.0/5.3	32.0/5.8	32.0/5.8	31.0/6.3
WHEELBASE (IN./CM)	66.9/169.8	66.6/169.0	65.4/165.9	64.5/163.7	64.5/163.7	64.2/162.9
DRY WEIGHT (LBS./KG)	629.6/285.8	644.6/292.7	652.6/296.3	665.6/302.2	695.6/315.8	716.6/325.4
ENGINE	Twin Cam 88B™ (balanced)[5]	Twin Cam 88B™ (balanced)[5]	Twin Cam 88B™ (balanced)[5]	Twin Cam 88B™ (balanced)[5]	Twin Cam 88B™ (balanced)[5]	Twin Cam 88B™ (balanced)[5]
BORE X STROKE (IN.)	3.75 x 4.00	3.75 x 4.00	3.75 x 4.00	3.75 x 4.00	3.75 x 4.00	3.75 x 4.00
DISPLACEMENT (CU. IN./CC)	88.00/1450	88.00/1450	88.00/1450	88.00/1450	88.00/1450	88.00/1450
COMPRESSION RATIO	8.9:1	8.9:1	8.9:1	8.9:1	8.9:1	8.9:1
FUEL SYSTEM	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor
OIL CAPACITY (U.S. QTS.)	3.5	3.5	3.5	3.5	3.5	3.5
FUEL CAPACITY (U.S. GALS.) (INCLUDES RESERVE ON CARB. MODELS)	5.0	4.9	5.0	5.0	5.0	5.0
EXHAUST SYSTEM	Staggered shorty duals	Over/under shotgun duals	Staggered shorty duals	Over/under shotgun duals	Staggered dual fishtails[7]	Crossover dual fishtails[7]
PRIMARY DRIVE	Double-row chain	Double-row chain	Double-row chain	Double-row chain	Double-row chain	Double-row chain
GEAR RATIOS (OVERALL)	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150
TORQUE (FT. LBS. @ RPMS)	85.0 @ 3000 rpm	85.0 @ 3000 rpm	85.0 @ 3000 rpm	85.0 @ 3000 rpm	85.0 @ 3000 rpm	85.0 @ 3000 rpm
BRAKES, DIA. X W. (IN. FRONT/IN. REAR)	11.5 x .20/ 11.5 x .23	11.5 x .20/ 11.5 x .23	11.5 x .20/ 11.5 x .23	11.5 x .20/ 11.5 x .23	11.5 x .20/ 11.5 x .23	11.5 x .20/ 11.5 x .23
BRAKING (MAXIMUM LOADED VEHICLE WT.)	160 ft. @ 60 mph 48.80m @ 96.60 kmph	173 ft. @ 60 mph 52.70m @ 96.60 kmph	177 ft. @ 60 mph 53.90m @ 96.60 kmph	160 ft. @ 60 mph 48.80m @ 96.60 kmph	160 ft. @ 60 mph 48.80m @ 96.60 kmph	177 ft. @ 60 mph 53.90m @ 96.60 kmph
TIRE SIZE (FRONT, REAR)	MH90-21, MT90B 16	MH90-21, K591 160/70VB17TL	MH90-21, MT90B 16	MT90B 16, MT90B 16	MT90B 16, MT90B 16	MT90B 16, MT90B 16
WHEELS	21" front laced, 16" rear disc w/ black center	21" front laced, 17" rear disc	Laced 21" front 16" rear	Disc	Laced	Laced
MILES PER GALLON[2]	50 hwy/42 city	50 hwy/42 city	50 hwy/42 city	50 hwy/42 city	48 hwy/41 city	50 hwy/42 city
LEAN ANGLES PER SAE J1168 (RIGHT/LEFT)	31°/30°	36.7°/33.2°	31°/30°	28.9°/28.7°	28.9°/28.7°	32.9°/28.6°
INSTRUMENTS	Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp; engine diagnostic light	Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp; engine diagnostic light	Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp; engine diagnostic light	Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp; engine diagnostic light	Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp; engine diagnostic light	Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp; engine diagnostic light
COLOR OPTIONS[3]	Vivid black	Vivid black, diamond ice pearl, aztec orange pearl, sinister blue pearl, luxury rich red pearl, concord purple pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone luxury rich red & black	Vivid black, diamond ice pearl, aztec orange pearl, sinister blue pearl, concord purple pearl, luxury rich red pearl, 2-tone luxury rich red & black, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone black & chrome yellow	Vivid black, sinister blue pearl, aztec orange pearl, bronze pearl, chrome yellow pearl, luxury rich red pearl, white pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone luxury rich red & black, 2-tone black & chrome yellow, 2-tone suede green & black	Vivid black, sinister blue pearl, aztec orange pearl, bronze pearl, chrome yellow pearl, luxury rich red pearl, white pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone luxury rich red & black, 2-tone black & chrome yellow, 2-tone suede green & black	Sinister blue pearl with black decal, diamond ice pearl with maroon decal, luxury rich red pearl with black decal, concord purple pearl with black decal, suede green pearl with black decal

FLHT™ ELECTRA GLIDE® STANDARD[4]	FLHTC™/FLHTCI™ ELECTRA GLIDE® CLASSIC[4]	FLHTCUI™ ULTRA CLASSIC® ELECTRA GLIDE®	FLHR™/FLHRI™ ROAD KING®	FLHRCI™ ROAD KING® CLASSIC	FLTR™/FLTRI™ ROAD GLIDE™[4]
93.7/237.8	97.5/247.5	98.3/249.5	93.7/237.8	93.7/237.8	93.7/237.8
27.3/69.3	27.3/69.3	27.3/69.3	27.3/69.3	26.9/68.3	26.9/68.3
5.1/13.0	5.1/13.0	5.1/13.0	5.1/13.0	5.1/13.0	5.1/13.0
26.0/6.2	26.0/6.2	26.0/6.2	26.0/6.2	26.0/6.2	26.0/6.2
63.5/161.2	63.5/161.2	63.5/161.2	63.5/161.2	63.5/161.2	63.5/161.2
758.0/344.1	776.0/352.3	788.0/357.8	723.0/328.2	710.0/322.3	731.0/331.9
Twin Cam 88™ vibration isolation-mounted[5]	Twin Cam 88™ vibration isolation-mounted[5]	Twin Cam 88™ vibration isolation-mounted[5]	Twin Cam 88™ vibration isolation-mounted[5]	Twin Cam 88™ vibration isolation-mounted[5]	Twin Cam 88™ vibration isolation-mounted[5]
3.75 x 4.00	3.75 x 4.00	3.75 x 4.00	3.75 x 4.00	3.75 x 4.00	3.75 x 4.00
88.00/1450	88.00/1450	88.00/1450	88.00/1450	88.00/1450	88.00/1450
8.9:1	8.9:1	8.9:1	8.9:1	8.9:1	8.9:1
Carburetor	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)
4.0	4.0	4.0	4.0	4.0	4.0
5.0	5.0	5.0	5.0	5.0	5.0
Dual	Dual	Dual	Dual	Dual	Dual
Double-row chain	Double-row chain	Double-row chain	Double-row chain	Double-row chain	Double-row chain
1st: 10.110	1st: Carb. 10.110 ESPFI 10.81	1st: 10.81	1st: Carb. 10.110 ESPFI 10.81	1st: 10.81	1st: Carb. 10.110 ESPFI 10.81
2nd: 6.958	2nd: 6.958 7.45	2nd: 7.45	2nd: 6.958 7.45	2nd: 7.45	2nd: 6.958 7.45
3rd: 4.953	3rd: 4.953 5.29	3rd: 5.29	3rd: 4.953 5.29	3rd: 5.29	3rd: 4.953 5.29
4th: 3.862	4th: 3.862 4.13	4th: 4.13	4th: 3.862 4.13	4th: 4.13	4th: 3.862 4.13
5th: 3.150	5th: 3.150 3.37	5th: 3.37	5th: 3.150 3.37	5th: 3.37	5th: 3.150 3.37
86.0 @ 3500 rpm	86.0 @ 3500 rpm	86.0 @ 3500 rpm	86.0 @ 3500 rpm	86.0 @ 3500 rpm	86.0 @ 3500 rpm
11.5 x .20 dual disc/ 11.5 x .23	11.5 x .20 dual disc/ 11.5 x .23	11.5 x .20 dual disc/ 11.5 x .23	11.5 x .20 dual disc/ 11.5 x .23	11.5 x .20 dual disc/ 11.5 x .23	11.5 x .20 dual disc/ 11.5 x .23
160 ft. @ 60 mph 48.00m @ 96.60 kmph	160 ft. @ 60 mph 48.00m @ 96.60 kmph	160 ft. @ 60 mph 48.00m @ 96.60 kmph	160 ft. @ 60 mph 48.00m @ 96.60 kmph	160 ft. @ 60 mph 48.00m @ 96.60 kmph	160 ft. @ 60 mph 48.00m @ 96.60 kmph
MT90B 16, MT90B 16	MT90B 16, MT90B 16	MT90B 16, MT90B 16	MT90B 16, MT90B 16	MT90B 16, MT90B 16	MT90B 16, MT90B 16
9 hollow spoke cast aluminum alloy (laced option)	9 hollow spoke cast aluminum alloy (laced option)	9 hollow spoke cast aluminum alloy (laced option)	9 hollow spoke cast aluminum alloy (laced option)	Laced with wide whitewalls	9 hollow spoke cast aluminum alloy (laced option)
46 hwy/37 city	Carb. 46 hwy/37 city ESPFI 46 hwy/39 city	46 hwy/39 city	Carb. 46 hwy/37 city ESPFI 46 hwy/39 city	46 hwy/39 city	Carb. 46 hwy/37 city ESPFI 46 hwy/39 city
31°/30°	31°/30°	31°/30°	31°/30°	31°/30°	31°/30°
Electronic speedometer and tachometer with odometer and resettable trip meter; fuel gauge; voltmeter; cigarette lighter; oil pressure indicator lamp; engine diagnostic light	Electronic speedometer with odometer and resettable trip meter; tach; fuel gauge; voltmeter; clock (integrated in stereo); oil pressure gauge; ambient air temp. gauge; sound system with handlebar controls; cigarette lighter; low fuel light (ESPFI only); oil pressure indicator lamp; engine diagnostic light	Electronic speedometer with odometer and resettable trip meter; tach; fuel gauge; low fuel light; voltmeter; clock (integrated in stereo); oil pressure gauge; ambient air temp. gauge; sound system with handlebar and remote passenger controls; C.B.[6]/ voice actuated intercom; cruise control with indicator light; lighter; oil pressure indicator lamp; engine diagnostic light	Electronic speedometer with odometer and resettable trip meter; fuel gauge; low fuel light (ESPFI only); oil pressure indicator lamp; engine diagnostic light	Electronic speedometer with odometer and resettable trip meter; fuel gauge; low fuel light; oil pressure indicator lamp; engine diagnostic light	Electronic speedometer with odometer and resettable trip meter; tach; oil pressure gauge; voltmeter; fuel gauge; ambient air temp. gauge; clock (integrated in stereo); sound system; cigarette lighter; low fuel light (ESPFI only); oil pressure indicator lamp; engine diagnostic light
Vivid black	Vivid black, luxury rich red pearl, sinister blue pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone luxury rich red & black, 2-tone suede green & black	Vivid black, luxury rich red pearl, sinister blue pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone luxury rich red & black, 2-tone suede green & black	Vivid black, luxury rich red pearl, concord purple pearl, aztec orange pearl, cobalt blue pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone luxury rich red & black, 2-tone suede green & black	Vivid black, luxury rich red pearl, bronze pearl, aztec orange pearl, cobalt blue pearl, 2-tone sinister blue & diamond ice, 2-tone aztec orange & diamond ice, 2-tone luxury rich red & black, 2-tone suede green & black	Vivid black, luxury rich red pearl, aztec orange pearl, cobalt blue pearl, concord purple pearl, bronze pearl

All models feature 5-speed transmission and Gates aramid fiber reinforced Poly Chain® belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Electronic Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath; and twelve-month, unlimited mileage warranty. Throttle friction screws should not be used under normal stop-and-go operating conditions. We reserve the right to discontinue models or change specifications at any time without incurring any obligations. The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only. Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.

1 Measurement reflects 180# operator weight.

2 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary.

3 Availability of colors may vary from dealer to dealer, and is subject to change without notice.

4 Model not available in all markets.

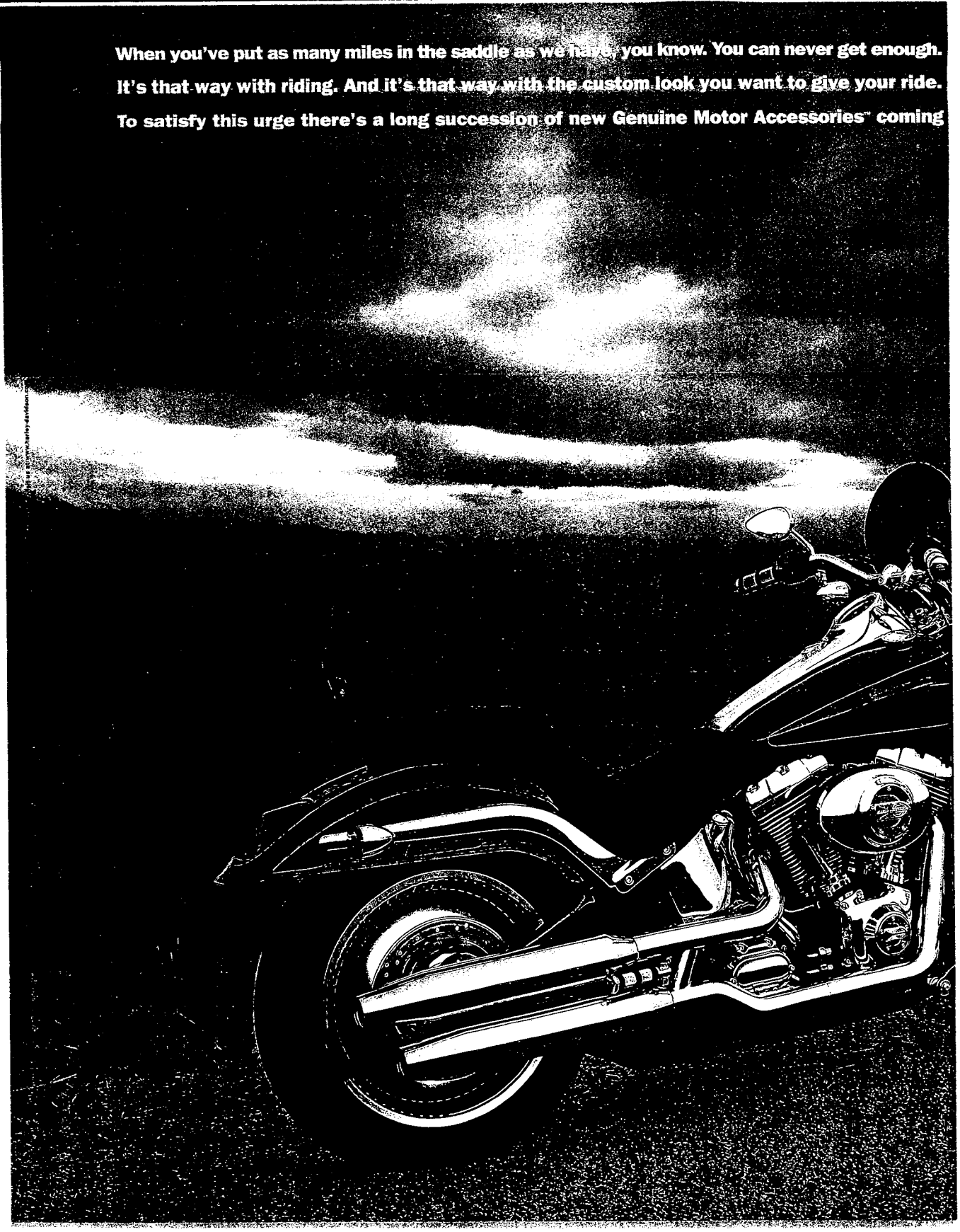
5 Recommended 91 octane or higher fuel (R+M)/ 2.

6 C.B. prohibited by law in some countries.

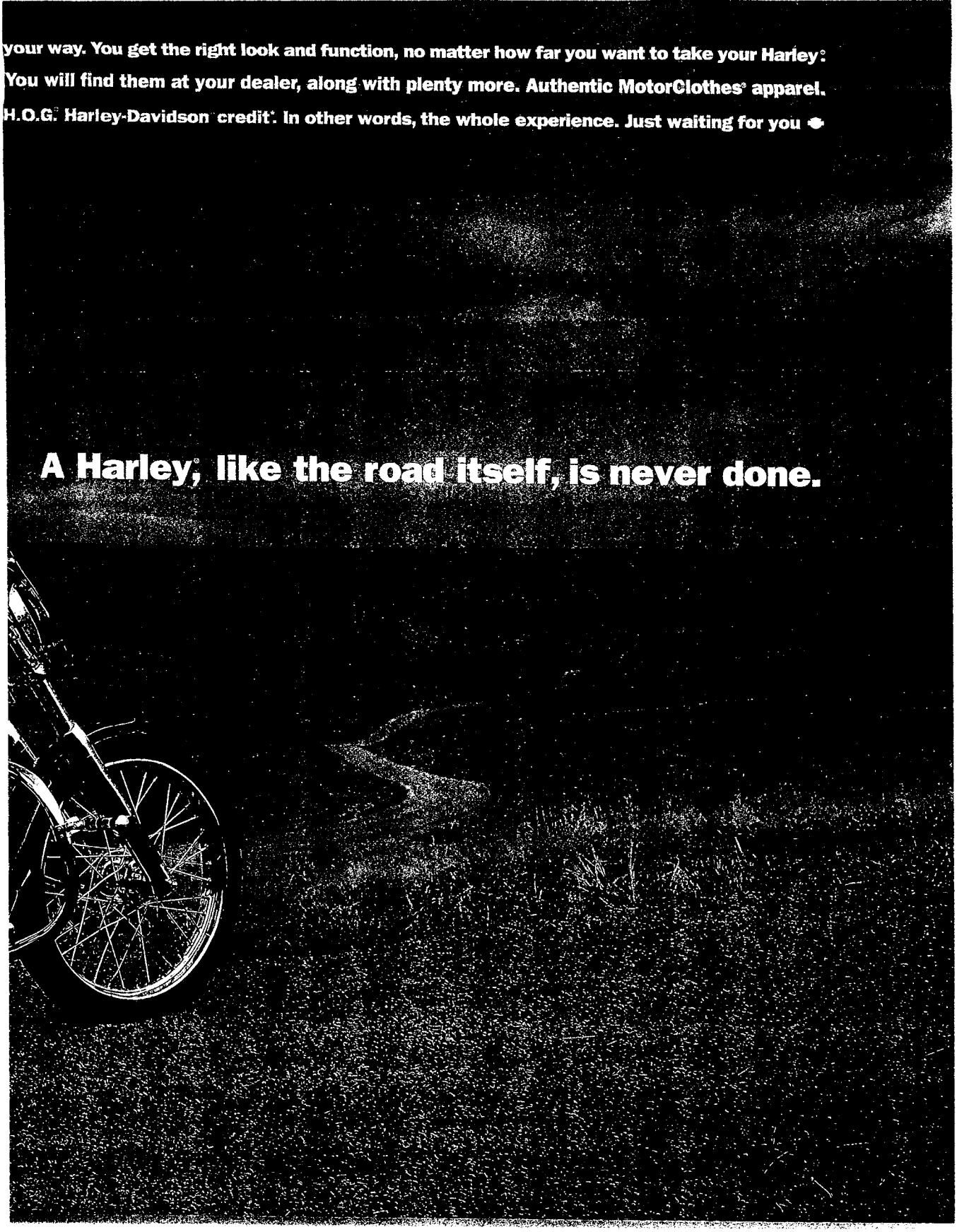
7 Except where prohibited by law.

WE CARE ABOUT YOU. Sign up for a Motorcycle Safety Foundation rider course today (For a course near you call 1-800-447-4700). When enjoying your Harley-Davidson® motorcycle be sure to ride safely and within the limits of the law and your abilities. Ride with your headlight on and watch out for the other person. Always wear a helmet, proper eyewear and appropriate clothing and insist your passenger does, too. Never ride while under the influence of alcohol or drugs. Know your Harley® and read and understand your owner's manual from cover to cover. Protect your privilege to ride by joining the American Motorcyclist Association. To locate the Harley-Davidson dealer in your area, call 1-800-443-2153 TOLL FREE in the U.S.A. and Canada or visit our web site at www.harley-davidson.com.

When you've put as many miles in the saddle as we have, you know. You can never get enough. It's that way with riding. And it's that way with the custom look you want to give your ride. To satisfy this urge there's a long succession of new Genuine Motor Accessories™ coming



your way. You get the right look and function, no matter how far you want to take your Harley®. You will find them at your dealer, along with plenty more. Authentic MotorClothes® apparel. H.O.G.® Harley-Davidson® credit®. In other words, the whole experience. Just waiting for you.



Harley-Davidson

THE LEGEND ROLLS ON

1-800-443-2153 www.harley-davidson.com

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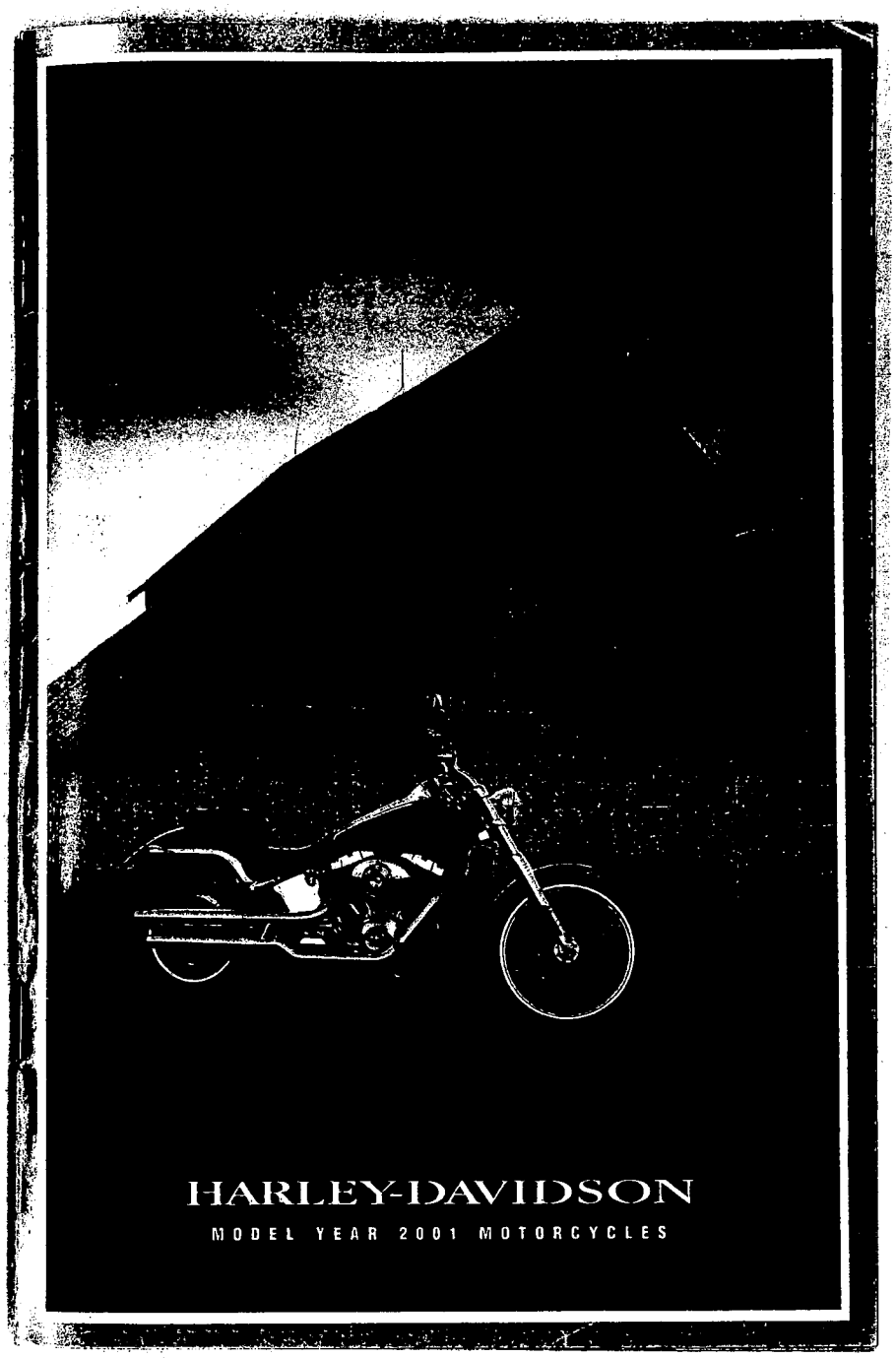
U.S. Trademark Opposition No. 91177156
H.D. Michigan, Inc. v. Bryan Broehm
Serial No. 78896325

Mark:

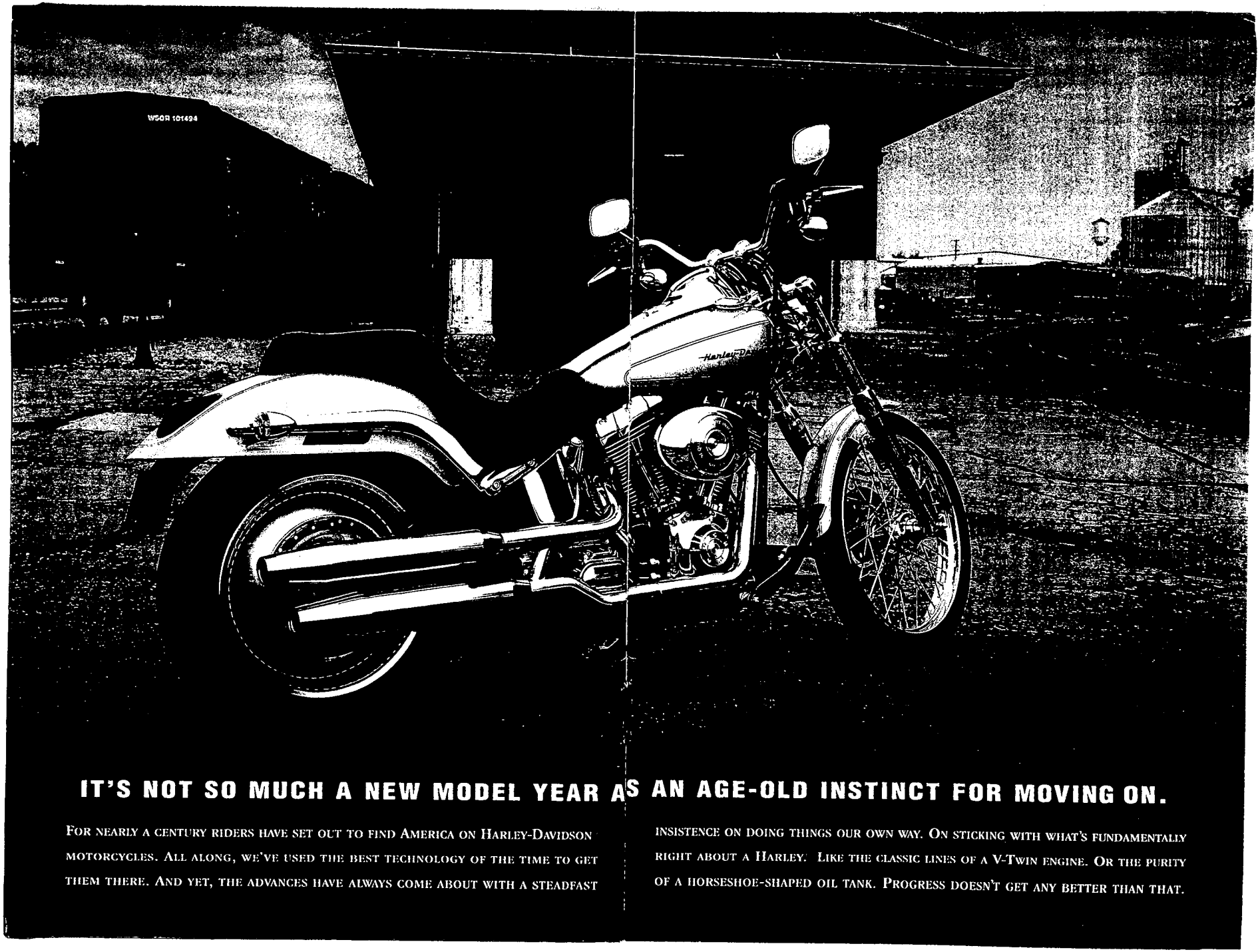
Deposition of Scott Beck

Exhibit 26



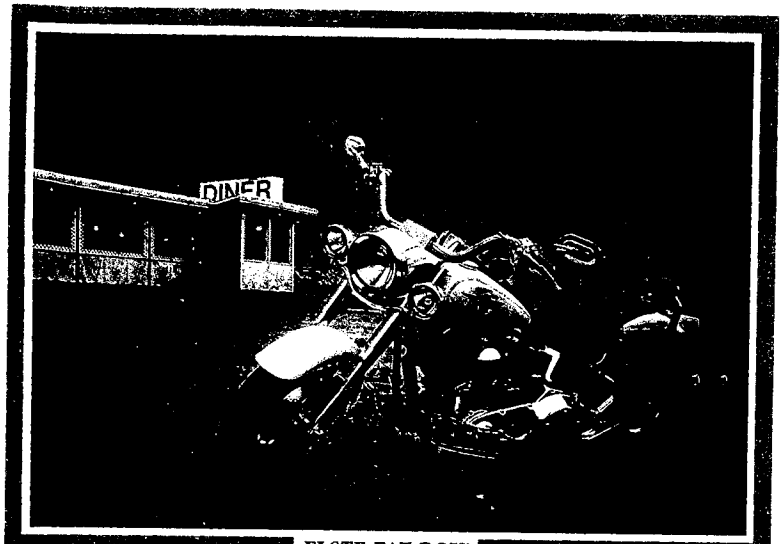
Opposition No. 91177156 Beck
H-D Michigan, Inc. v. Bryan Broehm
Opposer's Testimony Deposition
Exhibit No. 26 6-13-08 MEF

To some, it's just a road. An asphalt slab that can take you from here to there. Glide atop it on a Harley-Davidson® motorcycle, and suddenly it becomes something else. You see a different America. One where freedom still rings from chrome exhaust pipes. Take it all in. The worn-away road paint, the county fairs, the striped barbershop poles, every great little city and you. We build motorcycles for just such a country. And beyond the front wheel, it's waiting.



IT'S NOT SO MUCH A NEW MODEL YEAR AS AN AGE-OLD INSTINCT FOR MOVING ON.

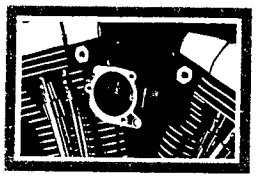
FOR NEARLY A CENTURY RIDERS HAVE SET OUT TO FIND AMERICA ON HARLEY-DAVIDSON MOTORCYCLES. ALL ALONG, WE'VE USED THE BEST TECHNOLOGY OF THE TIME TO GET THEM THERE. AND YET, THE ADVANCES HAVE ALWAYS COME ABOUT WITH A STEADFAST INSISTENCE ON DOING THINGS OUR OWN WAY. ON STICKING WITH WHAT'S FUNDAMENTALLY RIGHT ABOUT A HARLEY. LIKE THE CLASSIC LINES OF A V-TWIN ENGINE. OR THE PURITY OF A HORSESHOE-SHAPED OIL TANK. PROGRESS DOESN'T GET ANY BETTER THAN THAT.



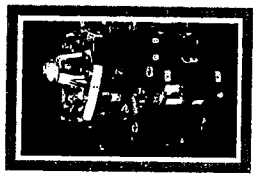
FLSTF FAT BOY®

★ SHOWN WITH GENUINE MOTOR ACCESSORIES ★

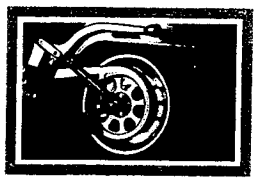
Good as a Softail® motorcycle looks when it rolls off the assembly line, you always want to take it further. Genuine Motor Accessories offer plenty to whet the appetite.



A sophisticated Electronic Fuel Injection system is new to our Softail® models, available as an option.

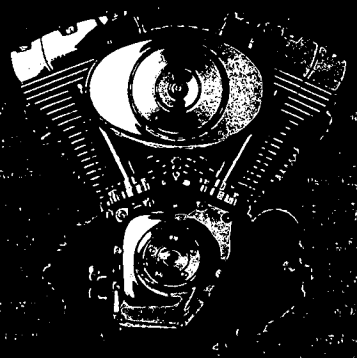


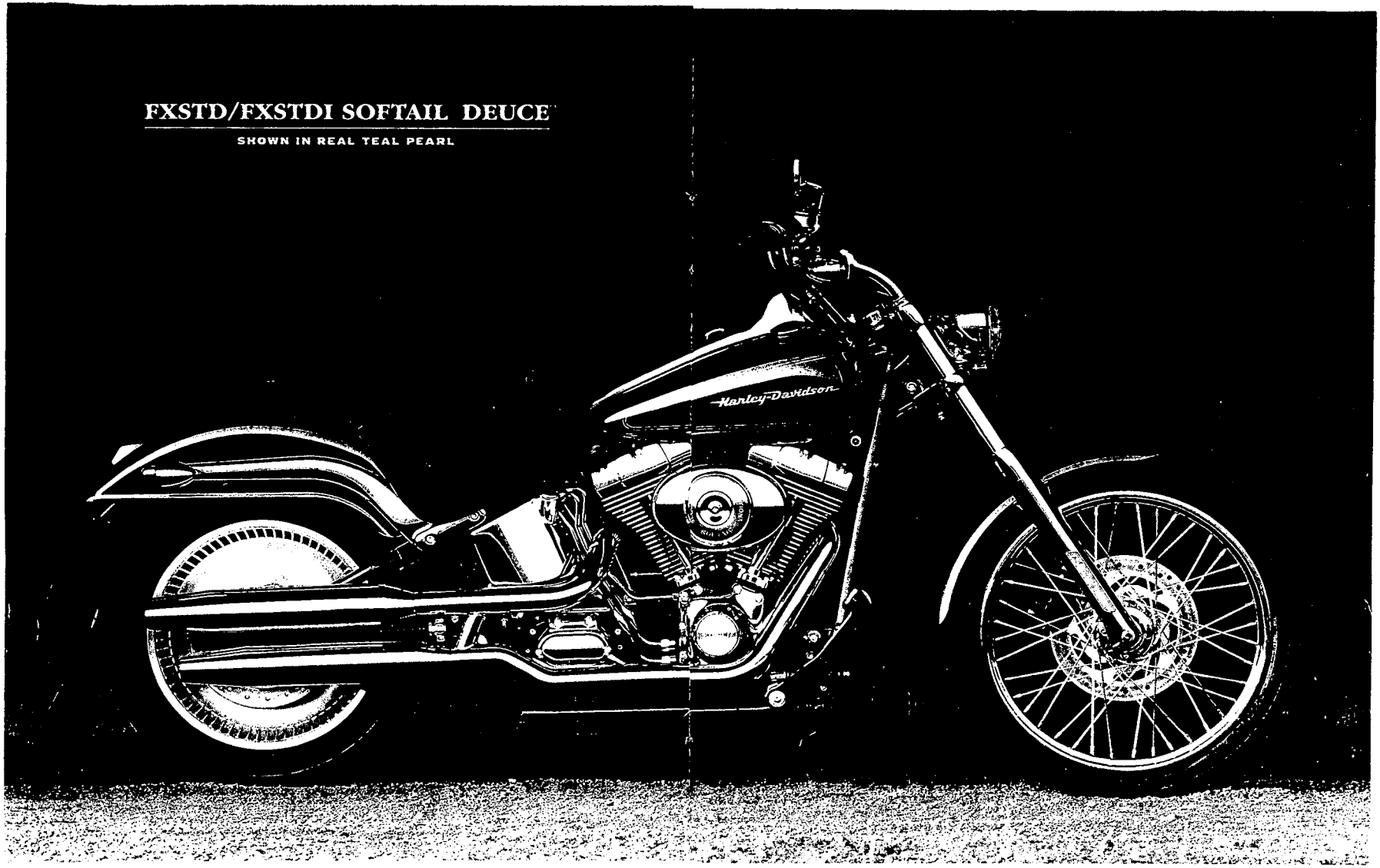
Thanks to twin counterbalancers inside the crankcase, riders say adios to primary engine vibrations.



The hardtail lines of the frame on our Softail® bikes, made possible by a hidden rear suspension system.

SOFTAIL

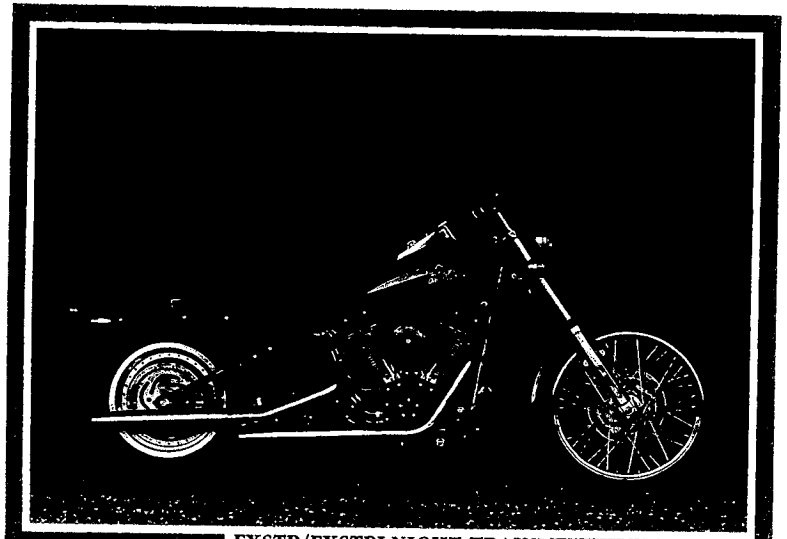




FXSTD/FXSTDI SOFTAIL DEUCE™

SHOWN IN REAL TEAL PEARL

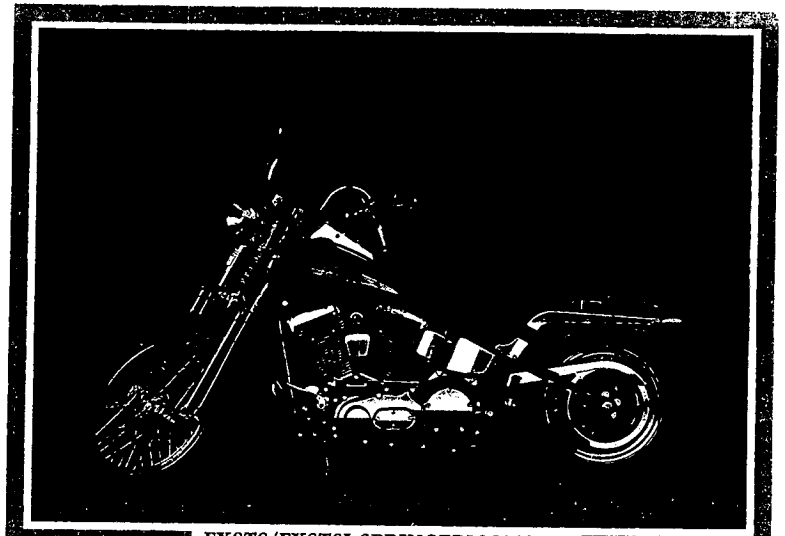
THERE ARE BIKES YOU DREAM OF OWNING. THEN THERE ARE BIKES THAT CHANGE THE WAY YOU DREAM. TAKE IN THE TOTAL EFFECT OF THE DEUCE,™ AND FANTASIES WILL NEVER BE THE SAME. NOTICE THE WAY PULLBACK RISERS COMPLETE THE LINES OF THE FRONT FORK, THEN FLOW ONTO THE CHROME CONSOLE. IT RESTS ON A STRETCHED TANK, SO YOU GET EXTRA INCHES OF RIGHTNESS. BULLET-STYLE SIGNALS, SOLID REAR WHEEL, AND A UNIQUE REAR FENDER; THE DESIGN WORKS PERFECTLY WITH THE SCULPTED SUPPORTS. IT'S SMOOTH. AS IS THE TWIN CAM 88B,™ WITH CARB OR EFI. EVEN WITH THE NAME DEUCE, THERE'S NOT ANOTHER LIKE IT.



FXSTB/FXSTBI NIGHT TRAIN™

CHOOSE TRADITIONAL BLACK OR NEW JADE SUNGLO. EITHER LOOK WILL KNOCK YOUR LIGHTS OUT.

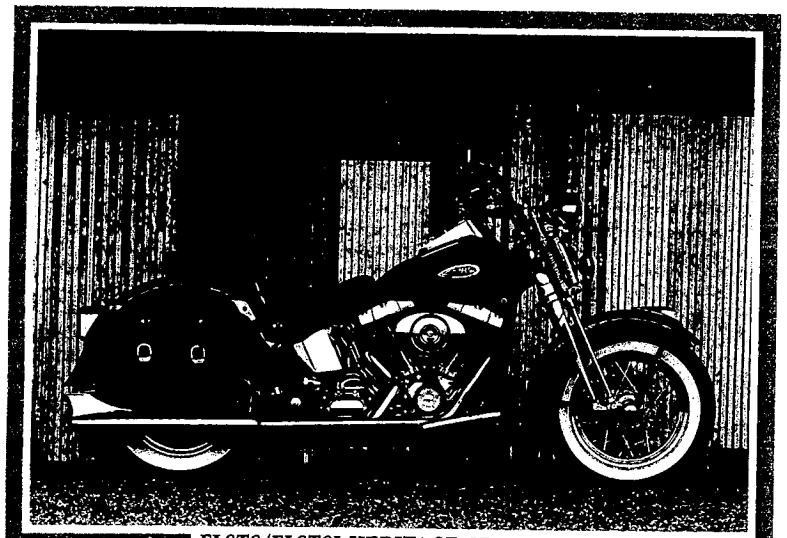
SHOWN IN JADE SUNGLO PEARL



FXSTS/FXSTSI SPRINGER™ SOFTAIL®

THE BRILLIANT FRONT END IS A PERFECT REASON TO SWING A LEG OFF THE BIKE AND JUST LOOK.

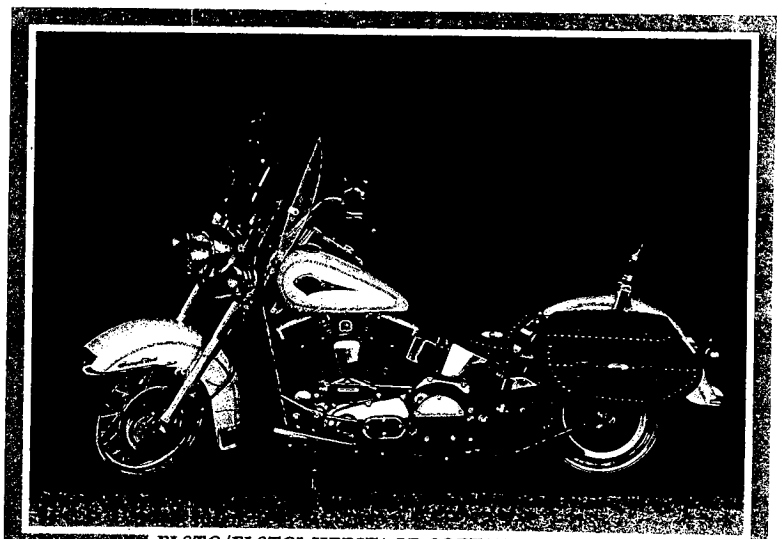
SHOWN IN LUXURY BLUE PEARL



FLSTS/FLSTSI HERITAGE SPRINGER®

THE CLEAN NEW SEAT AND SADDLEBAG STYLE LETS THE HERITAGE SHOW THROUGH STRONGER THAN EVER.

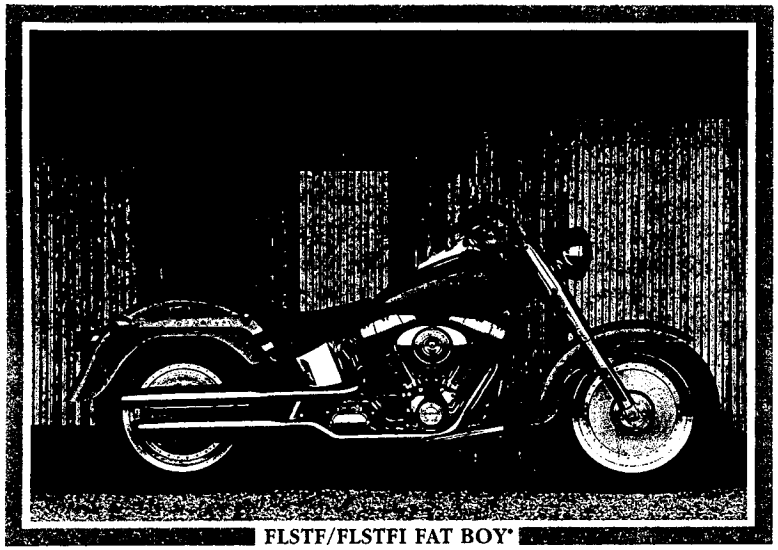
SHOWN IN SUEDE GREEN & BLACK



FLSTC/FLSTCI HERITAGE SOFTAIL® CLASSIC

STUDDED LEATHER BAGS. BIG FENDERS. BURLY FORK TUBES. THIS IS THE WAY TO FIND AMERICA.

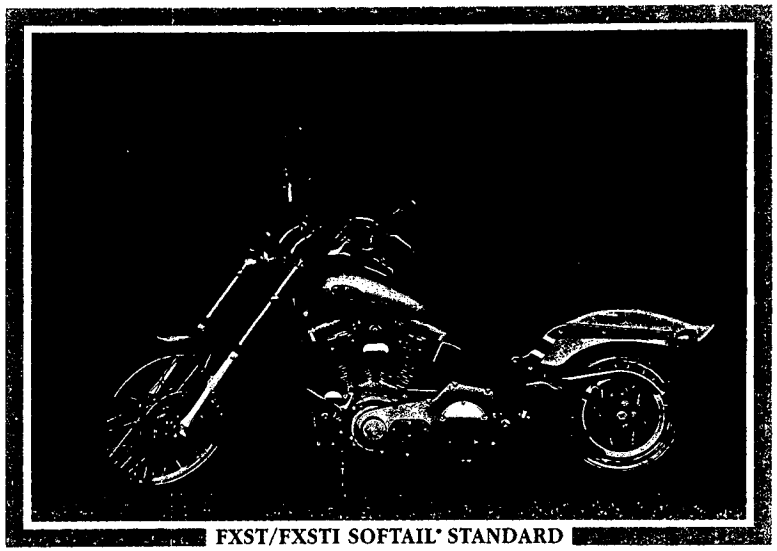
SHOWN IN WHITE PEARL



FLSTF/FLSTFI FAT BOY®

FOR THOSE THAT LOVE 'EM LARGE, THIS ONE HAS MORE THAN JUST A LITTLE MEAT ON ITS BONES.

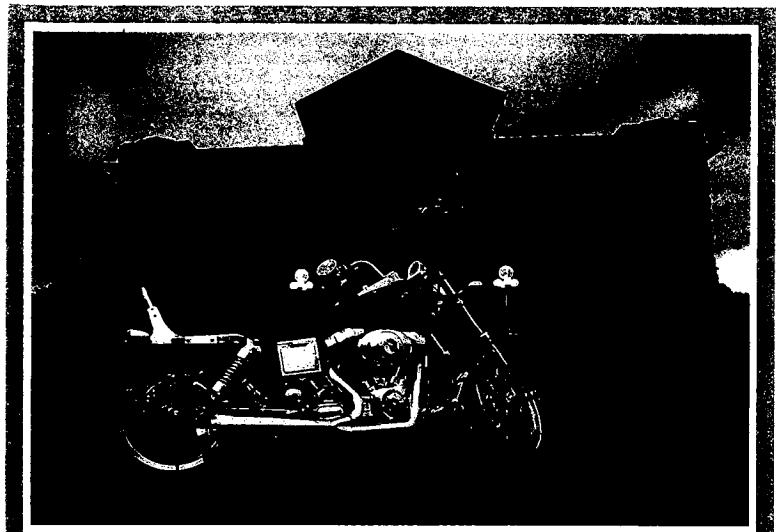
SHOWN IN CHROME YELLOW PEARL



FXST/FXSTI SOFTAIL® STANDARD

PURE LOOKS. A HEART-THUMPING V-TWIN. PERFECT FOR FINDING THE TOWN OF WHO KNOWS WHERE.

SHOWN IN DIAMOND ICE PEARL



FXDWG DYNA WIDE GLIDE®

★ SHOWN WITH GENUINE MOTOR ACCESSORIES ★

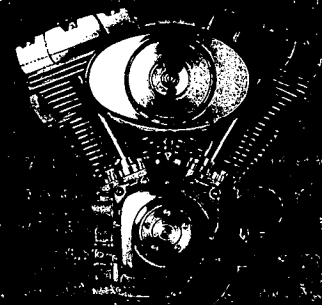
As if chrome wasn't temptation enough, you also have a multitude of options from our Color Shop. You're looking at classic ice red flames over a burgundy base.

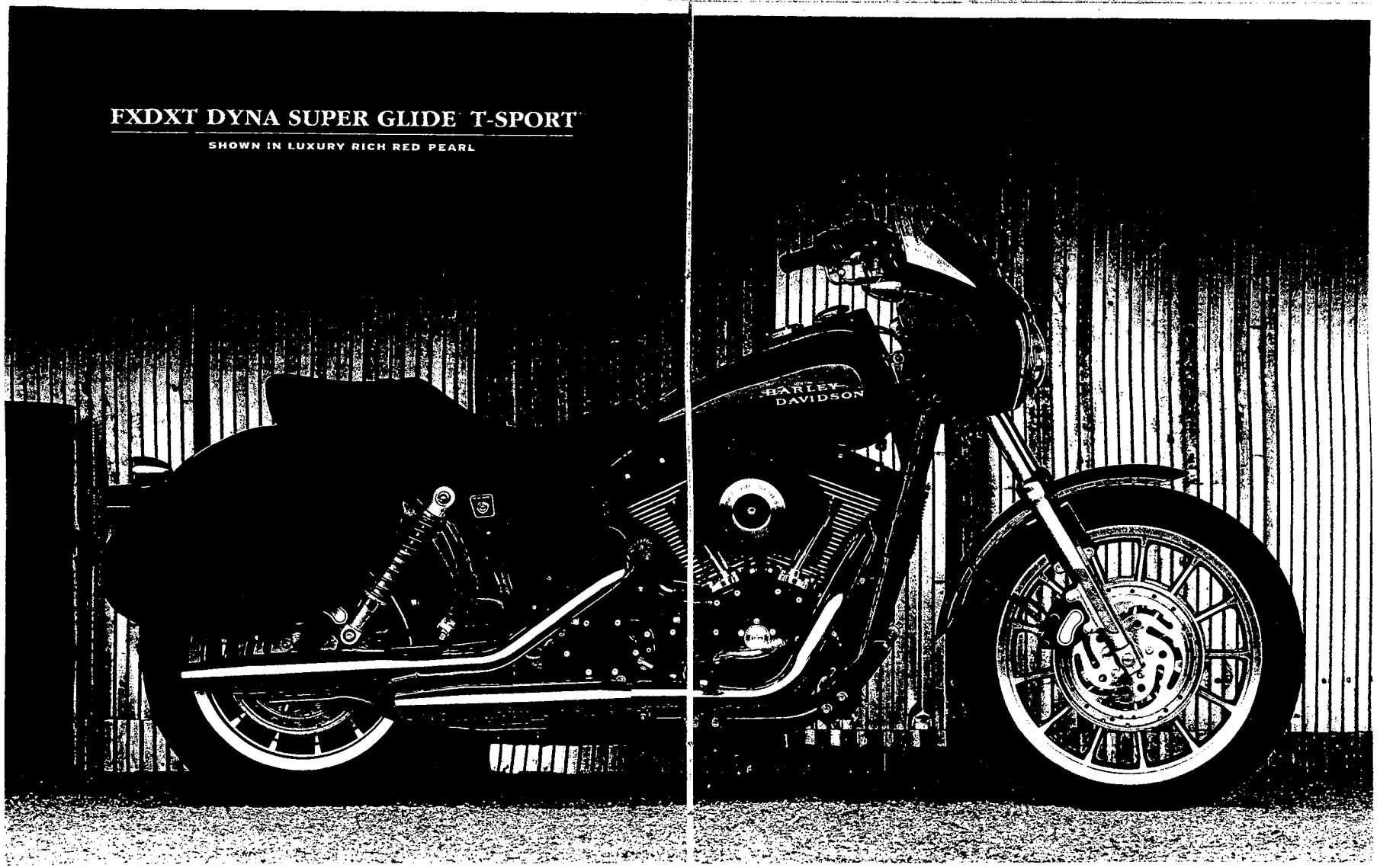
Optional H-D® Factory Security System disables the ignition if your ride is getting unwelcome attention.

Fine-tune the windshield position on the new T-Sport™ to fend off wind, rain, insect swarms, etc.

Improved self-canceling turn signals incorporate inputs like speed and lean angle for accuracy.

DYNA GLIDE®

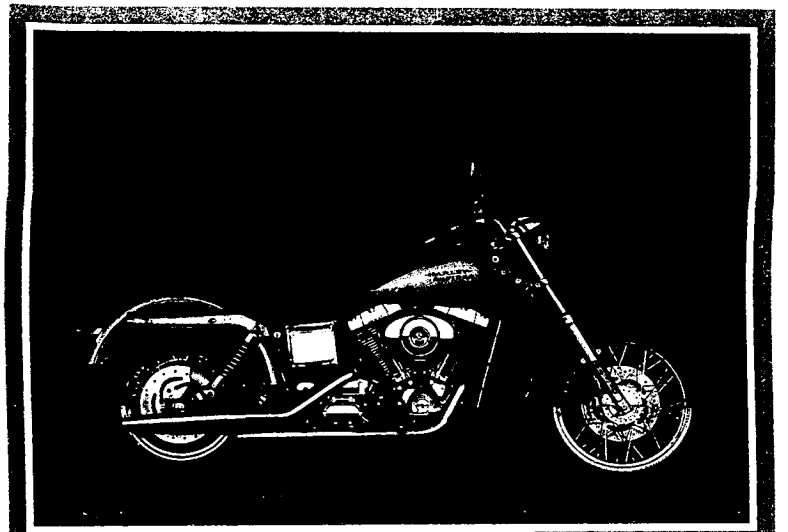




FXDXT DYNA SUPER GLIDE T-SPORT

SHOWN IN LUXURY RICH RED PEARL

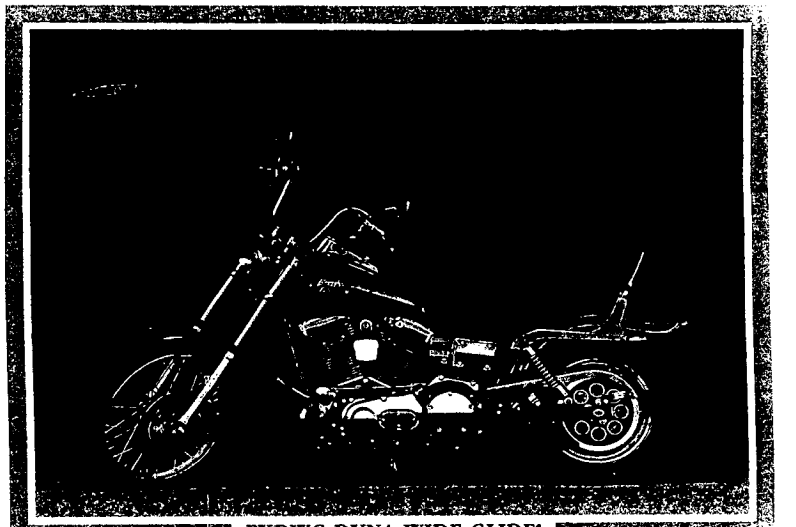
THE INTERESTING TOWNS ARE FOUND OFF THE BEATEN PATH. DOWN CURVY ROADS THAT GIVE HEADACHES TO MAP MAKERS. AND MILE-WIDE GRINS TO RIDERS OF THE NEW T-SPORT.™ IT'S BUILT FOR BIG HAIRPIN TURNS. POWERFUL TWIN CAM 88,™ ADJUSTABLE SUSPENSION, 28° STEERING HEAD. YOU GET A SPORT FAIRING, WITH ADJUSTABLE WINDSHIELD HEIGHT AND ANGLE. WITH ALL THE COMFORT FEATURES, TRIPLE DISC BRAKES MAY BE THE ONLY THING CAPABLE OF STOPPING YOU. LONG-DISTANCE SEAT AND TIRES. SADDLEBAGS THAT EXPAND. AND DETACH, SO THEY GO WHERE YOU DO. WITH A BIKE LIKE THIS, WHO KNOWS WHERE THAT WILL BE.



FXDL DYNA LOW RIDER*

NOW SITS JUST 25" ABOVE THE EARTH. THE LOW RIDER* HAS NEVER LIVED DOWN TO ITS NAME LIKE THIS.

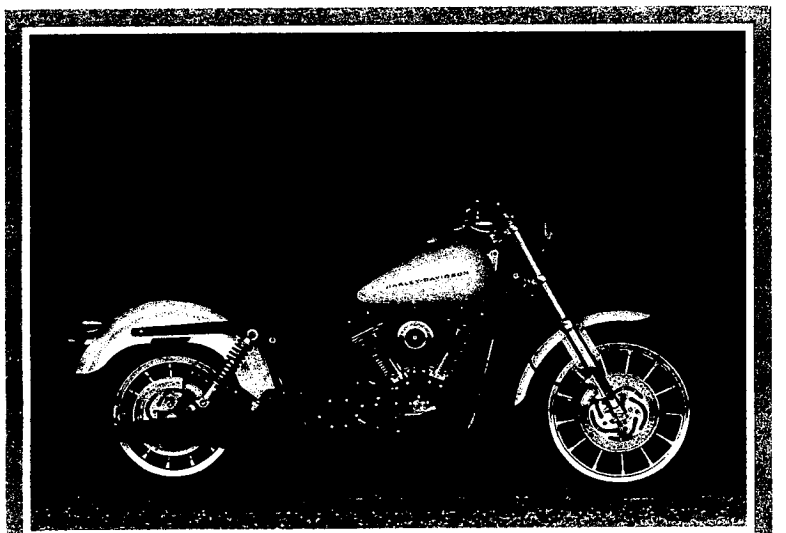
SHOWN IN CONCORD PURPLE & DIAMOND ICE



FXDWG DYNA WIDE GLIDE*

CHROMED TO THE HILT AND TOPPED BY A NEW TWO-UP SEAT. GOING NOWHERE NEVER LOOKED BETTER.

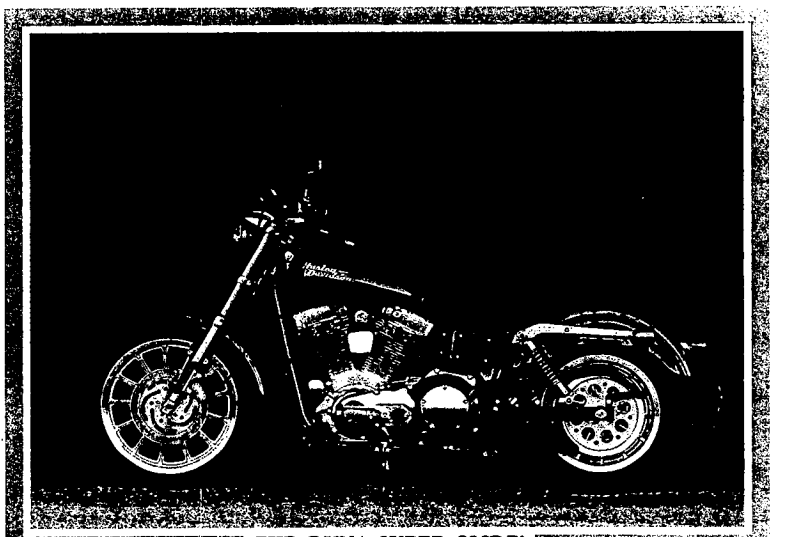
SHOWN IN CONCORD PURPLE PEARL



FXDX DYNA SUPER GLIDE* SPORT

PREMIUM SUSPENSION. CLOAKED-IN-BLACK TWIN CAM 88.™ MIGHT CERTAINLY DOES MAKE RIGHT.

SHOWN IN WHITE PEARL

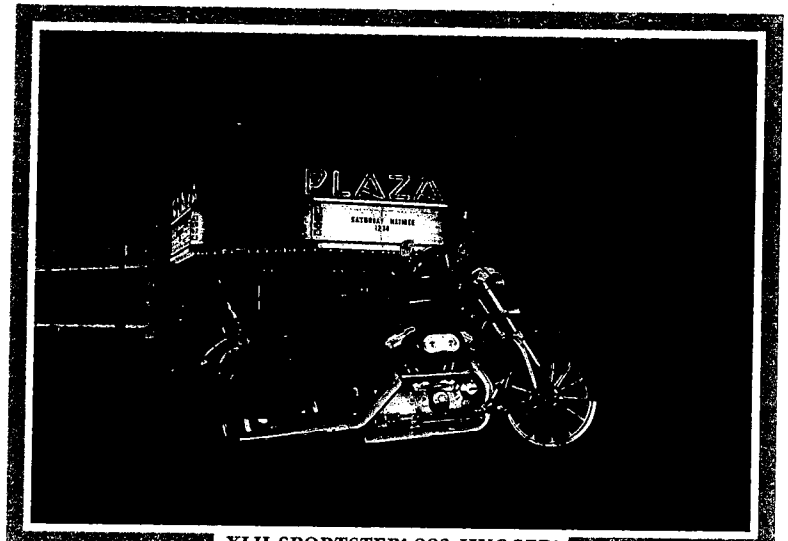


FXD DYNA SUPER GLIDE*

FROM POLISHED BIG TWIN TO FAT BOB TANK, IT'S PURE, BACK-TO-THE-BASICS PLEASURE.

SHOWN IN LUXURY BLUE PEARL

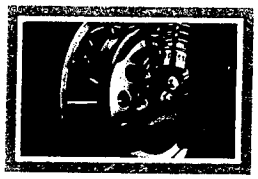
*BLACKED-OUT PIPES NOT AVAILABLE IN ALL MARKETS



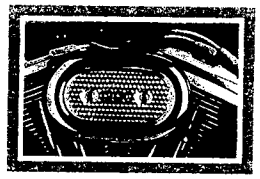
XLH SPORTSTER® 883 HUGGER®

★ SHOWN WITH GENUINE MOTOR ACCESSORIES ★

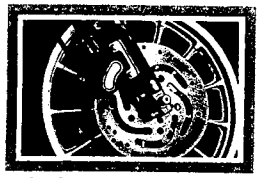
Start with a look that sends ordinary streetbikes whimpering for the garage, then go to work with Genuine Motor Accessories to add your own custom touch.



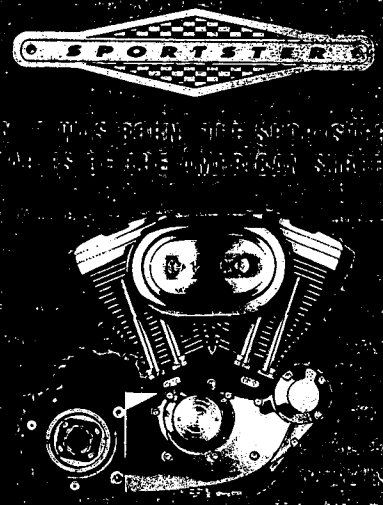
We send power to the ground via belt drive. Because torque is a terrible thing to waste.

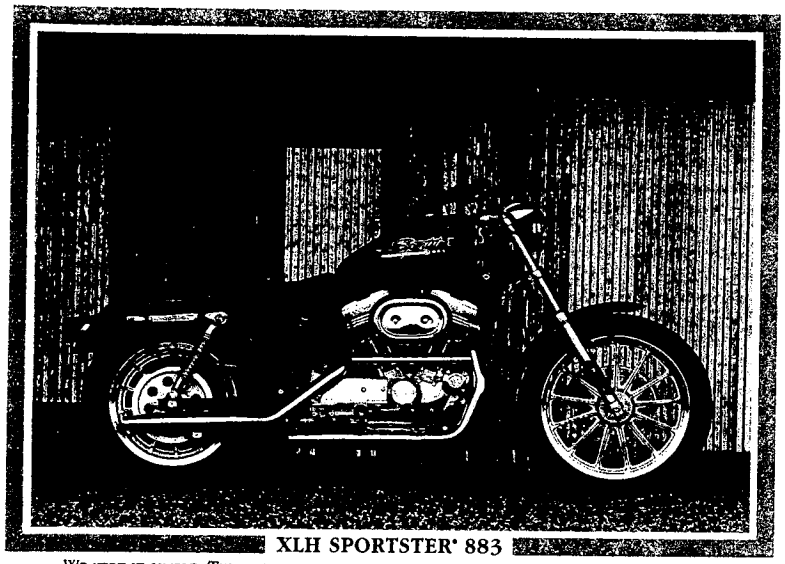


Dual-spark ignition, high-compression heads and high-performance cams in the XL™ 1200S.



The four-piston caliper and patented uniform-expanding rotor of our unique disc brakes.

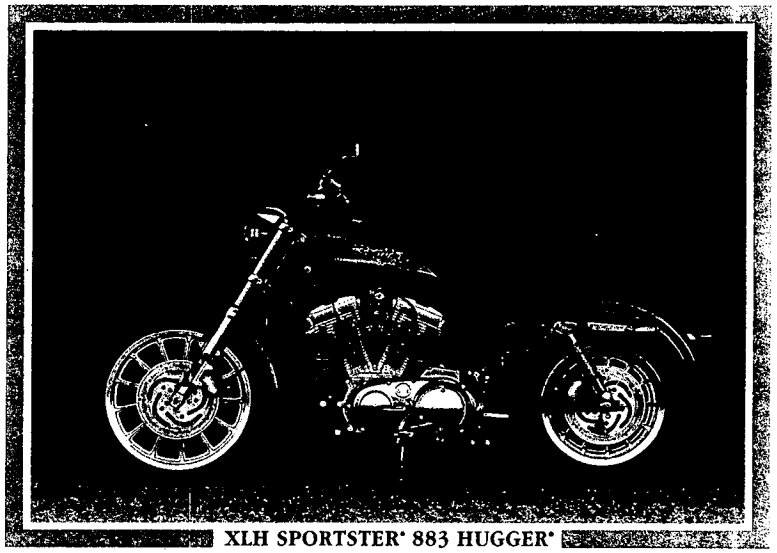




XLH SPORTSTER® 883

WE KEPT IT SIMPLE. THE RAW-BONED EXPERIENCE OF THE ROAD, BOUND IN CHROME AND STEEL.

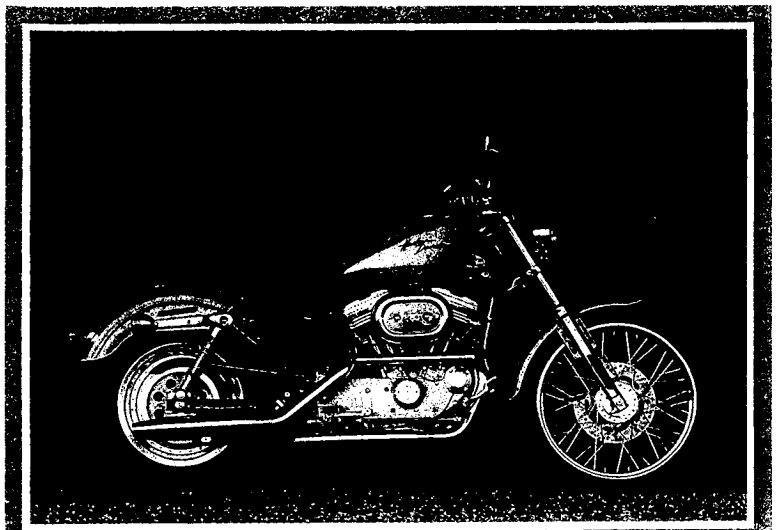
SHOWN IN LUXURY BLUE PEARL



XLH SPORTSTER® 883 HUGGER®

BACK POCKETS RIDE JUST 27" FROM PAVEMENT. PERFECT FOR THOSE WITH A HEALTHY LOVE FOR ROAD.

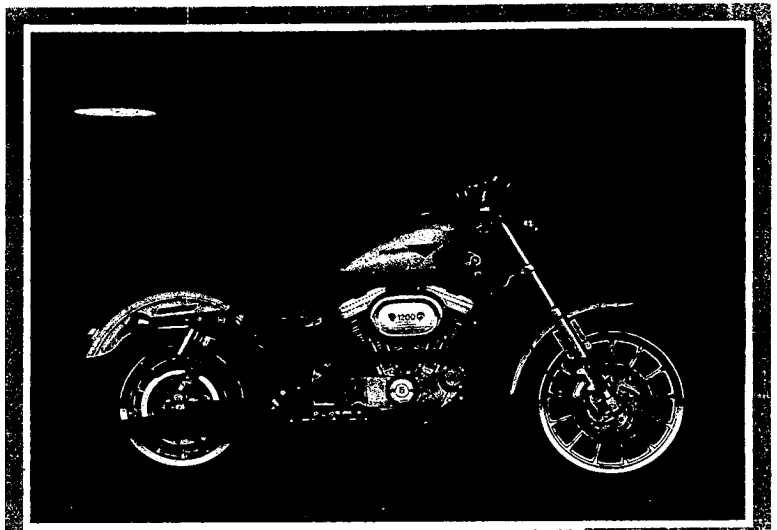
SHOWN IN VIVID BLACK



XL 883C SPORTSTER® 883 CUSTOM

DRAG BARS. CUSTOM SEAT AND WHEELS. THE FRAME IS NARROW. THE STYLING IS LAID ON THICK.

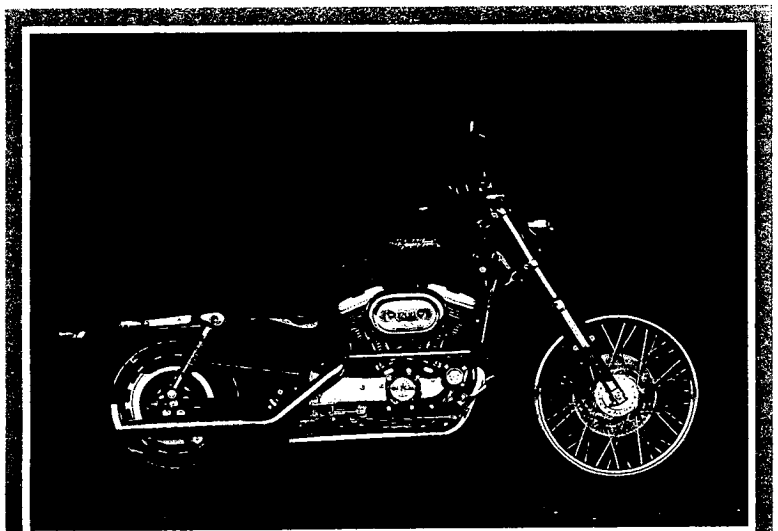
SHOWN IN CHROME YELLOW PEARL



XL 1200S SPORTSTER® 1200 SPORT

HOT CAMS. DUAL-PLUG HEADS. 12-WAY ADJUSTABLE SUSPENSION. BARE TEETH. TURN THROTTLE.

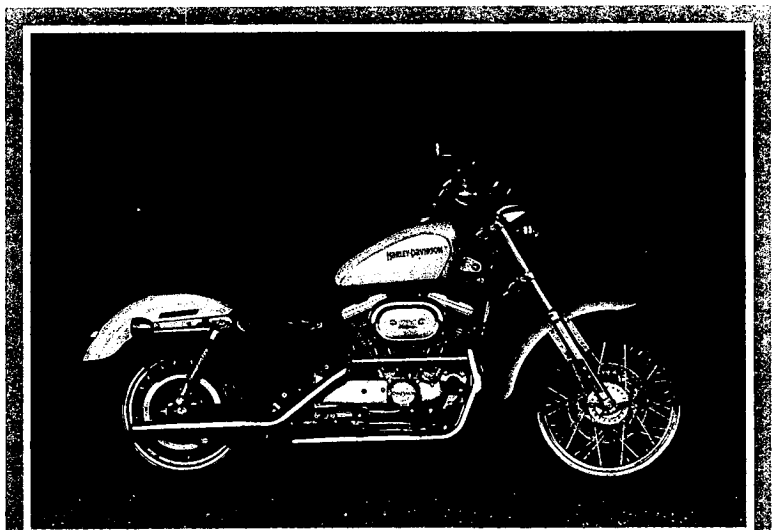
SHOWN IN DIAMOND ICE PEARL



XL 1200C SPORTSTER® 1200 CUSTOM

SLOTTED REAR DISC. 21" LACED FRONT WHEEL. 1200 EVOLUTION® PARKED IN BETWEEN. IT'S ALL GOOD.

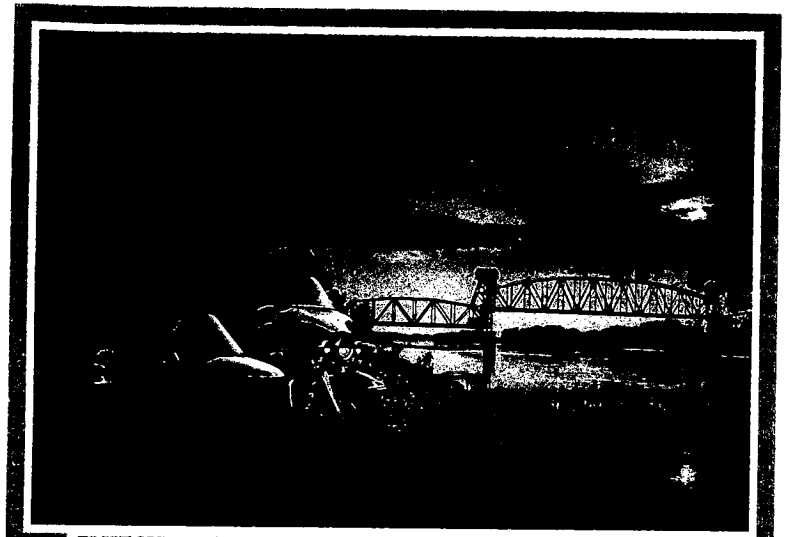
SHOWN IN JADE SUNGLO PEARL



XLH SPORTSTER® 1200

GRAB A FISTFUL OF 1200CC EVOLUTION® ENGINE. YOUR INSTINCT WILL KNOW WHAT TO DO NEXT.

SHOWN IN WHITE PEARL

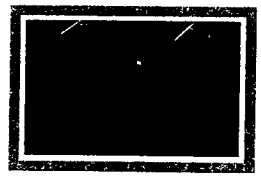


FLHTCUI ULTRA CLASSIC® ELECTRA GLIDE® WITH SIDECAR

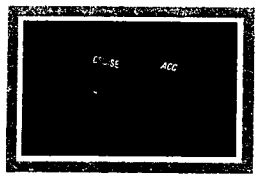
★ SHOWN WITH GENUINE MOTOR ACCESSORIES ★

To the King of the Highway, we add the king of all motorcycle accessories. It's just one of the show-stopping goodies we have waiting for your touring rig.

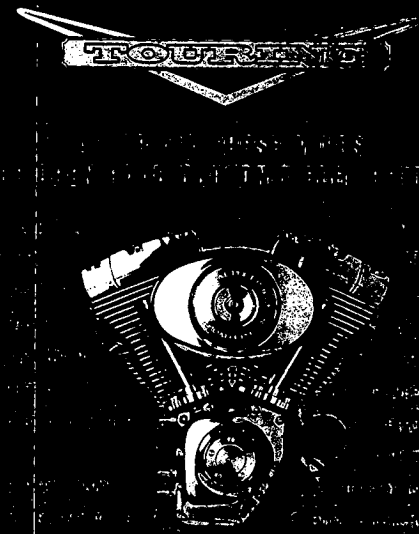
Our cast touring wheels reduce unsprung weight, making your ride feel even better.

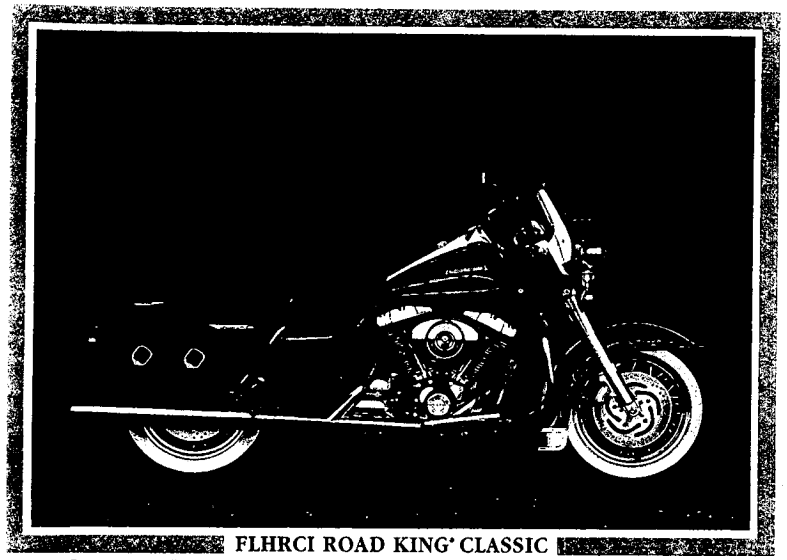


Sound-equipped models include finger-tip controls and powerful new speakers.



State-of-the-art electronic cruise control on the Ultra Classic® and Road Glide®

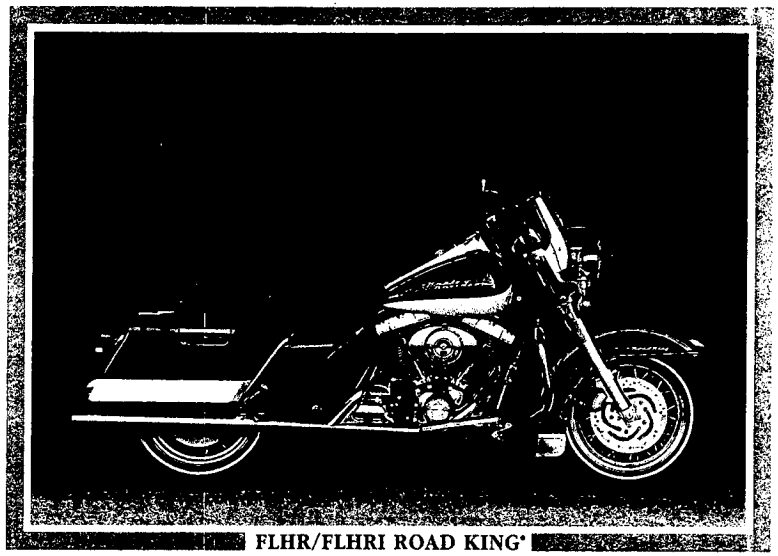




FLHRCI ROAD KING® CLASSIC

CLASSIC LOOK. PLUSH RIDE. PERFECT FOR EXPLORING THIS BIG COUNTRY ONE TOWN AT A TIME.

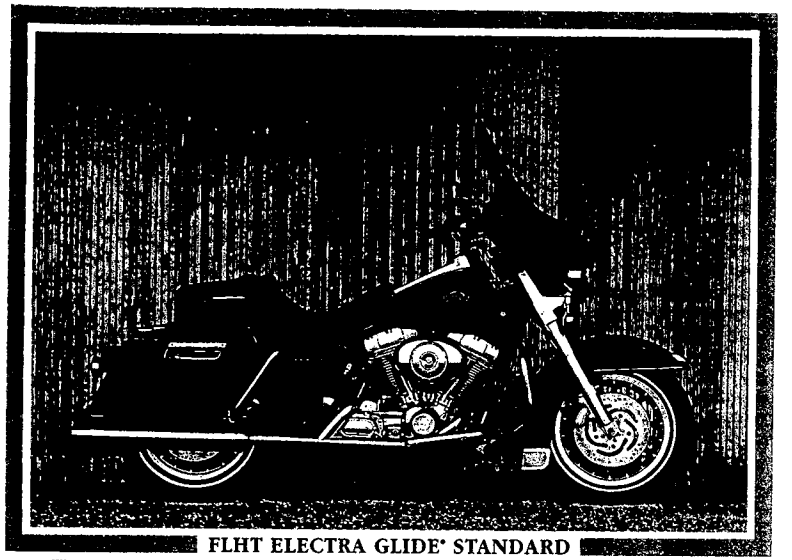
SHOWN IN LUXURY BLUE & DIAMOND ICE



FLHR/FLHRI ROAD KING®

OPEN-ROAD STYLING SO CLASSIC THAT EVEN THE TUMBLEWEEDS WILL STOP TO ENJOY THE SIGHT.

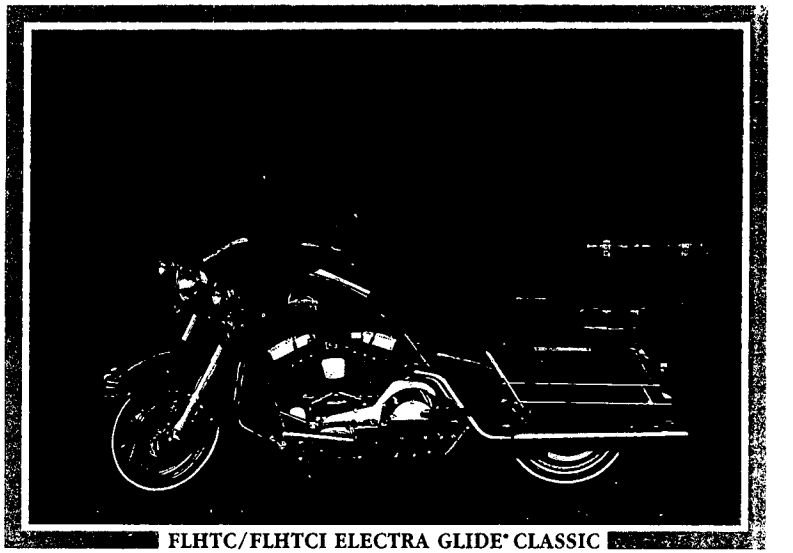
SHOWN IN REAL TEAL & BIRCH WHITE



FLHT ELECTRA GLIDE® STANDARD

WHEN YOU'RE READY FOR THE FULL HARLEY-DAVIDSON® TOURING EXPERIENCE, IT ALL STARTS HERE.

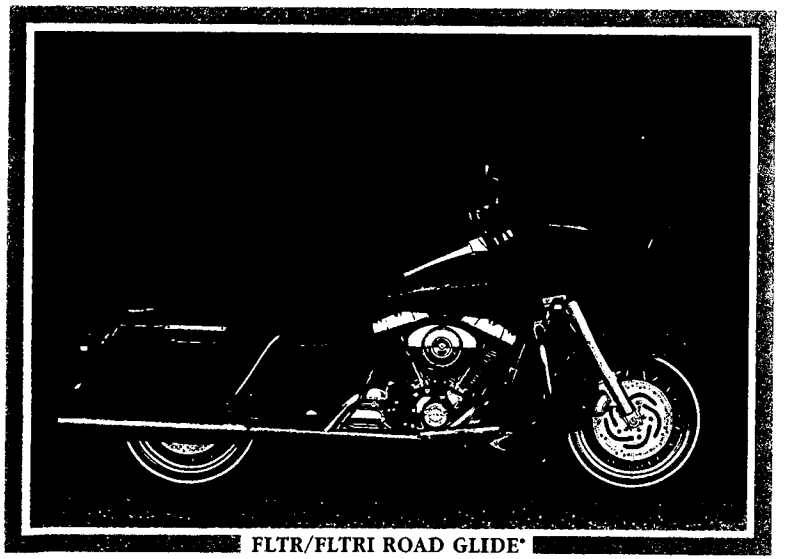
SHOWN IN VIVID BLACK



FLHTC/FLHTCI ELECTRA GLIDE® CLASSIC

ONE LOOK WILL HAVE YOU DREAMING OF ENDLESS HIGHWAYS THAT DRAIN INTO SETTING SUNS.

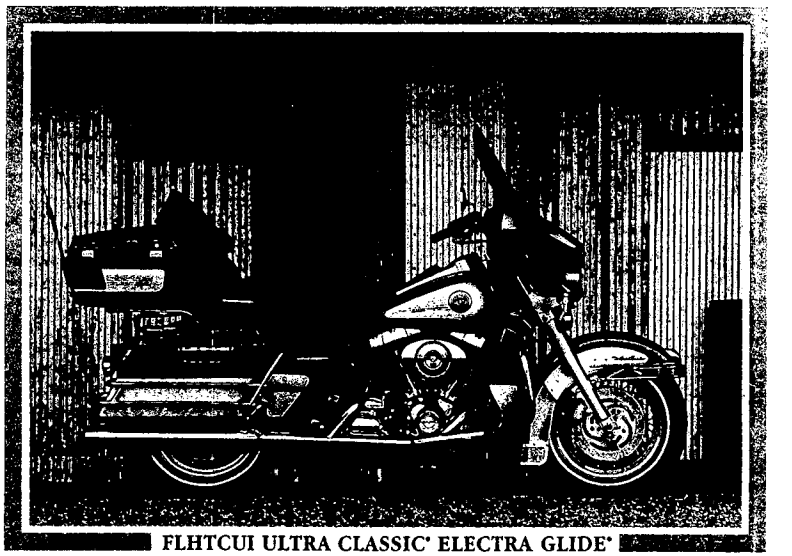
SHOWN IN SUEDE GREEN & BLACK



FLTR/FLTRI ROAD GLIDE®

CLEAN CUSTOM STYLING WITH FULL TOURING CREDENTIALS, INCLUDING NEW CRUISE CONTROL.

SHOWN IN LUXURY RICH RED PEARL



FLHTCUI ULTRA CLASSIC® ELECTRA GLIDE®

PREMIUM SOUND. FULL LUGGAGE. THE ONLY THING WE DON'T INCLUDE IS THE ABILITY TO STAY PUT.

SHOWN IN CONCORD PURPLE & DIAMOND ICE

	XLH SPORTSTER® 883 HUGGER®	XLH SPORTSTER® 1200[4]	XL 1200C SPORTSTER® 1200 CUSTOM	FXDX DYNA SUPER GLIDE® SPORT	FXDL DYNA LOW RIDER®	FXST/FXSTI SOFTAIL® STANDARD
SEAT HEIGHT (IN./MM)[1]	27.1/688.3	28.9/733.5	27.6/699.5	27.3/691.6	25.2/639.6	26.1/662.4
DRY WEIGHT (LBS./KG)	486.0/220.6	491.0/222.9	491.0/222.9	619.0/281.0	614.0/278.8	628.6/285.4
ENGINE	OHV V²® Evolution®[7]	OHV V²® Evolution®[7]	OHV V²® Evolution®[7]	Twin Cam 88™ vibration isolation-mounted[7]	Twin Cam 88™ vibration isolation-mounted[7]	Twin Cam 88B™ (balanced)[7]
DISPLACEMENT (CU. IN./CC)	53.86/883	73.20/1200	73.20/1200	88.0/1450	88.0/1450	88.0/1450
FUEL SYSTEM	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)
FUEL CAPACITY (U.S. GALS.) (INCLUDES RESERVE ON CARB. MODELS)	3.3	3.3	3.3	4.9	4.9	5.0
MILES PER GALLON[2]	57 hwy/48 city	52 hwy/45 city	52 hwy/45 city	50 hwy/42 city	50 hwy/42 city	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city
COLOR OPTIONS[3]	Vivid black, jade sunglo pearl, real teal pearl, white pearl, luxury rich red pearl, concord purple pearl, chrome yellow pearl, bronze pearl	Vivid black, luxury blue pearl, jade sunglo pearl, white pearl, luxury rich red pearl, chrome yellow pearl, 2-tone luxury blue & diamond ice, 2-tone luxury rich red & black, 2-tone vivid black & chrome yellow	Vivid black, luxury blue pearl, diamond ice pearl, jade sunglo pearl, luxury rich red pearl, concord purple pearl, bronze pearl, 2-tone luxury blue & diamond ice, 2-tone luxury rich red & black, 2-tone vivid black & chrome yellow, 2-tone concord purple & diamond ice	Vivid black, diamond ice pearl, jade sunglo pearl, white pearl, luxury rich red pearl, concord purple pearl, chrome yellow pearl	Vivid black, diamond ice pearl, jade sunglo pearl, real teal pearl, luxury rich red pearl, concord purple pearl, chrome yellow pearl, bronze pearl, 2-tone luxury blue & diamond ice, 2-tone luxury rich red & black, 2-tone vivid black & chrome yellow, 2-tone concord purple & diamond ice	Vivid black, luxury blue pearl, diamond ice pearl, luxury rich red pearl
MSRP[4]	$6,055	$7,895	$8,995	$13,720	$14,595	$12,535
COLOR OPTIONS: PEARL	180	180	180	240	240	240
COLOR OPTIONS: TWO-TONE	N/A	420	420	N/A	585	N/A
LACED WHEEL OPTION (IF APPLICABLE)	320	320	STD Front	320	320	STD
ESPFI	N/A	N/A	N/A	N/A	N/A	800
H-D® FACTORY SECURITY SYSTEM	N/A	N/A	N/A	250	250	250
CALIFORNIA EMISSIONS (IF APPLICABLE)	120	120	120	290	290	Carb: 290 ESPFI: 100
FREIGHT[5]	180	180	180	205	205	205

1. Depending on bike, component tolerances, weather conditions, engine condition and vehicle configuration, peak-form mileage will vary.
2. Availability of colors may vary from model to dealer and is subject to change without notice.
3. Prices listed are the Manufacturer's Suggested Retail Prices for models including color, pearl, laced wheels and carburetor. As noted in the chart on the left, options such as color, laced wheels and fuel systems are available at additional cost. Prices set up by dealers, taxes, title and licensing not are subject to change. Dealer prices may vary.
4. Freight price applies to the 48 contiguous states and Alaska only.
5. Model not available in all markets.
6. Recommended 91 octane or higher fuel (R+M)/2.

	FXSTD/FXSTDI SOFTAIL® DEUCE™	FLSTF/FLSTFI FAT BOY®	FLSTS/FLSTSI HERITAGE SPRINGER®
SEAT HEIGHT (IN./MM)[1]	26.0/658.9	25.5/647.2	25.9/657.3
DRY WEIGHT (LBS./KG)	644.6/292.7	665.6/302.2	716.6/325.4
ENGINE	Twin Cam 88B™ (balanced)[7]	Twin Cam 88B™ (balanced)[7]	Twin Cam 88B™ (balanced)[7]
DISPLACEMENT (CU. IN./CC)	88.0/1450	88.0/1450	88.0/1450
FUEL SYSTEM	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)
FUEL CAPACITY (U.S. GALS.) (INCLUDES RESERVE ON CARB. MODELS)	4.9	5.0	5.0
MILES PER GALLON[2]	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 50 hwy/41 city ESPFI: 50 hwy/43 city
COLOR OPTIONS[3]	Vivid black, luxury blue pearl, diamond ice pearl, real teal pearl, luxury rich red pearl, concord purple pearl, 2-tone luxury blue & diamond ice, 2-tone luxury rich red & black, 2-tone concord purple & diamond ice	Vivid black, diamond ice pearl, jade sunglo pearl, real teal pearl, white pearl, luxury rich red pearl, concord purple pearl, chrome yellow pearl, bronze pearl, 2-tone luxury blue & diamond ice, 2-tone real teal & birch white, 2-tone luxury rich red & black, 2-tone vivid black & chrome yellow, 2-tone concord purple & diamond ice	2-tone luxury blue & diamond ice, 2-tone real teal & birch white, 2-tone luxury rich red & black, 2-tone suede green & black, 2-tone concord purple & diamond ice
MSRP[4]	$16,235	$15,495	$17,545
COLOR OPTIONS: PEARL	240	240	N/A
TWO-TONE	585	585	STD
LACED WHEEL OPTION (IF APPLICABLE)	STD Front	N/A	STD
ESPFI	800	800	800
H-D® FACTORY SECURITY SYSTEM	250	250	250
CALIFORNIA EMISSIONS (IF APPLICABLE)	Carb: 290 ESPFI: 100	Carb: 290 ESPFI: 100	Carb: 290 ESPFI: 100
FREIGHT[5]	205	205	205

	FLHTC/FLHTCI ELECTRA GLIDE® CLASSIC[1]	FLHR/FLHRI ROAD KING®	FLTR/FLTRI ROAD GLIDE®[1]
SEAT HEIGHT (IN./MM)[1]	27.3/692.9	27.3/692.9	26.9/682.7
DRY WEIGHT (LBS./KG)	776.0/352.3	723.0/328.2	731.0/331.9
ENGINE	Twin Cam 88™ vibration isolation-mounted[7]	Twin Cam 88™ vibration isolation-mounted[7]	Twin Cam 88™ vibration isolation-mounted[7]
DISPLACEMENT (CU. IN./CC)	88.0/1450	88.0/1450	88.0/1450
FUEL SYSTEM	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)
FUEL CAPACITY (U.S. GALS.) (INCLUDES RESERVE ON CARB. MODELS)	5.0	5.0	5.0
MILES PER GALLON[2]	Carb: 46 hwy/37 city ESPFI: 46 hwy/39 city	Carb: 46 hwy/37 city ESPFI: 46 hwy/39 city	Carb: 46 hwy/37 city ESPFI: 46 hwy/39 city
COLOR OPTIONS[3]	Vivid black, luxury blue pearl, jade sunglo pearl, luxury rich red pearl, 2-tone luxury blue & diamond ice, 2-tone luxury rich red & black, 2-tone suede green & black	Vivid black, real teal pearl, luxury rich red pearl, concord purple pearl, 2-tone luxury blue & diamond ice, 2-tone real teal & birch white, 2-tone luxury rich red & black, 2-tone suede green & black, 2-tone concord purple & diamond ice	Vivid black, diamond ice pearl, jade sunglo pearl, real teal pearl, luxury rich red pearl, concord purple pearl, bronze pearl
MSRP[4]	$15,940	$15,520	$15,780
COLOR OPTIONS: PEARL	340	265	340
TWO-TONE	810	660	N/A
LACED WHEEL OPTION (IF APPLICABLE)	320	320	320
ESPFI	800	800	800
H-D® FACTORY SECURITY SYSTEM	250	250	250
CALIFORNIA EMISSIONS (IF APPLICABLE)	Carb: 265 ESPFI: 100	Carb: 265 ESPFI: 100	Carb: 265 ESPFI: 100
FREIGHT[5]	230	230	230

- All models feature 5-speed Transmission and carbon fiber belt final drive, 40mm constant velocity carburetor with enriches and accelerator pump (except Electronic Sequential Port Fuel Injection models), multi-plate clutch with diaphragm spring in oil bath and twelve-month, unlimited mileage warranty.
- Throttle friction screws should not be used under normal stop-and-go operating conditions.
- We reserve the right to discontinue models or change specifications at any time without incurring any obligations.
- The vehicles pictured in this brochure and those built to the specifications listed are for sale in the U.S. only.
- Vehicle and accessory specifications may vary from country to country depending on local laws and some models and accessories are not available in certain countries. Be aware that many countries prohibit the importation, registration, and/or use of vehicles and accessories not built to their country specifications. Check with your local dealer for details.

CALL 1-800-443-2153 (IN THE U.S. AND CANADA) OR VISIT OUR WEB SITE AT www.harley-davidson.com. WE'LL INTRODUCE YOU TO A NEARBY DEALER. THAT'S WHERE YOU FIND IT ALL. MOTORCYCLES, MOTORCLOTHES™ APPAREL AND COLLECTIBLES, GENUINE MOTOR ACCESSORIES, GENUINE MOTOR PARTS, THE HARLEY OWNER'S GROUP® (H.O.G.®) AND HARLEY-DAVIDSON FINANCIAL SERVICES.* WHILE AT OUR WEB SITE, VISIT THE HARLEY-DAVIDSON ROADSTORE TO VIEW AND PURCHASE SELECT MOTORCLOTHES APPAREL, GENUINE MOTOR PARTS AND GENUINE MOTOR ACCESSORIES. AND REMEMBER, WE CARE ABOUT YOU. SIGN UP FOR A MOTORCYCLE SAFETY FOUNDATION RIDER COURSE TODAY (CALL 1-800-447-4700 FOR A COURSE NEAR YOU). WHEN ENJOYING YOUR HARLEY-DAVIDSON® MOTORCYCLE BE SURE TO RIDE SAFELY AND WITHIN THE LIMITS OF THE LAW AND YOUR ABILITIES. RIDE WITH YOUR HEADLIGHT ON AND WATCH OUT FOR THE OTHER PERSON. ALWAYS WEAR A HELMET, PROPER EYEWEAR AND APPROPRIATE CLOTHING AND INSIST YOUR PASSENGER DOES, TOO. NEVER RIDE WHILE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS. KNOW YOUR HARLEY® AND READ AND UNDERSTAND YOUR OWNER'S MANUAL FROM COVER TO COVER. PROTECT YOUR PRIVILEGE TO RIDE BY JOINING THE AMERICAN MOTORCYCLIST ASSOCIATION.

MOTOR HARLEY-DAVIDSON ILLE

THE LEGEND ROLLS ON.™

*HARLEY-DAVIDSON FINANCIAL SERVICES INCLUDES INFORMATION ON FINANCING, SERVICE PLANS, INSURANCE AND THE HARLEY-DAVIDSON® CHROME VISA® ISSUED BY U.S. BANK. AVAILABLE IN THE U.S. AND CANADA ONLY.

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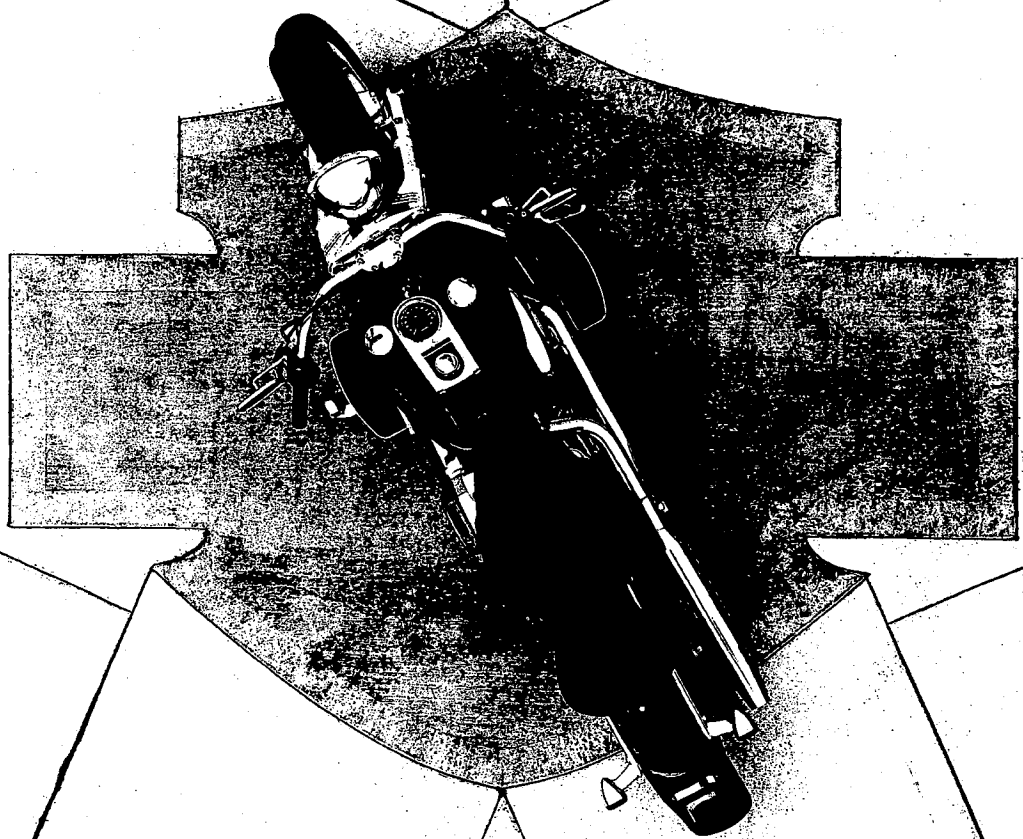
U.S. Trademark Opposition No. 91177156
H-D Michigan, Inc. v. Bryan Broehm
Serial No. 78896325

Mark:

Deposition of Scott Beck

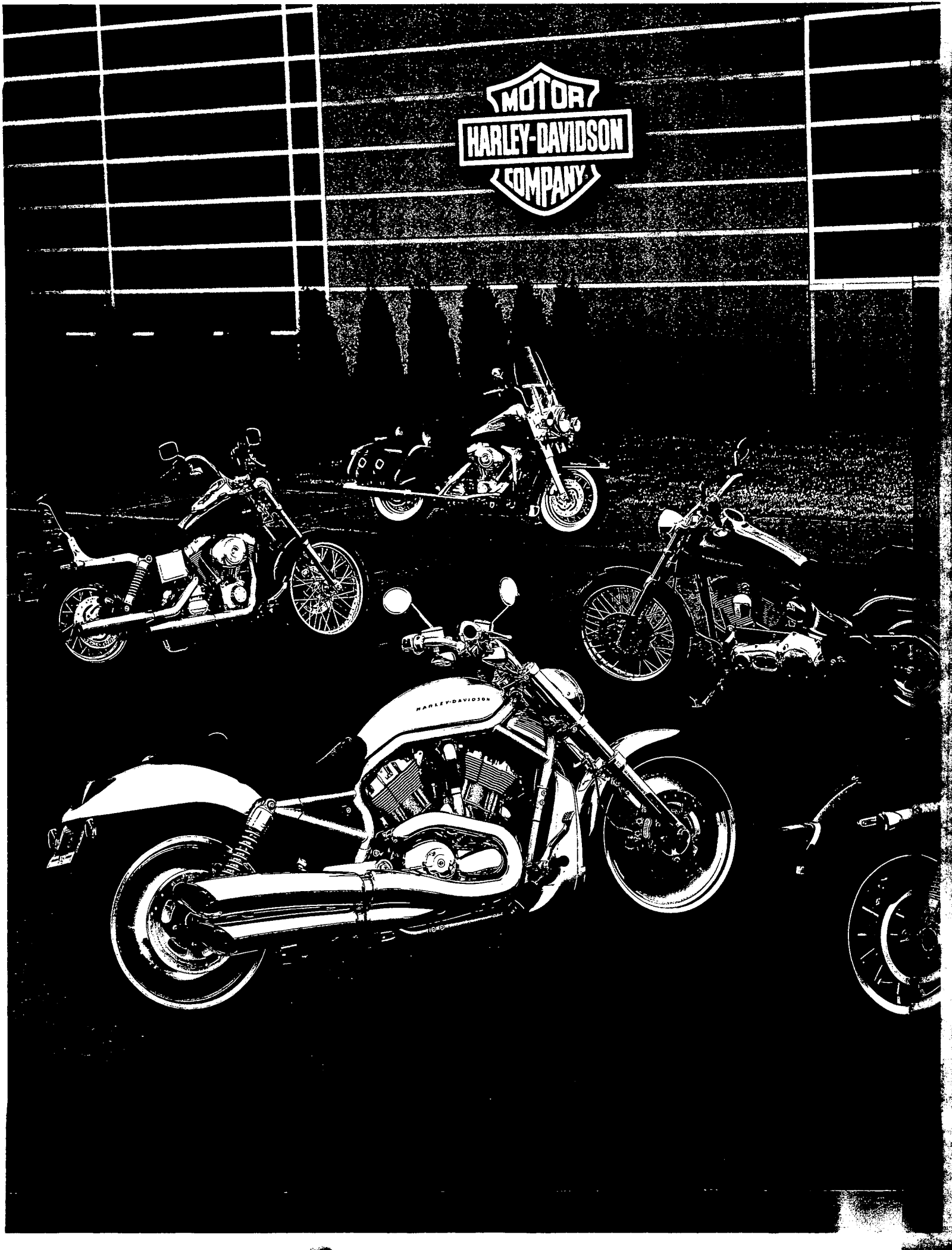
Exhibit 27

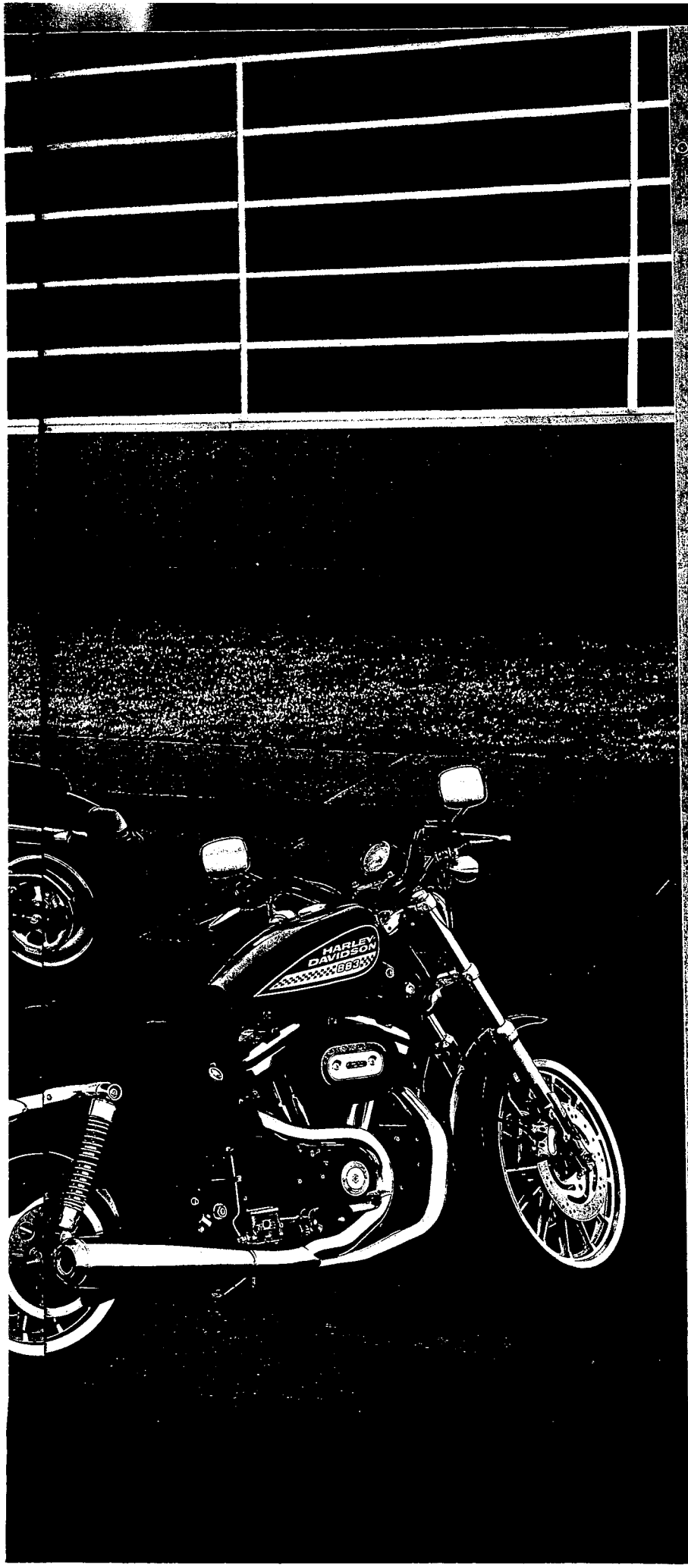


HARLEY-DAVIDSON®

2002 Motorcycles

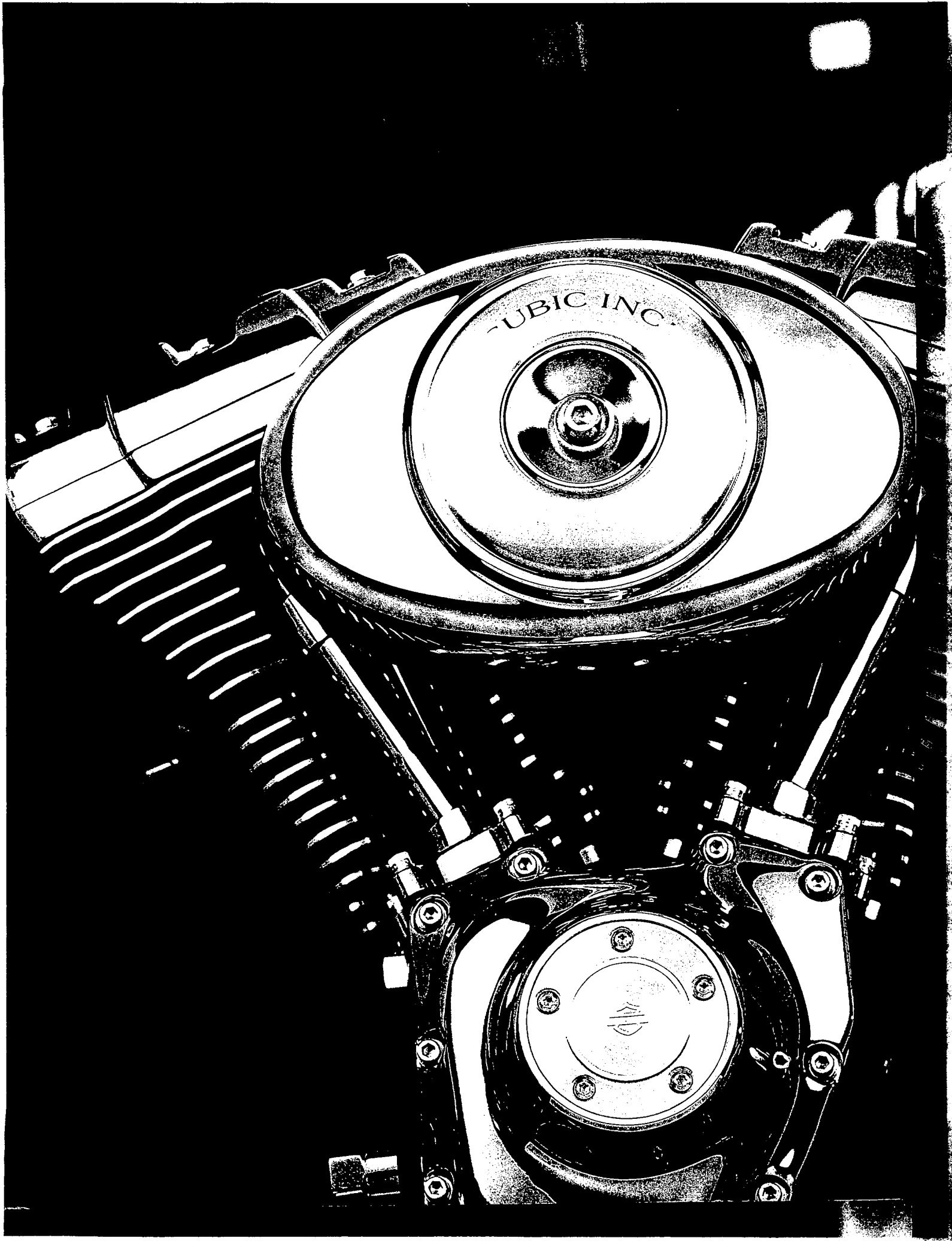
Opposition No. 91177156 Beck
H-D Michigan, Inc. v. Bryan Broehm
Opposer's Testimony Deposition
Exhibit No. 27 6-13-08 MEF


MOTOR
HARLEY-DAVIDSON
COMPANY
HARLEY-DAVIDSON



A PHILOSOPHY FORGED IN IRON.

What makes a Harley-Davidson® motorcycle a Harley-Davidson motorcycle? It's worth a thought as you stand astride one and take in the steel architecture. The flawless form of the sculpted metal. The glimmering pipes that shout their praise of internal combustion. The unequivocal beauty of a chromed-out V-Twin. It's the most righteous piece of road-going artwork. And with good reason. For within the soul of every bike, there are 99 years of iron-fisted adherence to time-honored ideals. A faithfulness to doing things in the Harley tradition. Never compromising. It's more than theory. These philosophies are rooted in a long, learned history that's taken us from humble 1903 beginnings in a backyard Milwaukee shed to every highway, boulevard and back road. They take the form of hardened metal. They put our legacy in iron. We dutifully uphold these principles in order to build the most spirit-fying bikes. So we welcome [illegible] Come see what shapes [illegible]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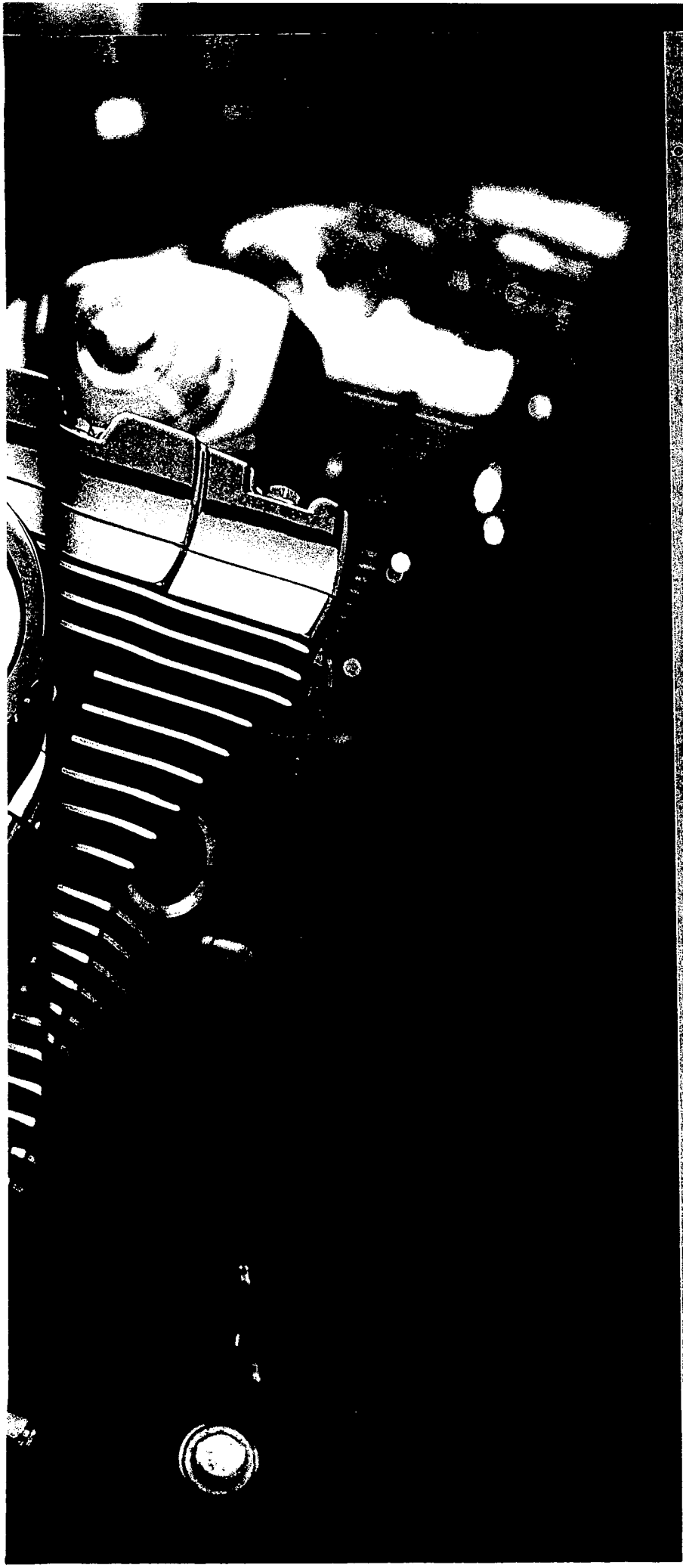
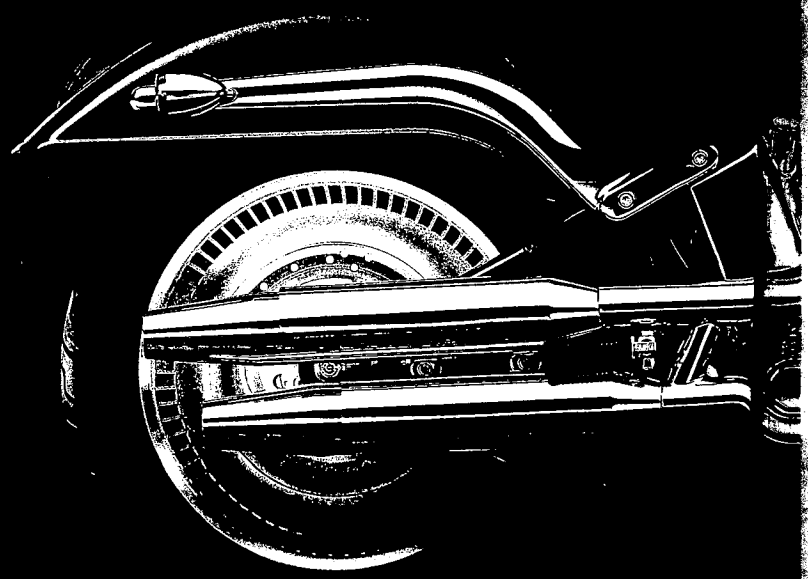


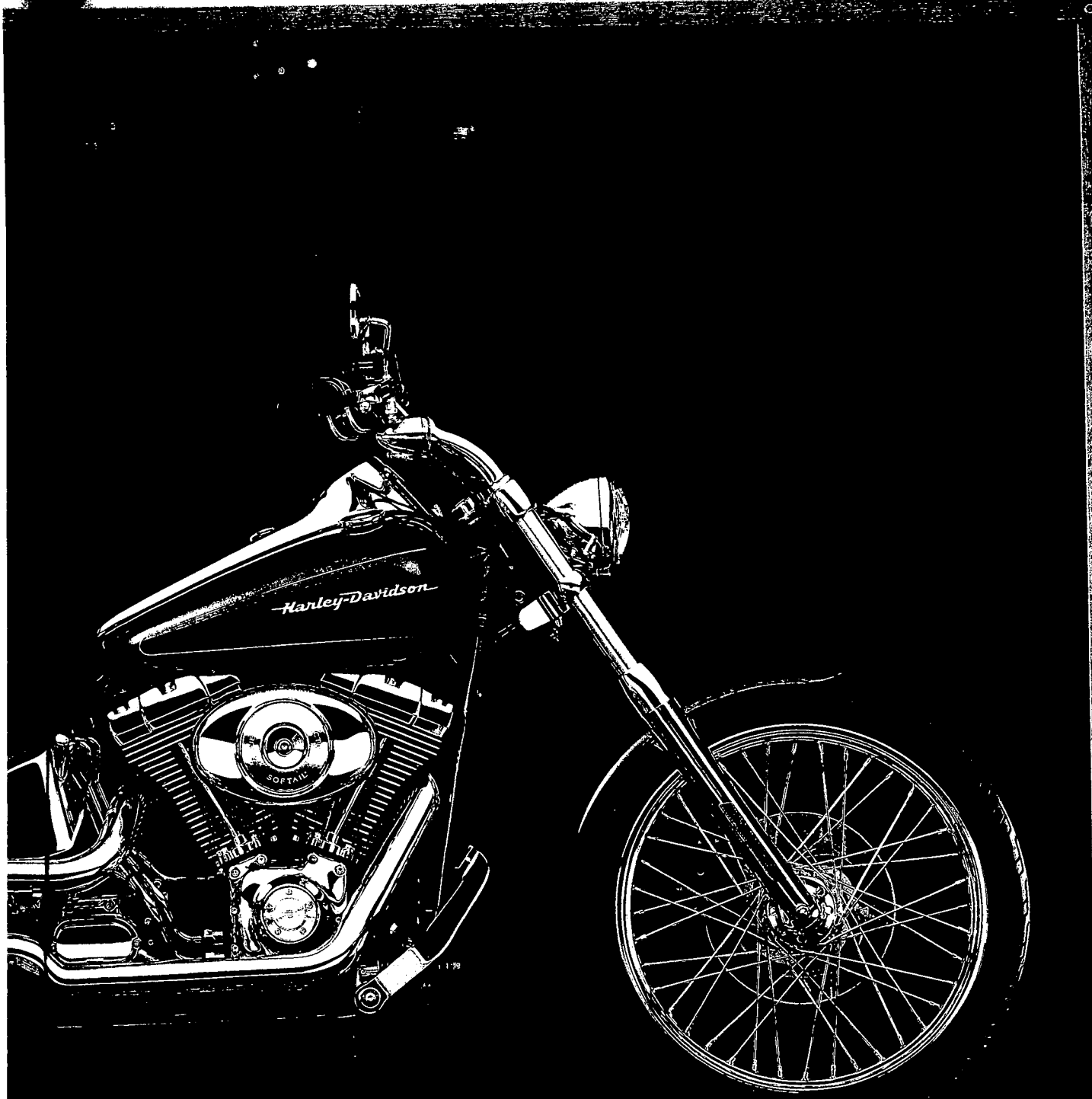
THE MOTOR COMPANY. FIRST, LAST AND ALWAYS.

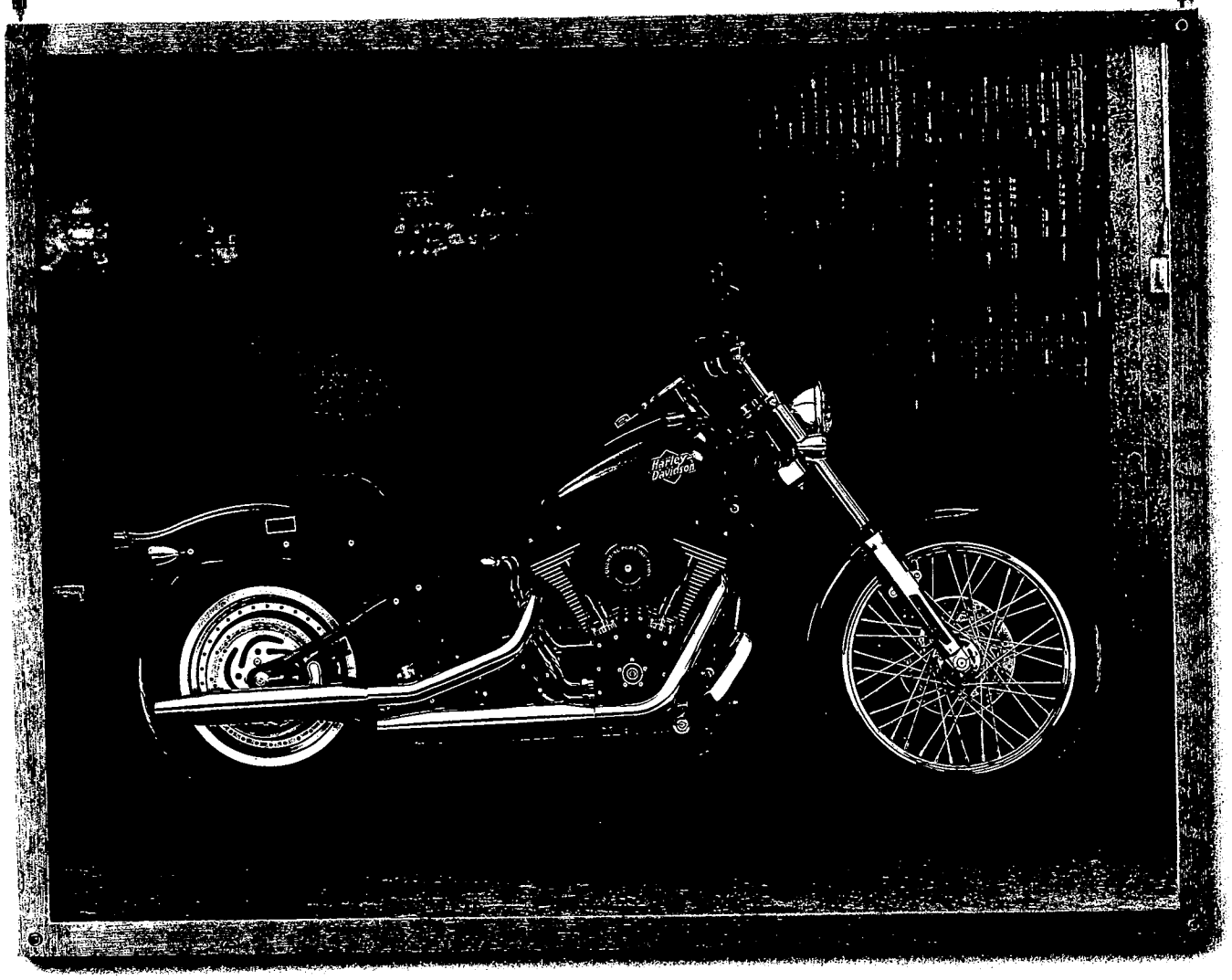
You won't find anything about it in science. Or metallurgy. It's a phenomenon unique to Harley-Davidson. Somehow, iron transforms into bedrock. It becomes the foundation of Harley-Davidson. You see, for nearly a century, it's been one of our core beliefs that everything we do should be anchored with one perfectly sculpted treasure, the V-Twin motor. The center of our universe. We introduced the V-Twin engine configuration in 1909. And from that point on, it's powered Harley-Davidson® motorcycles. It's taken on many different incarnations. The Knucklehead, the Panhead, the Shovelhead, the Evolution,® the Twin Cam 88.™ It's propelled our race bikes to the podium. It's served in combat. Throughout that time, we've never found a reason to walk away from it. You'll find commitment like that simply doesn't come in a bigger displacement. That's how we earned the name Motor Company. And the cornerstone gets stronger.

FXSTD/FXSTDI
SOFTAIL® DEUCE™

Two years ago, the Deuce™ broke the mold of custom styling with its earth-shattering looks and hasn't let up or looked back since. For model year 2002, it most certainly continues. The Deuce is still metal's proudest moment. For evidence, just check out the fluid lines of this masterpiece, beginning with the perfect chrome front fork that glides like silk to pullback risers. A chrome console takes over from there. It sits atop a stretched fuel tank, because you can never get too much of a good thing. Including power. So this motorcycle comes equipped with a potent, Harley-Davidson® Twin Cam 88B™ engine, with carburetor or improved EFI. The Deuce feels as smooth as it looks, thanks to the combination of the motor's unique dual counterbalancing system and the hidden Softail® suspension. You also get a 17" solid rear wheel and reflector-optic bullet-style turn signals. It's all finished with chrome sculpted supports on a rear fender that's like nothing else on this planet. And up front, there is one bright white light. Simply follow it to a little heaven on earth.

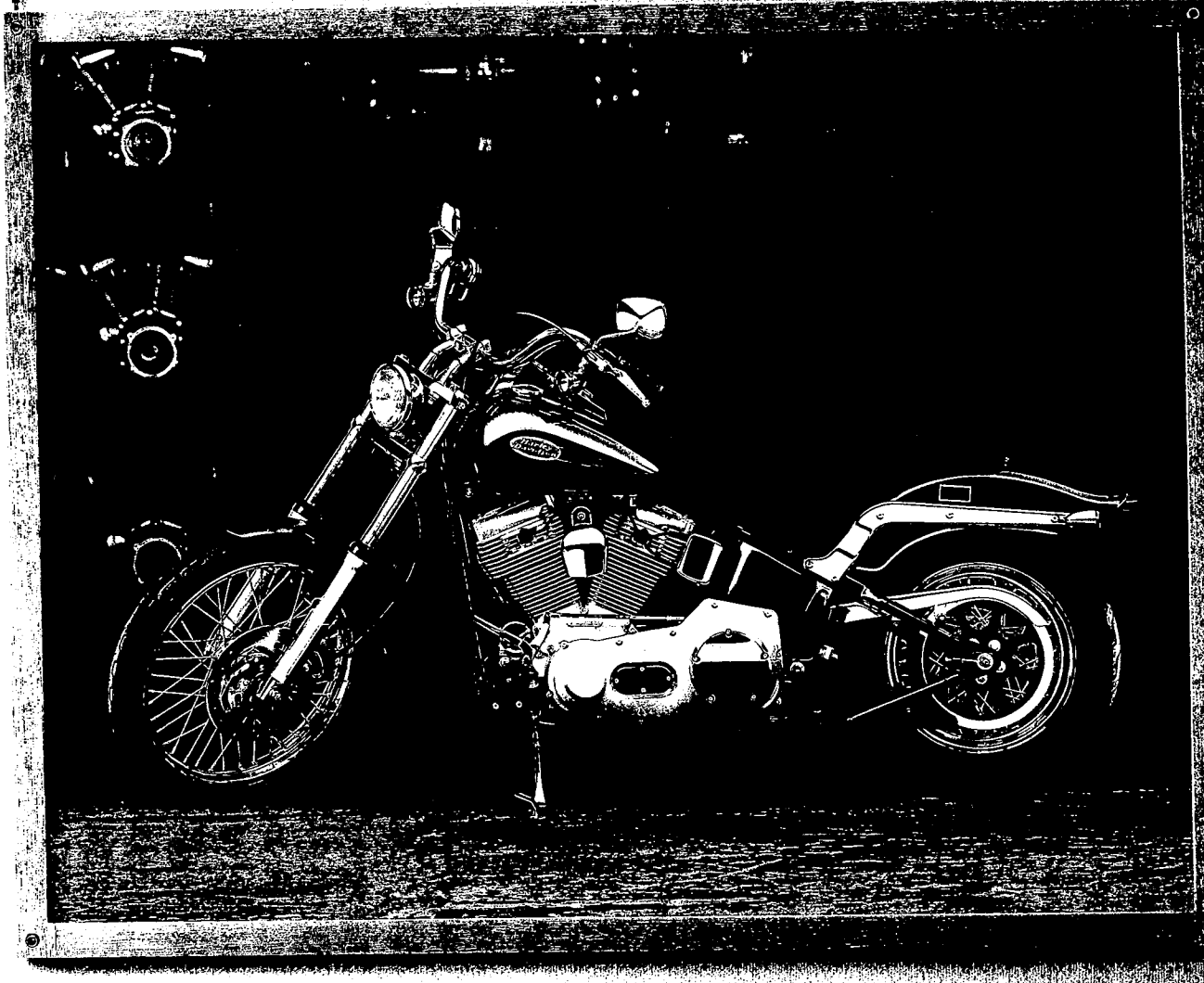



Harley-Davidson
SOFTAIL



FXSTB/FXSTBI NIGHT TRAIN™

The Night Train™ enters its fourth year in the Softail® family. And it proudly lays claim to being the blackest sheep of 'em all. Every detail on this motorcycle is a glimpse into the Harley-Davidson dark side. Starting with the powerful Twin Cam 88B™ engine. A textured black finish foreshadows its ominously good performance. Choose it with carburetor or highly refined EFI. Either will perform nicely rumbling down a pitch-black alley. The drag bars, low, custom seat and forward mount controls offer the type of riding position that can be politely described as aggressive. You get a 21" laced front wheel, new bullet-style turn signals and finishes of black or jade sunglo. It's a look that will most certainly overshadow anything in sight.

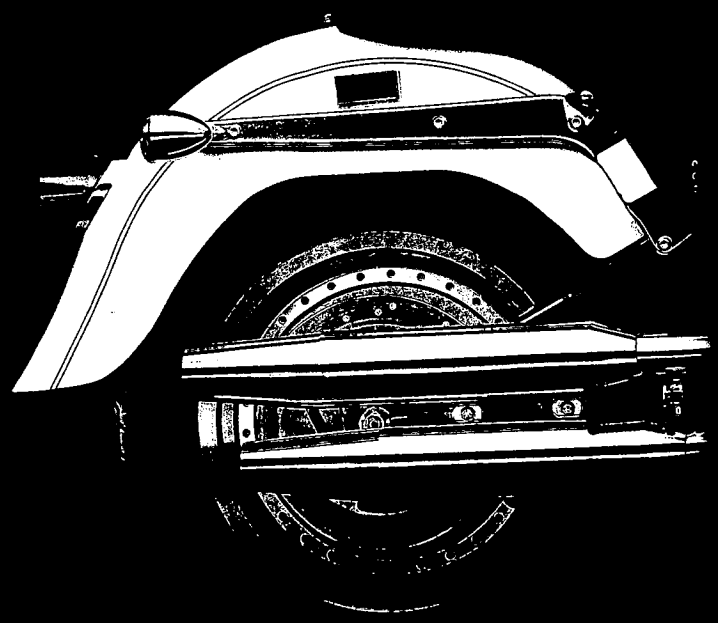


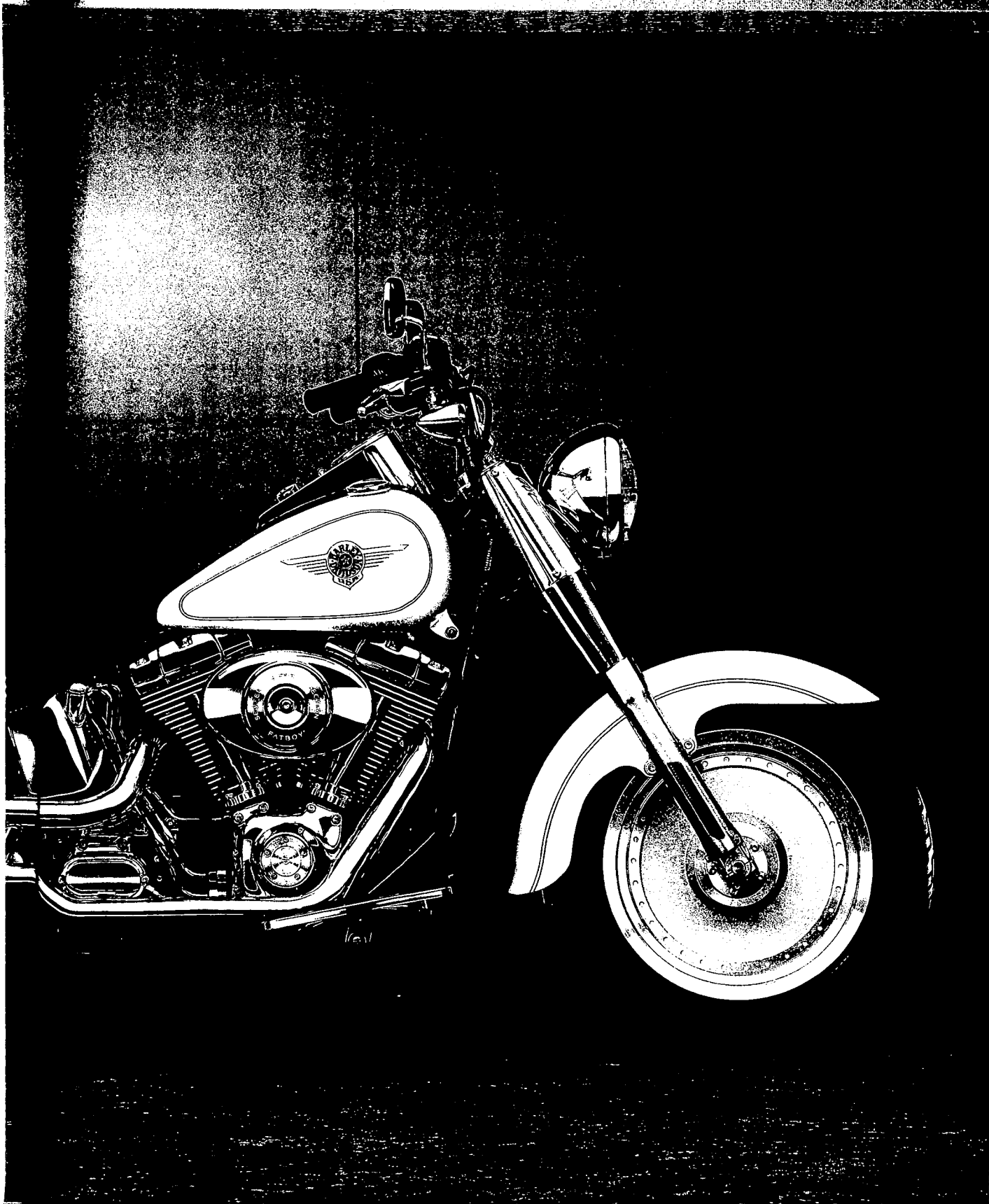
FXST/FXSTI SOFTAIL® STANDARD

The original hardtail customs were born with one thought in mind: whittle it all down to the purest motorcycle experience known to man or concrete. We still do that today, only now it's known as the Softail® Standard. It's pretty easy to see the heritage shine through, basically because there's not much else to get in the way. Clean Softail lines. Big, meaty engine in the form of the counterbalanced Twin Cam 88B.™ It's available with carb or sophisticated EFI. And it looks so tight and right in the confines of a Softail frame. There are bullet-style signals and a hidden rear suspension. We also offer Genuine Motor Parts and Genuine Motor Accessories if you've got a custom itch. We simply know of no truer way to scratch it.

FLSTF/FLSTFI
FAT BOY®

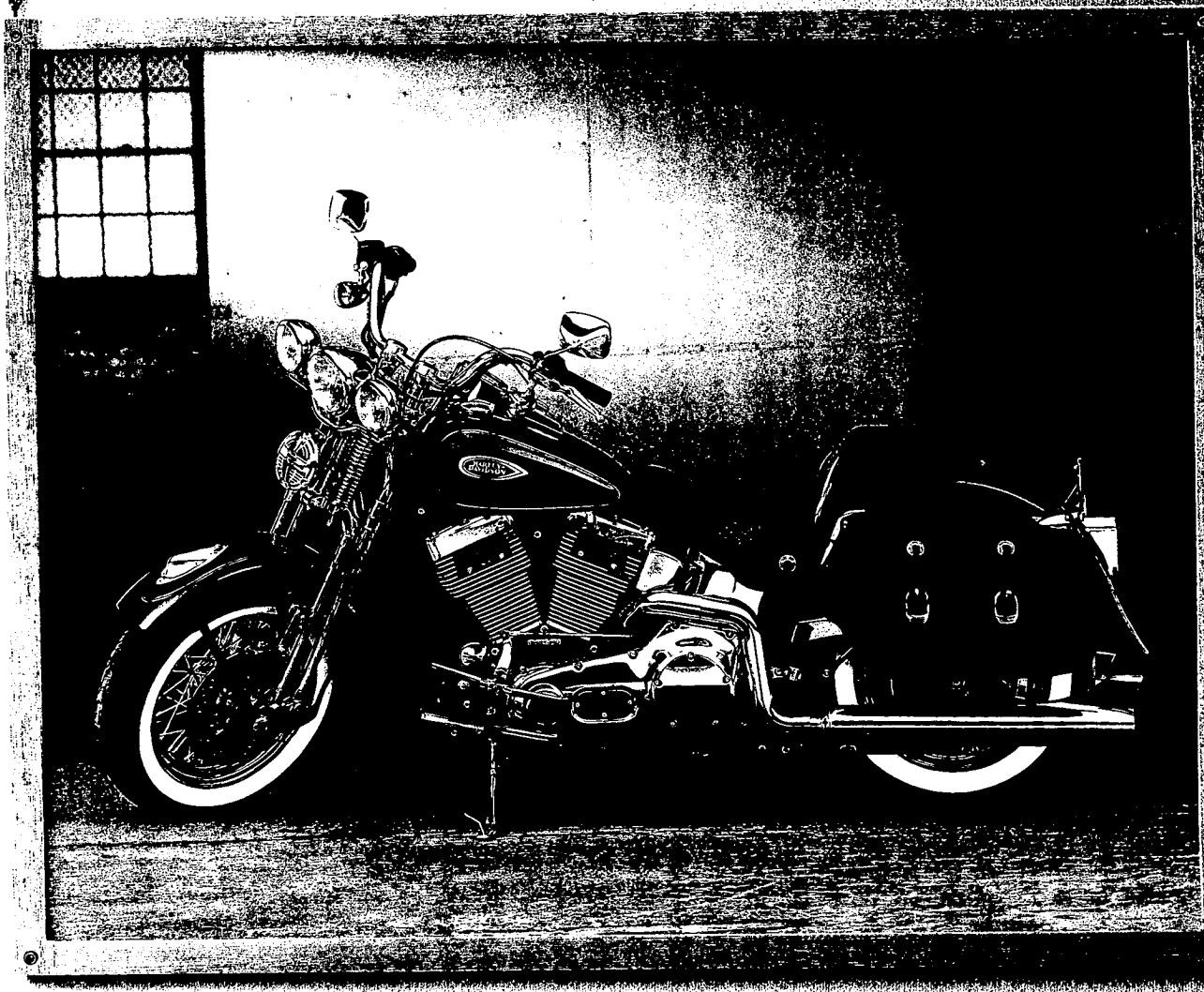
It's 665 pounds of iron flesh, and not a single ounce of it came from eating lean. It can only be the Fat Boy.® A heavyset, big-boned knockout that you simply can't resist. For proof, take a gander at the giant 7" headlight and beefy FL forks. Just taking in the girth of the massive metal fenders is enough to give anyone a sizable smile. They surround solid disc wheels that naturally could only come packed in fat rubber. But the full-blown experience isn't close to being over 'til the Fat Boy sings. So give the ignition a thumb and listen to the "potato, potato, potato" of history's most famous motorcycle engine. The eighty-eight cubic inch Twin Cam 88B.™ It's dual counterbalanced and available in a choice of carburetor or sophisticated EFI. There are four-piston brakes. The rear brake pedal has been relocated forward. It now allows even size gunboat feet to rest comfortably on the floorboards. You also get custom bullet-style turn signals and dual shotgun exhaust. This one may be large, but there's no denying it's got a great personality.




HARLEY-DAVIDSON
USA
FATBOY

FXSTS/FXSTSI SPRINGER® SOFTAIL®

Sunlight doesn't travel all that way just to bounce off the dull and the ordinary. So we proudly offer the Springer® Softail® as reward for the journey. Chromed and polished like nothing else, the brilliant Springer front end provides a form both day rays and onlookers will enjoy. But sit astride one of these motorcycles, feel the exposed front suspension negotiate the bumps, and watch form and function arm-wrestle over who follows whom. It's simply a pleasure. As is the smooth-running Twin Cam 88B™ power plant located in its midsection. It's available in carbureted or newly refined EFI versions. You get a hidden rear Softail suspension, and new bullet-style turn signals. Surely the sun will be hard-pressed to set on this machine.

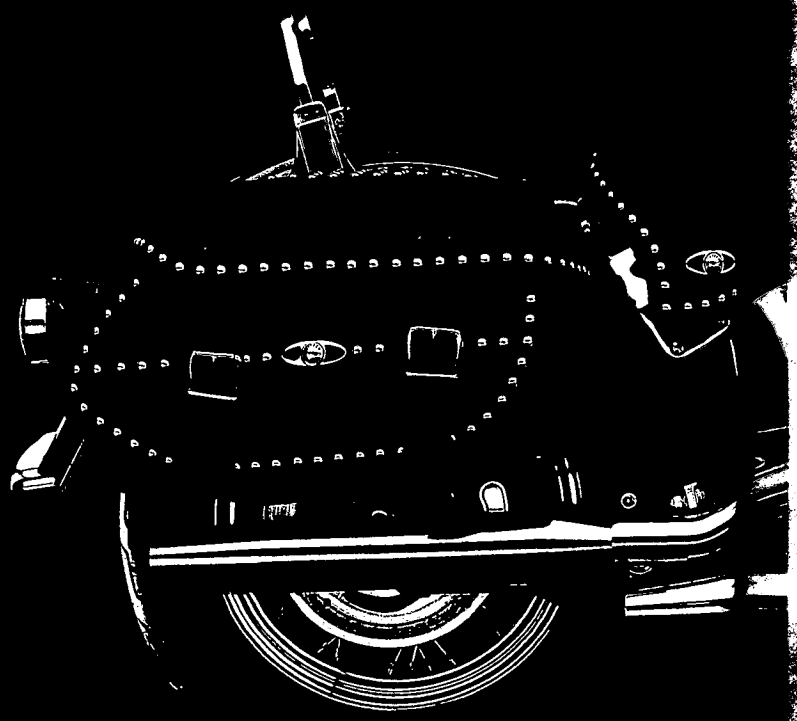


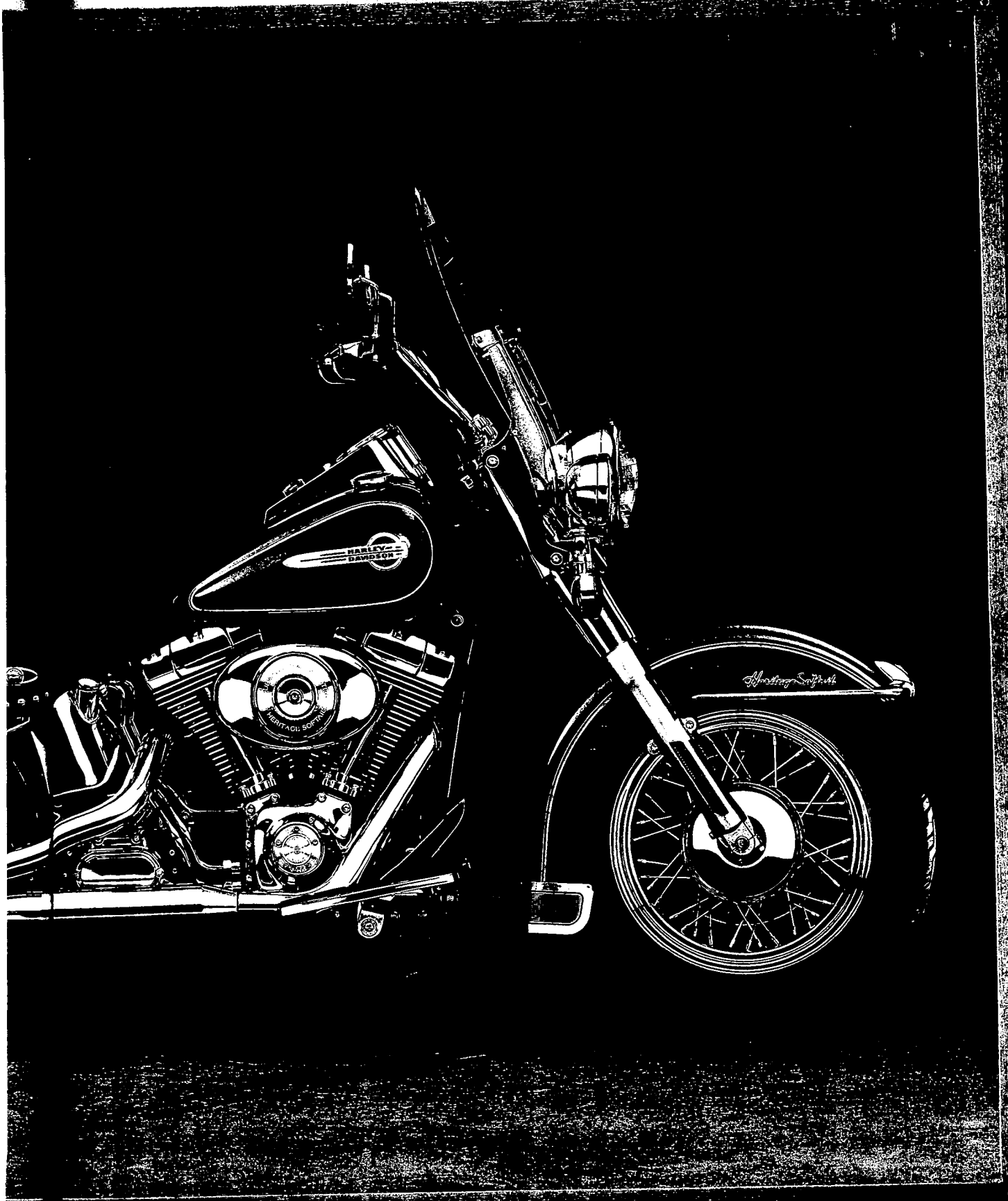
FLSTS/FLSTSI HERITAGE SPRINGER®

Take it down a dusty highway, and the Heritage Springer® is bound to seek out an ancient ghost town. Or a time-forgotten outpost. Places inhabited by long-gone saloons and tumbleweed-infested filling stations. Seems there couldn't be more appropriate destinations when you're on such a machine. With its exposed spring suspension and hot-forged steel rigid fork, welded and polished by hand. The classic horn. Floating front fender over whitewalls. Chrome dual exhaust and fishtail mufflers. Leather saddlebags and tombstone taillight. It's a look true to days gone by. But the silky smooth Twin Cam 88B™ engine is a glimpse of the here and now. With carb or refined EFI. The good old days were never this good.

FLSTC/FLSTCI
HERITAGE SOFTAIL® CLASSIC

Whether you take the Heritage Softail® Classic through the middle of a concrete jungle or out to the middle of nowhere, it seems somebody will want to talk with you. Maybe they rode something similar after the war. Or maybe their first motorcycle ride occurred on the back of Dad's. It's that kind of bike. The kind that elicits a memory. And some conversation. After all, just the big metal fenders, twin passing lamps and giant chrome headlight are worth a word. Or perhaps even a gasp. There are husky fork tubes, studded leather saddlebags with quick-release buckles and a detachable windshield. It has a way of taking you back alright. But what you're seeing here is hardly yesterday's news. It's been updated this year with new, roomier floorboards, courtesy of a rear brake pedal nudge. And the powerful Harley-Davidson® Twin Cam 88B™ engine smack in the heart of the machine, with either carburetor or freshly upgraded EFI system, is as technologically sophisticated as it is easy on the eyes. Just fire it up, and you'll hear that when the machine does some talking of its own.




HARLEY-DAVIDSON
HERITAGE SOFTAIL

Harley-Davidson

THE SMOOTH-RUNNING TWIN CAM 88B™ ENGINE PLANTED IN THE CLASSIC SOFTAIL® FRAME

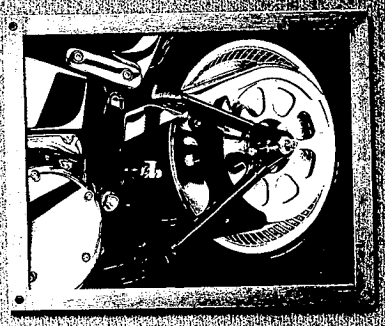
MAKE THIS TRADITION'S FINEST HOUR.

Take a look at a few vintage hardtails, and it's easy to see what made them some of the most awe-inspiring machines on the street. Clean. Uncluttered. A look to make any in their path stop and salute with a stare. When we set out to capture that unmistakable look, we also wanted to capture more riding comfort. The result was the Softail® family. Bikes that faithfully pay homage to the righteous looks of motorcycles past, updated with just the right amount of advanced Harley technology.

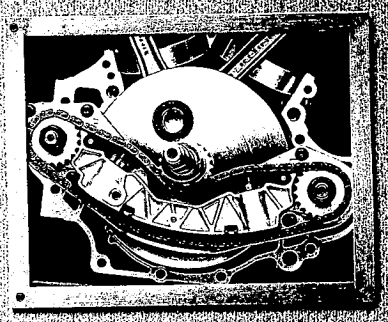
The Twin Cam 88B™ engine enters its third year. As you'll see, it's running stronger than ever. As our heritage would demand, we removed anything that might hinder the Softail experience by rigid-mounting the engine to the frame. It offers a sharp, tight look. But to move forward and make this a machine you'll want to ride all day, we added twin counterbalancers. Their job is to eat unwanted engine vibration, while still giving riders the pleasing feel of a Harley-Davidson® Big Twin.

Last year we rolled out an optional Electronic Fuel Injection (EFI) version of the Twin Cam 88B engine. Mildly put, it was the toast of the motorcycle world, with its smooth starts and efficient engine management. Not to mention the pure Harley sound it cranked out. But since we never sit still, we further refined it for 2002. Harley-Davidson engineers set out to find some smart ways to help air-cooled V-Twins run cooler. So what you'll find now is a new heat management system on EFI models. When the engine reaches one of three different temperatures, it either adjusts the idle speed, enriches the fuel mixture or periodically interrupts the fuel spray. That means an engine temp that stays cool during parade duty and other long idle times.

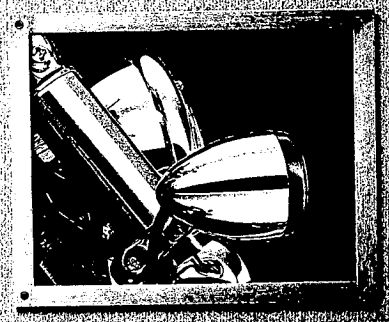
On carbureted Big Twins, we reworked the fuel shut-off valve. It now gives a satisfying click when you turn it. The bullet-style turn signals previously found on the Deuce™ have been extended to our entire Softail line, although the authentic-styled signals on the Heritage Softail® Classic have rightfully been kept intact. And again this year, we offer an optional, top-notch security system. It's a great value, and it helps ensure your bike stays parked where you parked it. So there you have it. Softail. Tradition served up like never before.



What you don't see is what you get. A buttery smooth ride courtesy of a hidden rear suspension.



Twin counterbalancers. That's where unwanted engine vibrations go to die.



You might want to turn, just to try the custom bullet-style signals that are on most Softail models.

FXSTB NIGHT TRAIN™ shown with Genuine Motor Accessories.

Where do you go after dark? There are enough Genuine Motor Accessories to let you take the Night Train™ as far into the custom depths as you care to go.

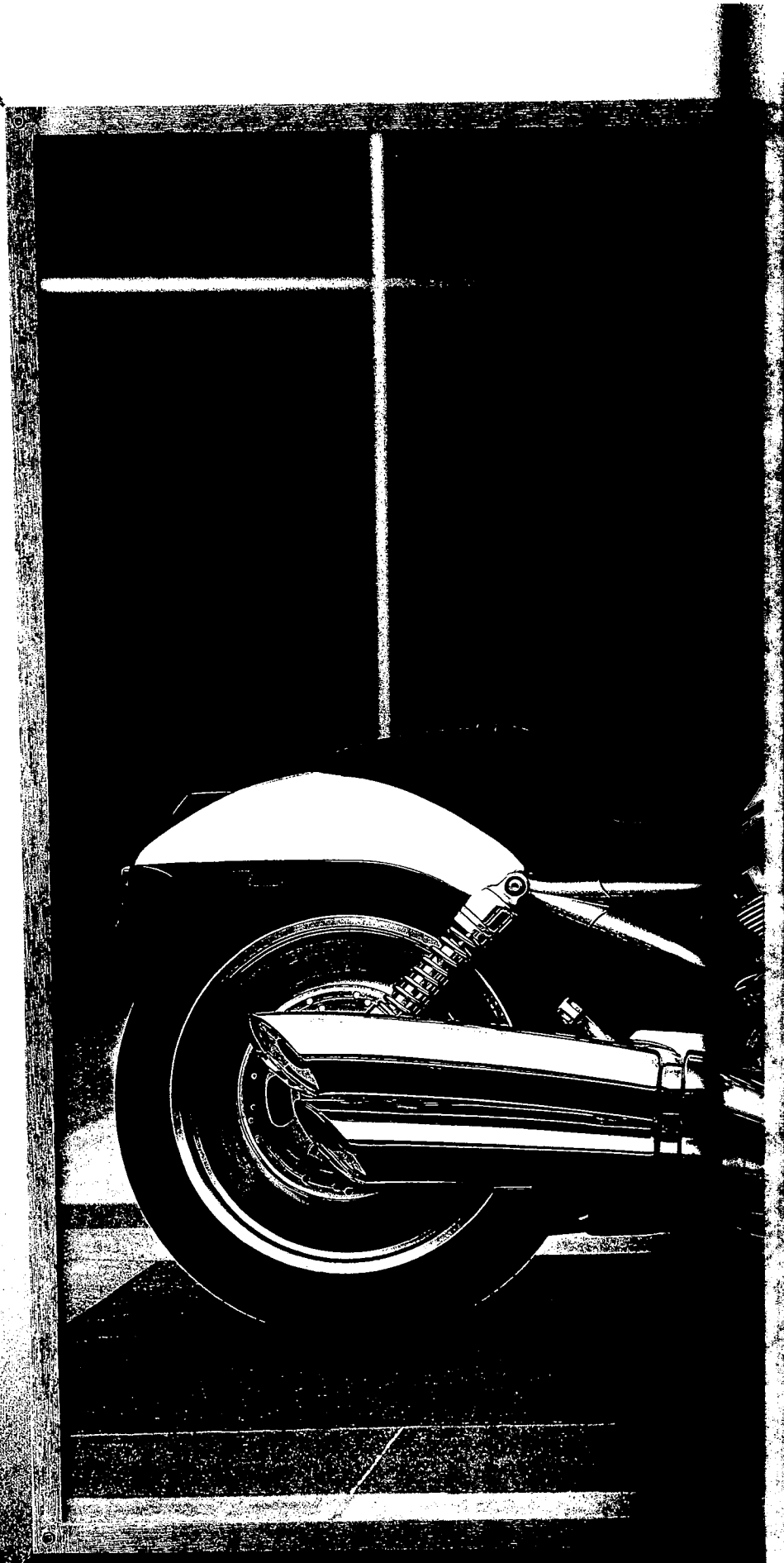
TORQUE AND HORSEPOWER

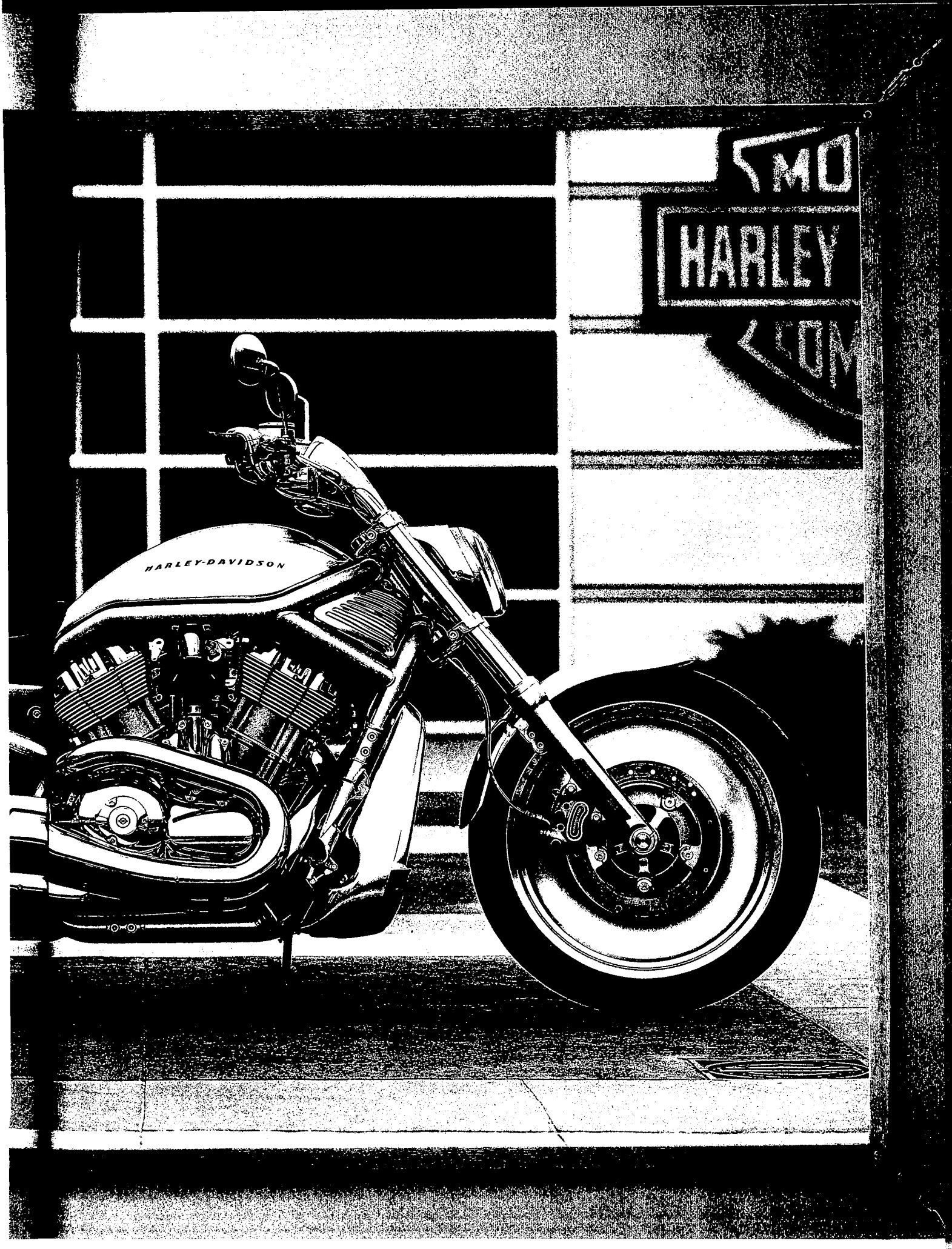
THAT'S THE MOTHER OF INVENTION.

The paint wasn't dry on our first motorcycle before Harley and the three Davidsons went back to work on a new stronger engine. And so began a hunger for power and performance that's always driven our designs. It's taken the form of a 61 cubic inch 8-valve 1921 Harley-Davidson® Racer, the first machine ever to crack triple-digit miles per hour during a one-mile board track race. In 1957, it became the inspiration for our legendary Sportster® line. It's made us regular visitors to salt flats. The latest incarnation of this lust for motion is a brand new family of motorcycles that we kick off with the muscular Harley-Davidson V-Rod® model. Inside its chest beats the Revolution, a new kind of Harley® engine. It's different yet worthy to take a rightful place next to generations of Milwaukee® [illegible] have satisfied the restless appetite for acceleration. And rest assured [illegible] forward, pushing [illegible] just as our [illegible]

VRSCA
V-ROD™

It turns out you have not seen it all. What you're looking at here is something so different, it knocks even the road flat on its asphalt. It's the first member of a brand spanking new Harley-Davidson® family. We call this street custom cycle the VRSCA V-Rod.™ Consider yourself introduced. If the name and style remind you of a tire-smoking hot rod, you've got the right idea. It was inspired by long, low drag bike tradition, born out of purebred Harley heritage and brought to life after extensive collaboration between H-D® engineering and styling. What's huge here is a whole new engine. V-Rod is the first street-legal Harley® to feature a liquid-cooled power plant. Derived from knowledge gained on the track, it's a mass of explosive muscle called the Harley-Davidson Revolution.™ It's a motor unlike anything we've ever bolted into a production motorcycle, but it's got a ton of H-D family resemblance. And it feels like nothing else around. There's so much more to learn about this all-new Harley-Davidson motorcycle. So go ahead and turn the page. See what it's made of.




HARLEY
HARLEY-DAVIDSON

HARLEY-DAVIDSON

THE NEW VRSCA V-ROD™ MOTORCYCLE. BORN ON THE TRACK. RAISED ON THE STREET.

Like the early V-Twin and legendary Knucklehead designs that came before it, the V-Rod™ motorcycle was born in a quest for added performance. What we ended up with was a mix of track-inspired power and pure hot rod custom that goes all the way to the steel bone of the frame.

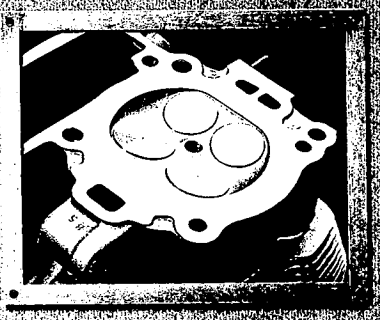
The good folks at the Willie G. Davidson Product Development Center started the only place they rightfully could, with a V-Twin engine. What you're seeing here began life in the VR1000 superbike program. It's the Revolution™ powertrain. A liquid-cooled, 60°, 115 horsepower, 1130cc, fuel-injected, Harley-to-the-core engine. With dual overhead cams and four-valve heads. It's a high-revving design, with a 9000 rpm redline. Inside you've got racing-style forged pistons, and a one-piece forged crankshaft. In other words, genuine smoke-the-tires power.

To harness and showcase 115 horses of Harley® V-Twin, we built a perimeter frame with bends so dramatic, you just can't take your eyes off it. To mount the engine to it, we combined the best of Dyna Glide and Softail® technology. What you'll find are rubber engine mounts, as well as a single counterbalancer.

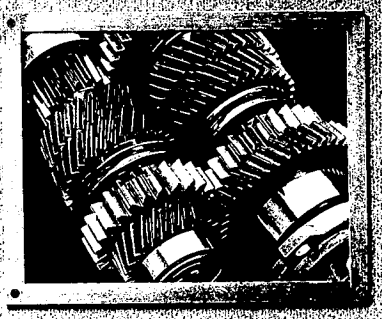
We could only deck this bike out in aggressive dragster style. It's custom American muscle taken long, low and raked. Start with the sweeping double S-bend exhaust. It looks awesome, while moving huge volumes of air. You get big 49mm forks raked out to an extreme 38°. You'll find a wide 180mm rear tire and new radial tread, rolling on solid disc wheels. And a clamshell instrument cluster, the likes of which have never been seen before.

The anodized aluminum body work is lighter, sturdy as steel and unique to motorcycling. We put it on the fenders, louvered front side covers and the radiator shroud. As well as the sleek, clean, like-nothing-else air box cover, which sits where a typical gas tank might. You now pump fuel in under the seat.

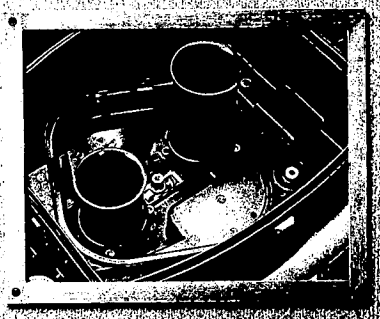
The bike sounds just the way you'd imagine a performance Harley would. It sounds right. The riding position is pure H-D, with your boots in the breeze on forward-mount controls. Straightline highway or generous curve, it all feels good. You'll find there just isn't a road the V-Rod doesn't like. As has been the case with every Harley-Davidson® since 1903.



The four-valve heads provide higher efficiency which provides highest performance. That's good.



Helical-cut gears in a new tranny provide quiet, smooth performance. Less mechanical noise means more throaty engine sound.



Air is fed to the engine through "ducts" located where a gas tank might be. Don't stick the fuel nozzle here.

VRSCA V-ROD™ shown with Genuine Motor Accessories.

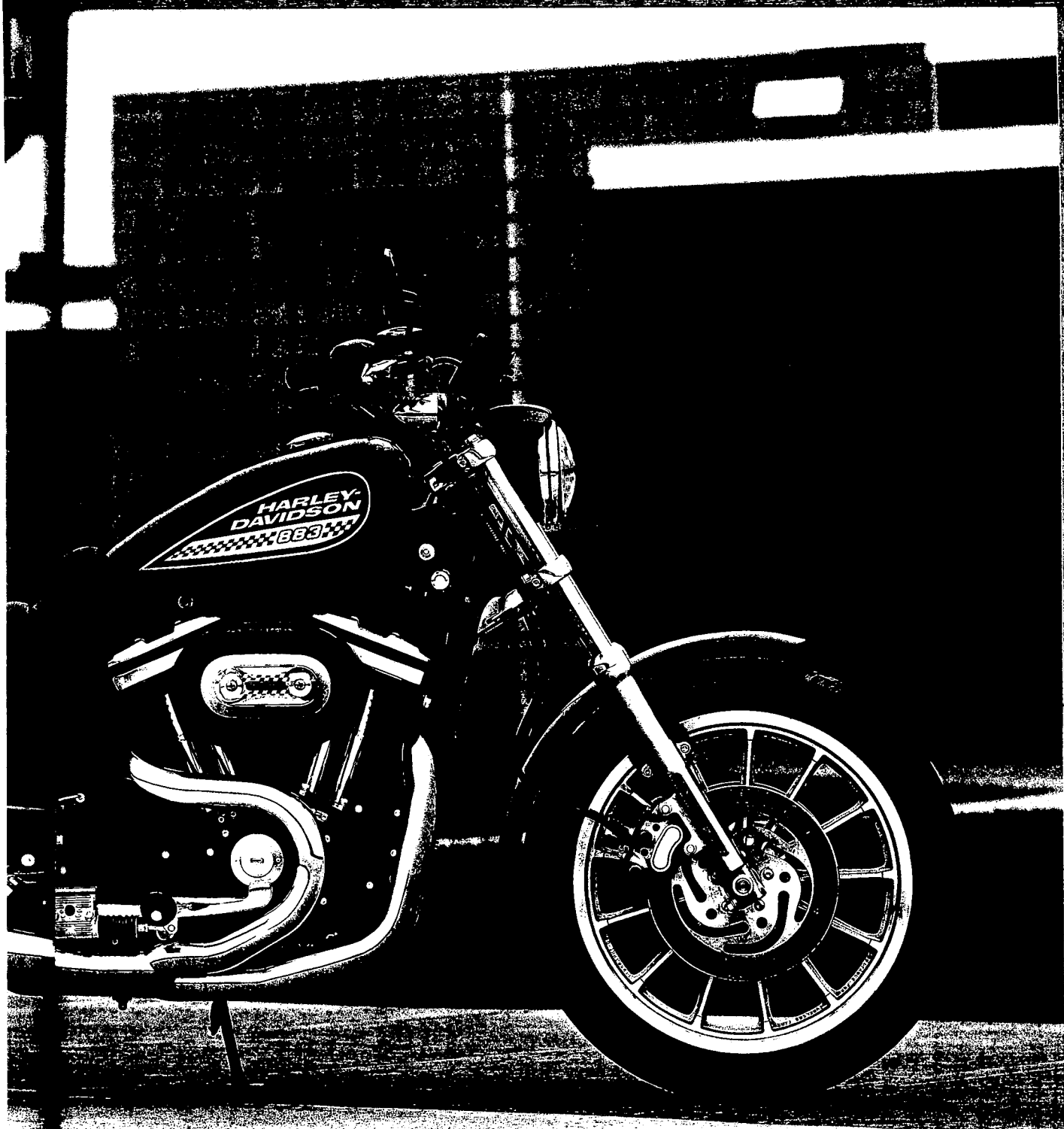
We made a new line of Genuine Motor Accessories an integral part of the V-Rod™ development process. Built with the same traffic-stopping designs as the rest of the bike.

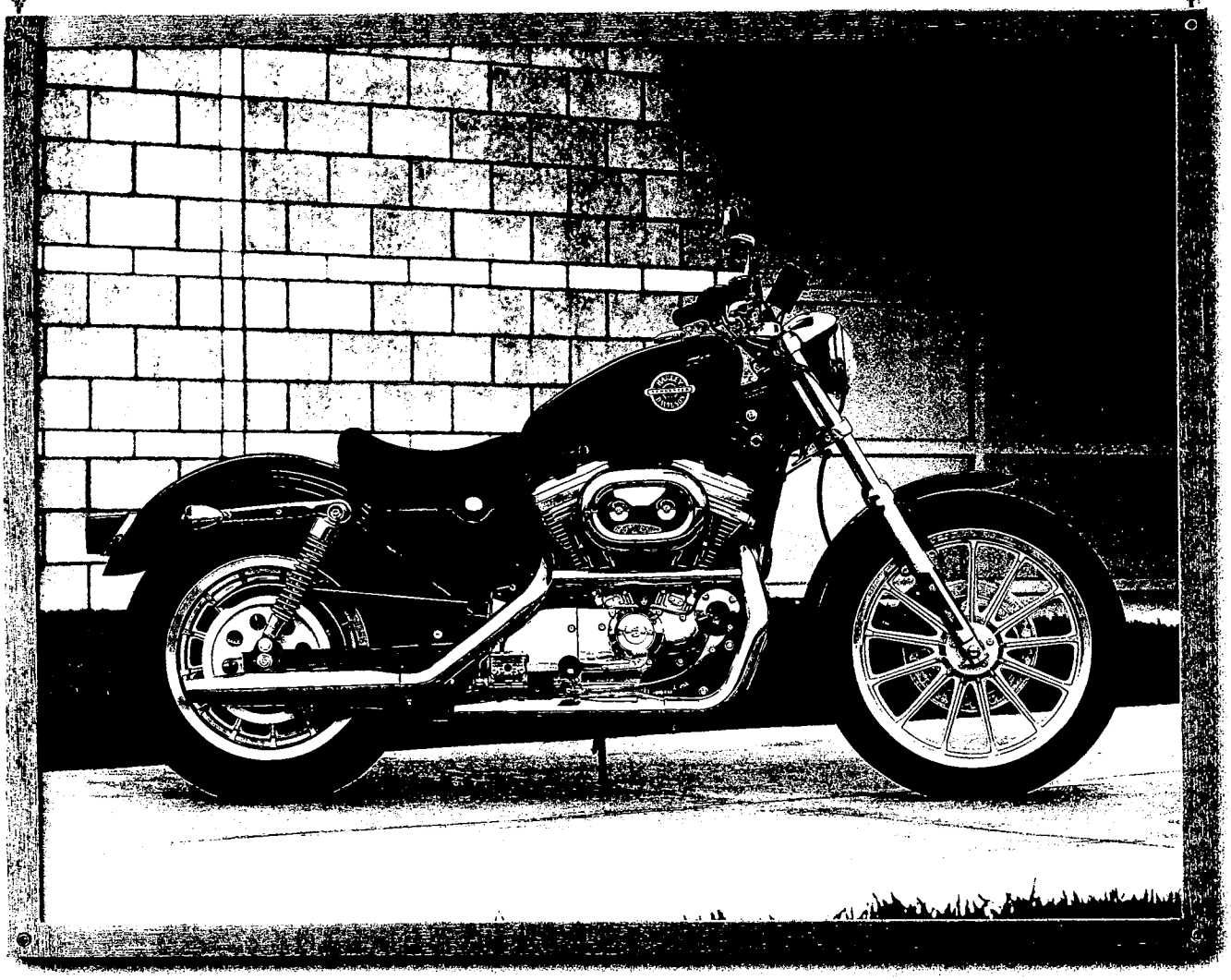
HARLEY DAVIDSON

SPORTSTER

XL 883R SPORTSTER®

Feast the eyes on the new Sportster® 883R, and the mind races back. To a Saturday night. Dust encircles a stadium-lit sky above a local track. On the oval, engines hum and rear tires skitter through turns. We built the 883R to make that same glorious feeling street legal. Only now it feels better than ever. Especially with a black powder-coated, 883cc, 100% pure Harley-Davidson® Evolution® engine in charge of it. That means it's all about good. The rest of the bike's styling is made aggressive to match. From its authentic H-D orange racing paint scheme to the menacing black satin finish of the oil tank, air cleaner and ignition switch cover. There is an eye-catching, curved, chrome 2-into-1 exhaust. The wide handlebar is a direct descendant of those found on Harley's original dirt racers. You also get a retro-styled seat that's ergonomically updated for today. Short stem mirrors. Bullet-style turn signals. We finished with the satisfying stopping power of dual front disc brakes. Although we're certain slowing feels the best when victory lane is in the vicinity.


HARLEY-
DAVIDSON
883



XLH SPORTSTER® 883

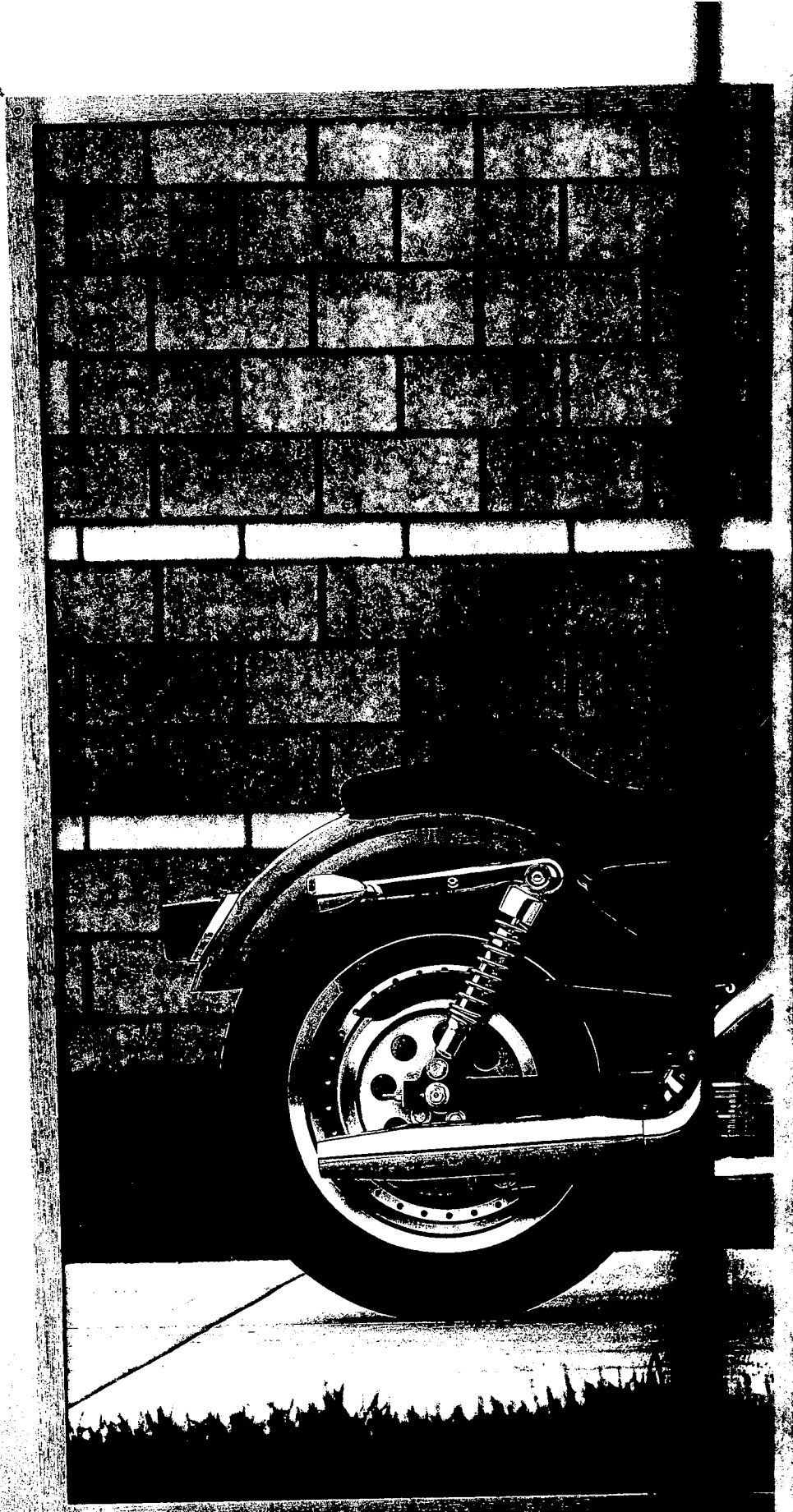
Boil off the fat and gristle, and what's left to gnaw on is the raw-boned motorcycle experience we call the Sportster® 883. It's a tasty morsel of in-your-face Harley-Davidson® torque that's long on no-nonsense styling. But short on patience for resting on its side stand. You'll share its appetite for motion when you rest atop the solo seat, grasp the low-rise bar, and set free 883cc of Evolution® engine. Feel it propel the light, rigid frame through the curves, and that hunger in your stomach grows. There's the classic look of the fuel tank, staggered shorty dual exhaust and new bullet-style turn signals. And a price tag that gives you the perfect way to get behind the front wheel of a Harley.® So, you licking your chops yet?

XLH SPORTSTER® 883 HUGGER®

The road wears its history out in the open for all to see. Right below your boots, the pavement tells a time-honored tale. It's found in the cracked paint, the potholes, the twists and turns. The low-riding 883 Hugger® is one satisfying way to take it all in. There's just 27" between earth and your back pockets. But you'll find it's 27" packed with pure, no-holds-barred, Harley-Davidson® Sportster.® The narrow frame. The solo seat. The specifically designed spring and damping rates for smoothness. There are new bullet-style turn signals. And of course, a trusted 883cc Evolution® power plant. Grab the pull-back Buckhorn handlebar, unleash the trademark torque, and you'll find your view of the road has never looked better.

XL 883C SPORTSTER®
883 CUSTOM

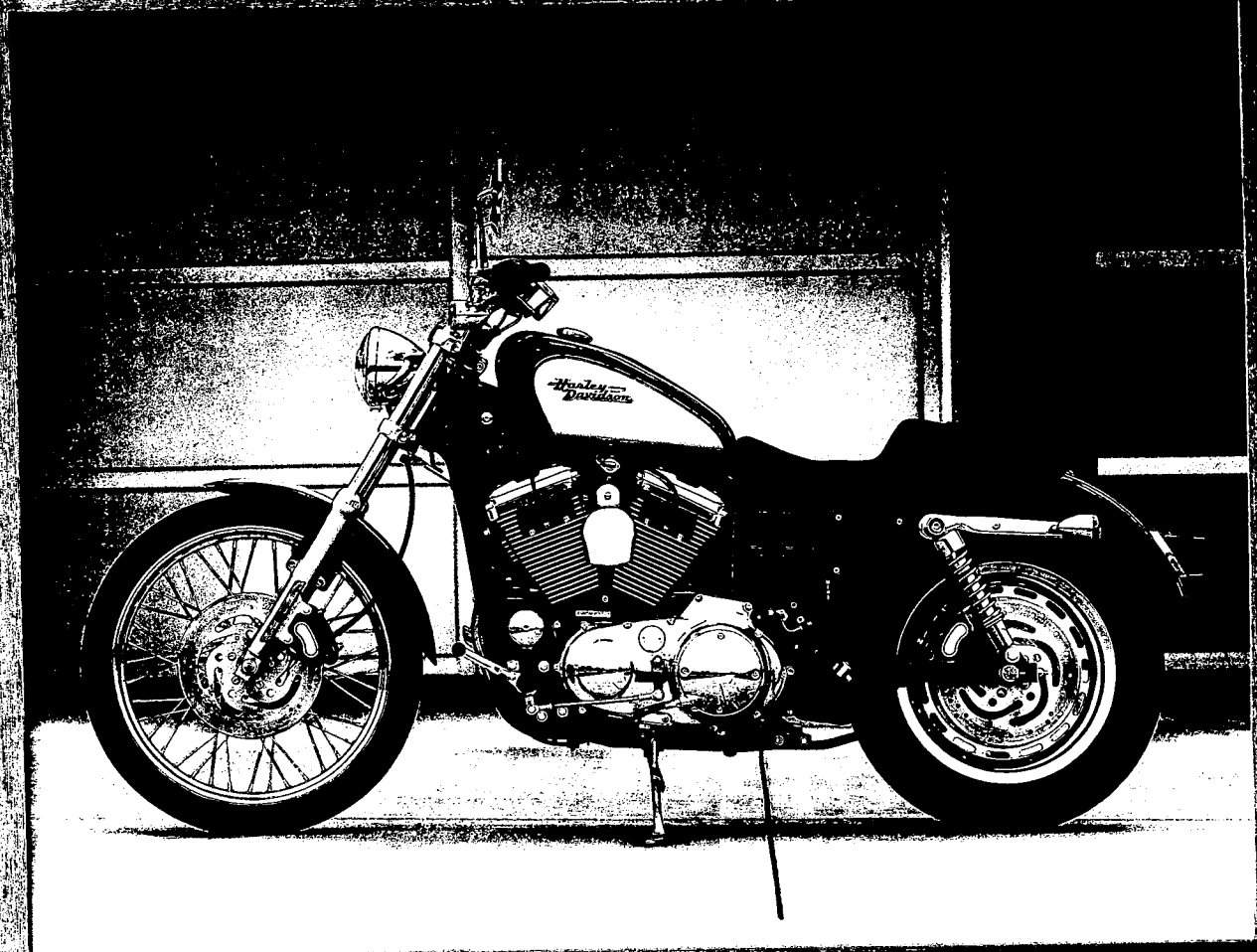
Harness the thoroughbred heritage of a Harley-Davidson® Sportster,® take it custom the way a custom ought to be taken, and you have the Sportster 883 Custom. It's a unique mix of raw torque and dressed-up custom beauty that you'll notice works just right. In fact, you'll find it hard not to notice just how right it all is. Especially with the generous amount of details all over this machine. The tall forks that lead to a custom handlebar riser structure. The sleek two-up seat. The chromed bullet headlight and turn signals. It doesn't end there though. There are also forward foot controls and a 21" laced front wheel. Take a step back. The sight of the lowered rear suspension and solid rear 16" disc wheel makes the back-pedaling worth the effort. It's satisfying. But what really pegs the satisfaction meter is taking this bike out of view from the world. Put fists to drag bars and send the agile frame to a nearby nowhere via the silver powder-coated Evolution® V-Twin engine. It could be a long, long time until the civilized world hears from you again.



Harley-Davidson
883
5

XLH SPORTSTER® 1200

You sit at an intersection, awaiting the end of a seemingly infinite red. Finally, anxious moments fade to heart-pounding fun with the change of the light. Feet lift off, and the right wrist twists. The 1200cc Evolution® engine responds with nothing but good, clean torque. Two blocks down, another crimson light informs you the scene will get replayed, giving you a moment to admire the style of the machine. Classic tank. Narrow frame. Buckhorn handlebar with tach and speedo. Butler-style turn signals. There's a stepped two-up seat if you want to share the experience. Detaches if you under-stand why do not. The light changes to green, surely with envy. It all begins again. Welcome to the Sportster® 1200.

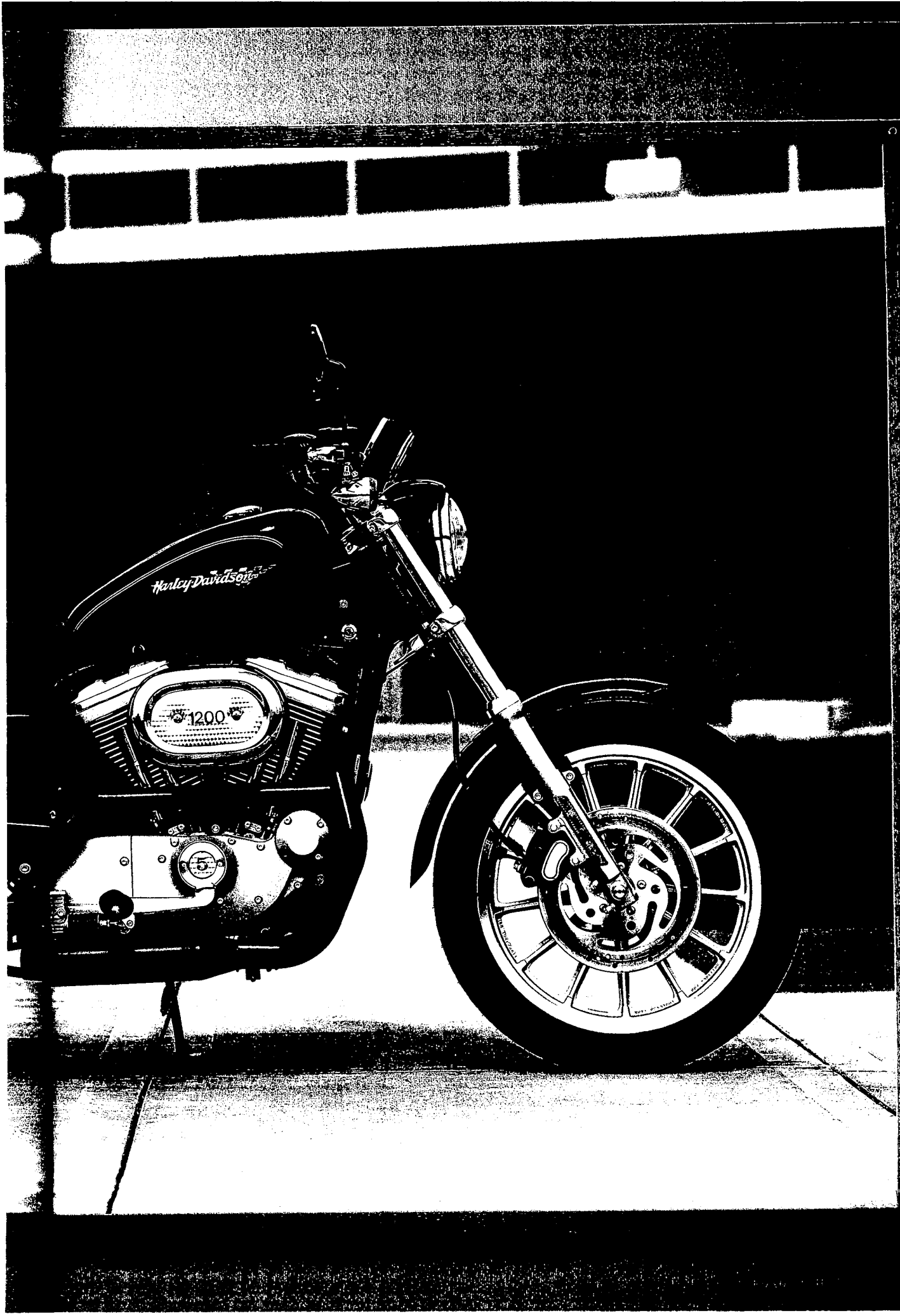


XL 1200C SPORTSTER® 1200 CUSTOM

Like a mad scientist with a wrench, H-D styling set out to combine brute Sportster® performance with [illegible] looks. The result stands before you here. The 1200 Custom. One look certainly tells you maybe they [illegible] all. For proof, see the 1200 Evolution® engine planted right in its gut. It's built with plenty of XL [illegible] confined to just torque. Its striking chromed-out effect makes eyes water as much as the [illegible] styling does the same. Classic drag bars from like nothing else risers. Buller-style [illegible] get 21" laced front and slotted rear disc wheels. And a world full of curves, just waiting to be [illegible]

XL 1200S SPORTSTER®
1200 SPORT

It's the mean, snarling dog of the Sportster® lineup, the 1200 Sport. Take one run aboard this athletic machine, and you'll surely find there's just no better way to experience the age-old conflict between bark and bite. We start with a muscular 1200cc Harley-Davidson® Evolution® powertrain to supply its teeth. As if that alone wasn't good enough, we beef it up with dual-spark ignition, high-compression heads and hot cams. That equals the kind of performance some might technically term as "fun." The engine's rigid mount adds frame stiffness for handling. We use black ceramic-coated exhaust pipes to provide the classic Harley voice. You get triple disc brakes and 12-way adjustable compression and rebound cartridge-type damping up front. Rear 12-way adjustable compression and rebound damping gas reservoir shocks. It's the type of adjustability that you just won't find anywhere else. Before we could call this motorcycle complete, we simply couldn't help but add on a stock tachometer. Just to make the machine a real pleasure to rev. So, you ready to take it around the block?

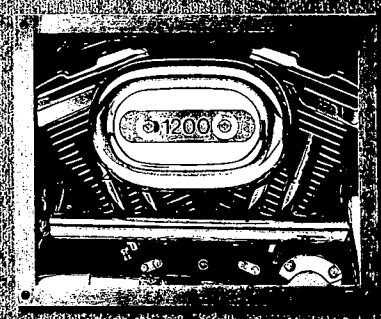

Harley-Davidson
1200
5

SINCE 1957, THE SPORTSTER HAS BEEN COMMITTED TO
DELIVERING THE STREET IN ITS PUREST FORM

Much has changed since the original 1957 Sportster® muscled its way onto the streets. But the spirit that drives today's machines is the same as what drove the first ones that rolled off a Milwaukee production line way back when. They're lean, nimble, agile and a living, fire-breathing descendant of the vintage Harley-Davidson® race bikes that used to terrorize the country's dirt and board tracks. Go back nearly fifty years, or go back just one, and you'll see a Sportster has always been an easy bike to get on, in more ways than one. It's a truly affordable Harley-Davidson. It's an excellent way to get into the sport. And it's one great time, to boot.

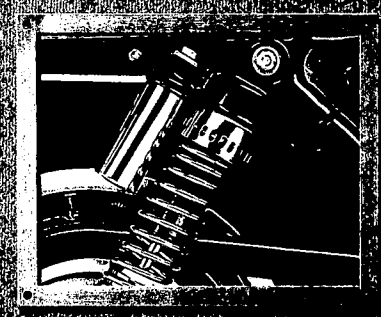
You might have seen this bike from the 883R Sportster. Fast forward to the 883 Hugger.

Take a look back, even to the first offerings, and there's no denying a Sportster was, is, and always will be about one thing: performance. The kind that hits you just right deep down in the pit of your stomach. What supplies that sought-after feeling in your belly is the tried-and-true Evolution® V-Twin engine. Its calling card is raw torque. And it delivers on the promise. Pack that into a narrow frame, and you've got yourself a good, good time just waiting to be pointed towards the nearest turn.



Dyna's short frame is the lineage of the Evolution® engine. Sportster's lineage is the Sportster.

But the Sportster didn't get to this venerable age by sitting with the side stand down. We continually move the bikes of the Sportster family forward, updating them with just the right kind of technology. Last year, we reworked the engine internals, like the cam gears, oil pump and cylinder liner. Front and center this year will be the 883R, our new Sportster that's steeped with authentic race styling and the power to back it up. We also add a refined fuel shut-off valve to all models. There's a satisfying click when you twist it. After all, no detail is too small.



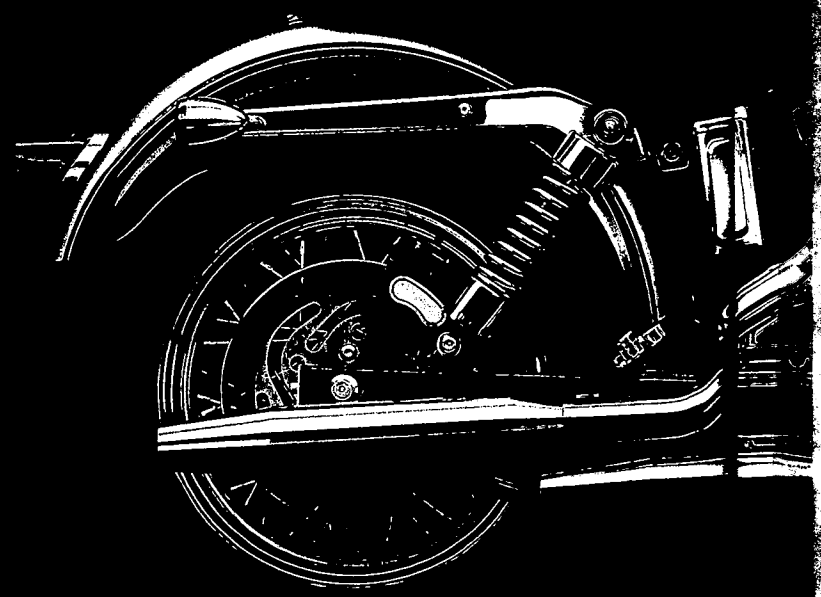
Unique bullet-style turn signals make their debut in the Sportster line. It's a nice custom touch. If that's not enough custom, you can put your whole fingerprint on your ride. We offer Genuine Motor Parts and Genuine Motor Accessories to do just that. You'll find them, and much more, waiting at your dealer.

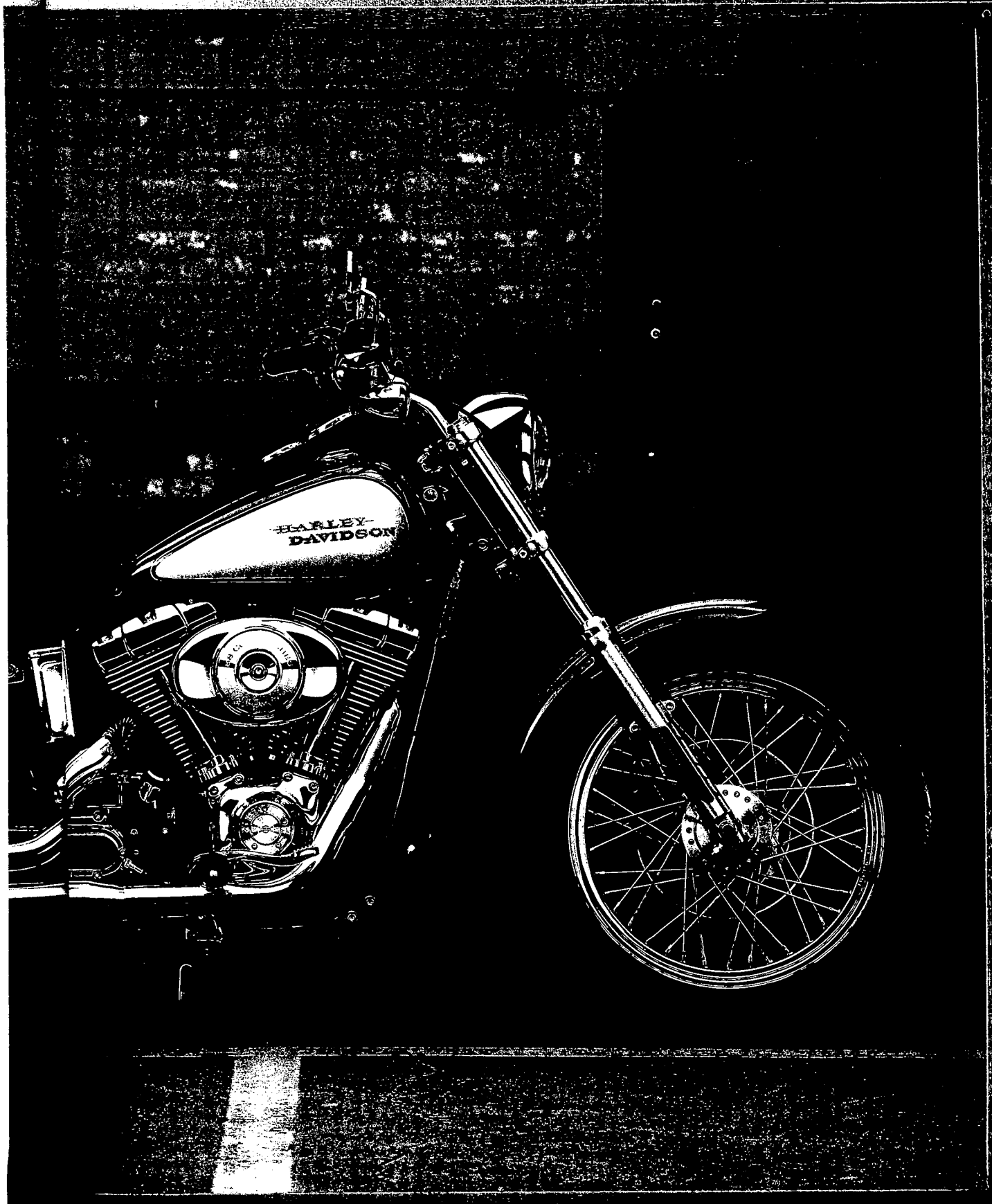
XLH SPORTSTER® 883 HUGGER® shown with Genuine Motor Accessories.

Genuine Motor Accessories. Restore the pure American street to its glory. Double A-Frame frame machined seat and wheels. Chrome bar end grips. Chrome

FXDL DYNA LOW RIDER®

That feeling deep down in your gut? It could only come from a long, low, raked Harley.® For some, it's too much. They'd rather hide behind the comfort of conventionality. But for custom fanatics, the Low Rider® is what it's all about. Especially since last year we knocked the front and rear suspensions down even further. There's a mere 25" from seat to pavement. In case you didn't already, you'll enjoy the ease of tossing a leg over and planting yourself in the sleek, custom seat. You'll also enjoy looking out over the low-rise handlebar, pullback risers and 32° raked-out front end, and stretching the steel toes out to the highway pegs. The hits just keep coming when you feel the power of the Harley-Davidson Twin Cam 88™ engine come to life. Decked out in chrome and black, it's simply the most awe-inspiring form of internal combustion around. You also get a fat, new rear tire to add width to your depth. Four-piston caliper brakes. Fat Bob® fuel tank and center console. New bullet-style turn signals. All yes, lowering your outlook could never feel better.



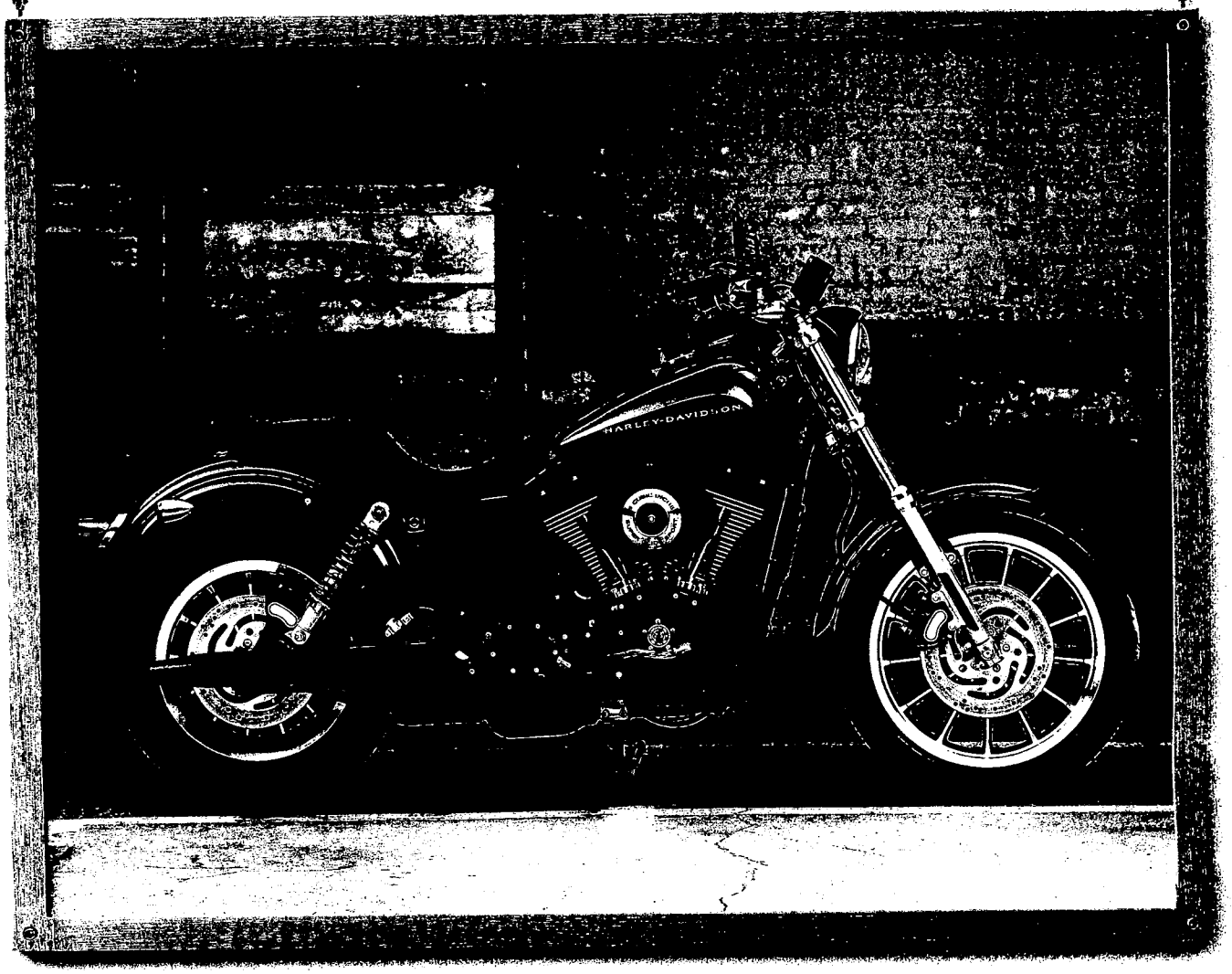

HARLEY-
DAVIDSON

FXD DYNA SUPER GLIDE®

Take a ride down Back-To-Basics Avenue, and you'll discover it's a journey best enjoyed from behind the bar of a Dyna Super Glide®. After all, this machine is pure, beautiful simplicity made metal. Like the gem in the middle of it all, the Twin Cam 88® engine. There's nothing but satisfying Milwaukee Big Twin parked in the Super Glide. No doubt, you'll find it [illegible] to be the easiest way to own that rumble for yourself. Let out the clutch, and the engine mounts and 28° [illegible] [illegible] provide its [illegible] smoothness. There's a wider rear tire. And a flat handlebar with [illegible] [illegible] wherever you choose. Maybe further down the custom route. Or maybe further away from [illegible]

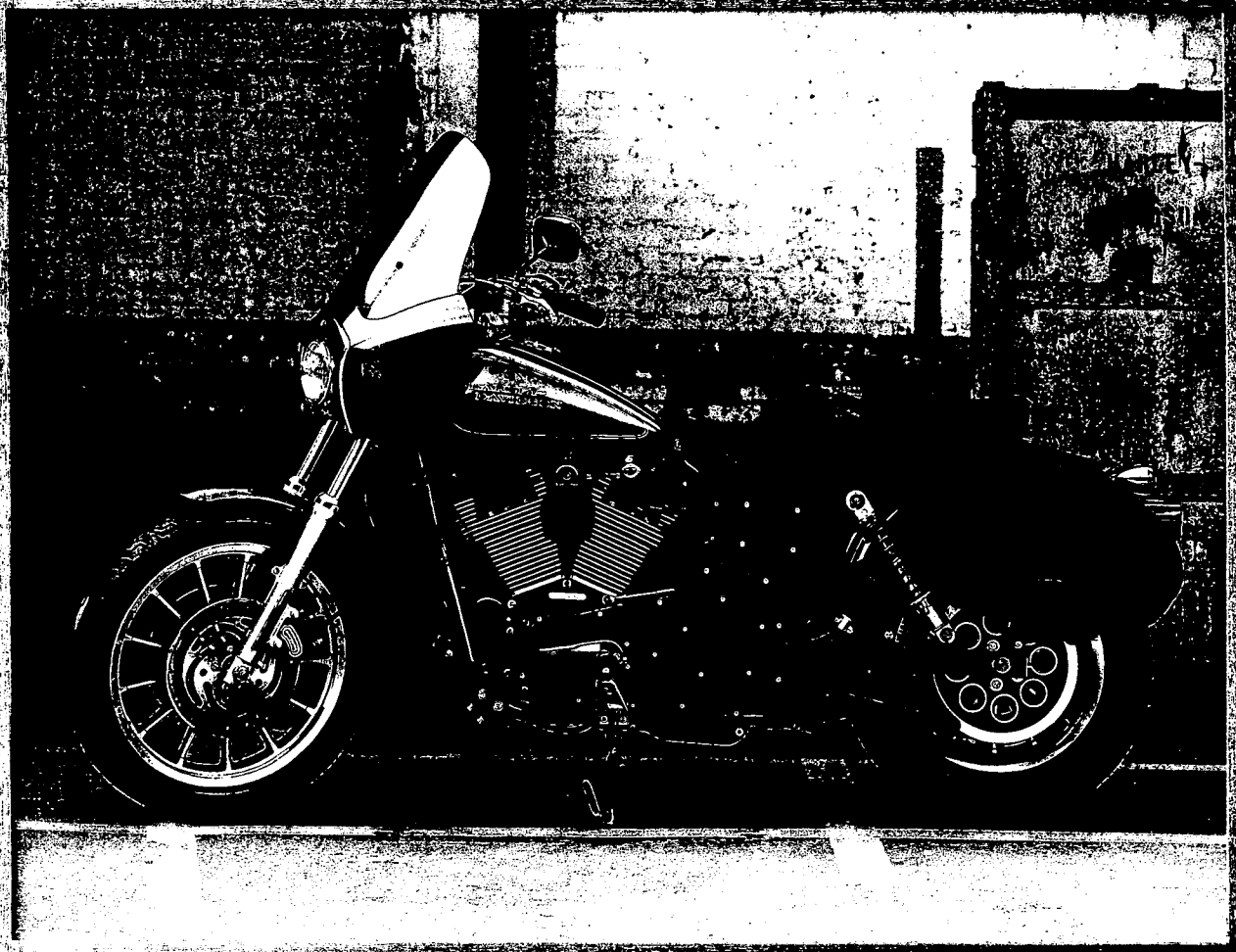
FXDWG DYNA WIDE GLIDE®

There's an old chopper truth that says if just looking at something causes mayhem [illegible] a lot of good in the Dyna Wide Glide®. To find out for yourself, [illegible] to the forward foot controls and roll knuckles around the floppy [illegible] all gets. There are new bullet style signals. A wide, raked [illegible] adds width to both the bike and your smile. And of course, [illegible] engine. Kick it into gear, let it run and you'll learn this [illegible]



FXDX DYNA SUPER GLIDE® SPORT

Glaring back at you here is no other than the brute beauty of the Harley-Davidson line. It's the Super Glide® Sport. Solid muscle with the intimidating looks to back it up. For proof, we begin with the Twin Cam 88™ engine. Tattooed in black, it's menacing. As are the blacked-out pipes. Hop on the machine, and you'll find a 28° steering head and flat XR handlebar. There's front adjustable pre-load, compression and rebound thanks to a cartridge-type sport fork. Rear gas-charged shocks deliver adjustable pre-load and rebound. Dial it in to do your bidding. Whatever that might be. There are triple disc brakes. Relocated rear bullet-style turn signals for a clean look. And plenty of pavement, just waiting to be pushed around.



FXDXT DYNA SUPER GLIDE® T-SPORT™

Oceans exist so you know where to turn around. And nowhere does that feel more true than from the seat of a T-Sport™. Now in its second year, this is the machine you'll want to be on for a million miles of twists and turns. Especially with its fully adjustable, premium suspension, long-distance seat and tires, and half-size sport fairing. The windshield height and angle adjust, so wind gusts now yield to you. One ride and you'll realize the best time to go back is never. Luckily, the ballistic-nylon saddlebags expand and detach to accommodate you on that kind of journey. You get the steady drive of a Twin Cam 88™ powertrain. We finished the bike off with triple disc brakes, because eventually, you'll run out of continent.

HARLEY-DAVIDSON

FOR OVER A DECADE THE DYNA GLIDE APPETITE FOR DISTANT LANDS HAS BEEN MADE

ONLY BY ITS SHOW-HALTING CUSTOM STYLE

When the modern day Dyna Glide motorcycles take a look at their roots, they'll find their heritage stemming from a couple of different places. Their style was born on the early FXS Low Rider® offerings. And their function came straight from the original FXR-series bikes. The "R" stood for "rubber-mounted." And these bikes were built to go 'til there were no more places to go. The smoothness the mounts provided changed the way motorcycles were made. True, the names and letter designations have altered since then. But the ride-all-day identity remains. We're still rubber-mounting engines. And Dyna Glide riders are still giving odometers a major workout every chance they get. There's everything right about that.

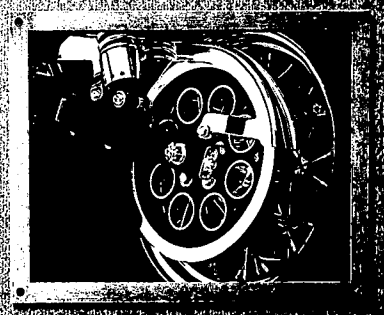
The Twin Cam 88™ power plant attached to those two-point rubber isolation mounts is now in its fourth year. If you haven't tried this combination out yet, we suggest hopping on one of these machines and taking it for a quick spin around the continent. The power delivery is buttery smooth. And addicting to ride. When you consider it's all tucked into a remarkably stiff chassis, you've got a machine that likes a good curvy road as much as it craves an endless straightaway.

Because these are bikes that should look as great as they feel, we also went to work on some unique styling features. We added a wider 150mm rear tire to all Dyna Glide models. More form added to mile-eating function. We also tacked on cool, new bullet-style turn signals. The clean, minimalist look has been a favorite of custom wrenchers. They're now standard on all production Dyna Glide machines.

For your passenger, we repositioned the footpegs for comfort. For owners, we proudly offer an optional, state-of-the-art security system. For the comfort of knowing your wheels won't become someone else's. Although if you choose to go custom with our Genuine Motor Parts and Genuine Motor Accessories, no one will ever mistake your ride for someone else's. That is, if you're ever parked long enough for anyone to notice.

A fatter, custom-looking 150mm rear tire is new to all Dyna Glide models.

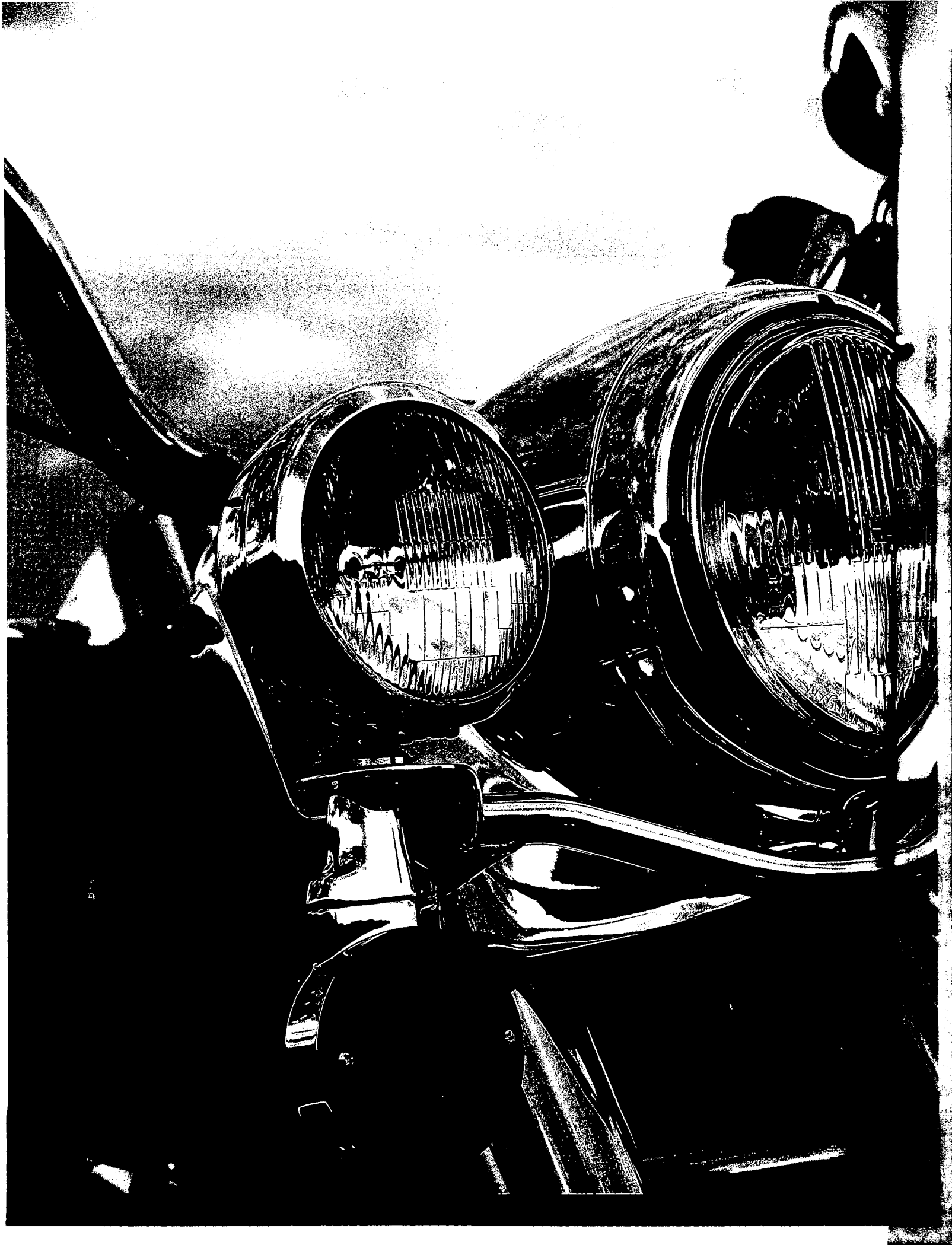
T-Sport™ saddlebags expand, perfect for when you don't feel like neatly folding dirty laundry up the ride back.

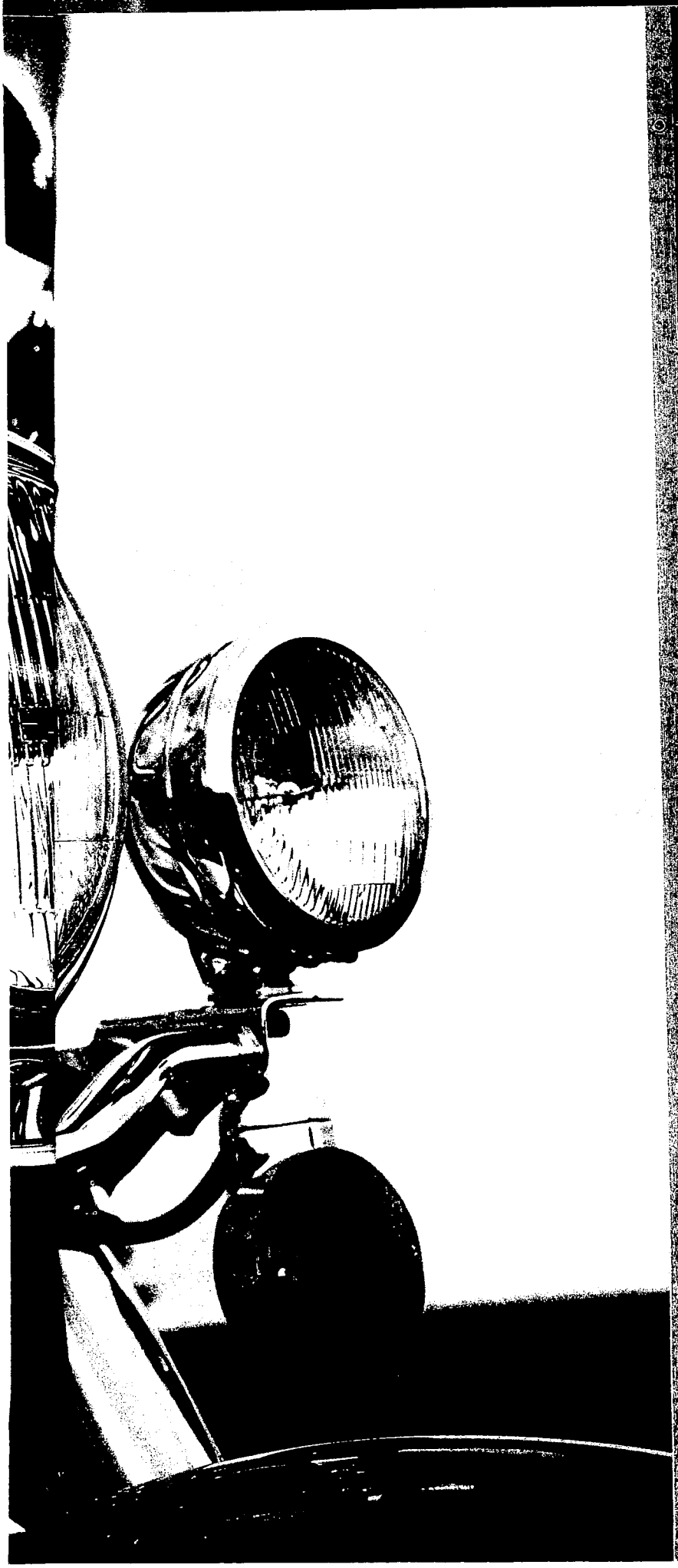


A chrome [illegible] power [illegible]

FXDWG DYNA WIDE GLIDE® shown with Genuine Motor Accessories.

There are plenty of Genuine Motor Accessories available to choose from if you want to go chrome to the hilt. Or chrome to any other part.



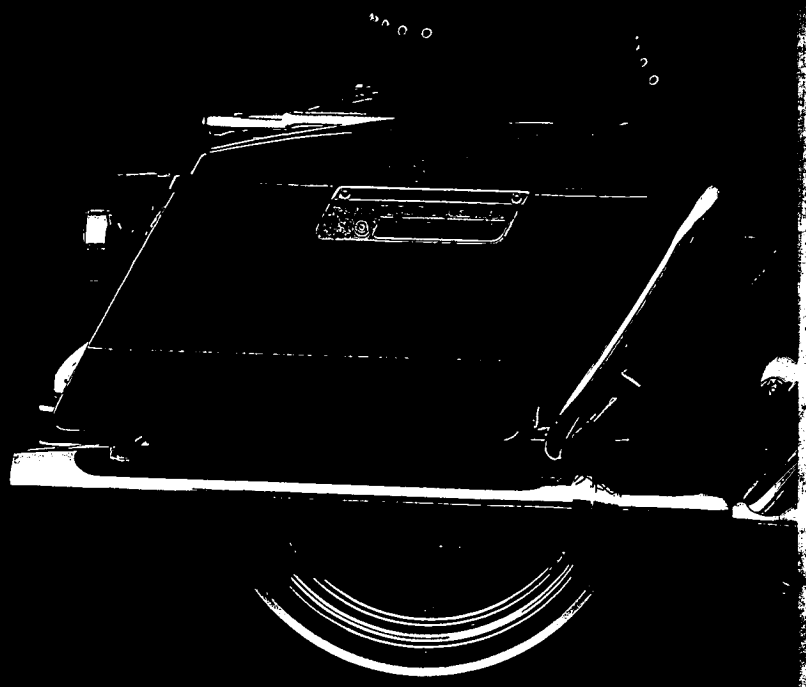


YOU CAN'T LIVE IN THE PAST BUT YOU CAN LET A LITTLE OF THE PAST LIVE IN YOU.

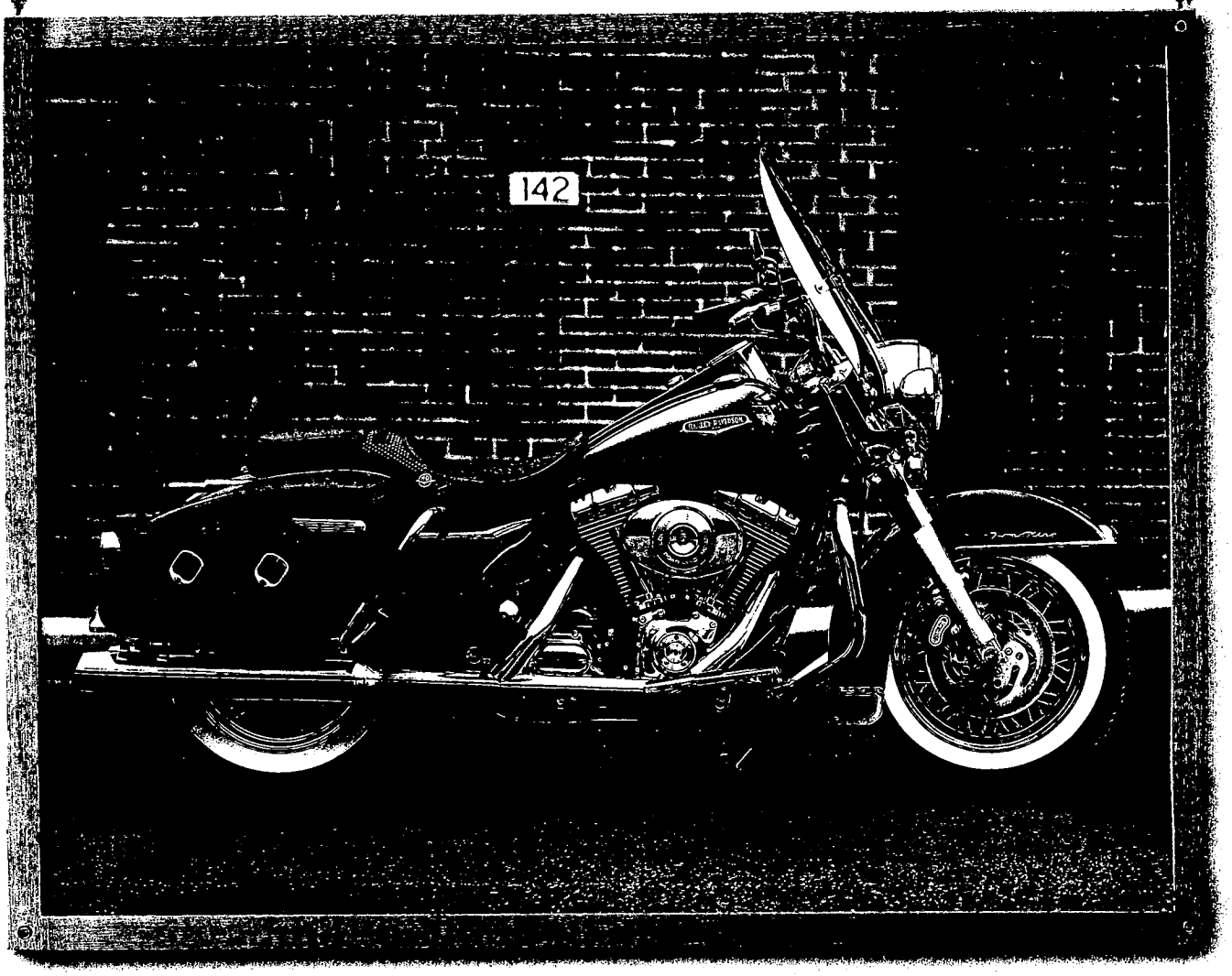
Just sit atop the massive lines of a Harley-Davidson,® and you can't help but understand this: you can take the motorcycle out of the past, but you can't take the past out of the motorcycle. That's because there are 99 years of well-traveled road alive in every bend and glimmer of the polished steel. It stems from a dedication to making machines that are faithful to our storied history. Look closely into the deep shine, and you can almost see the weathered Milwaukee woodshed where it all began. And everything the road has taught us since our first motorcycle rolled out that door. Those lessons turn to chrome and transform into something as powerful as a vintage chrome headlight nacelle. To this day, it still looks right perched on the front of a Road King. So while we'll continually update, create and take motorcycles new places using the most refined technology of the day, we'll never turn our backs on what's right about the past. We know of no better way to build the place of

FLHR/FLHRI
ROAD KING®

Maybe you've heard some stories 'bout how Gramps one day up and rode cross country just for the heck of it on a motorcycle much like the Road King.® Take in the classic style of today's machine, and there's no doubt you'll want to start a story of your own. Although the "just for the heck of it" reason still applies. Breathe in deep the big chrome headlight and nacelle, and the rich finish of the fenders, fuel tank and hard saddlebags. You'll find heritage is everywhere. But we're not merely dusting off yesteryear. This bike is powered by pure today, as is evident by the Harley-Davidson® Twin Cam 88™ engine isolation-mounted to the frame. It's available with carburetor or EFI. The chassis gets an upgrade for distance comfort this year. Stiffer engine mounts and swing arm, bigger rear axle and retooled suspension. And the rear brake pedal has been moved to give boots more room on the boards. So right now feels better than ever. The windshield and pillion detach, two more examples of timeless function and style. After all, rightness doesn't belong to any one generation.

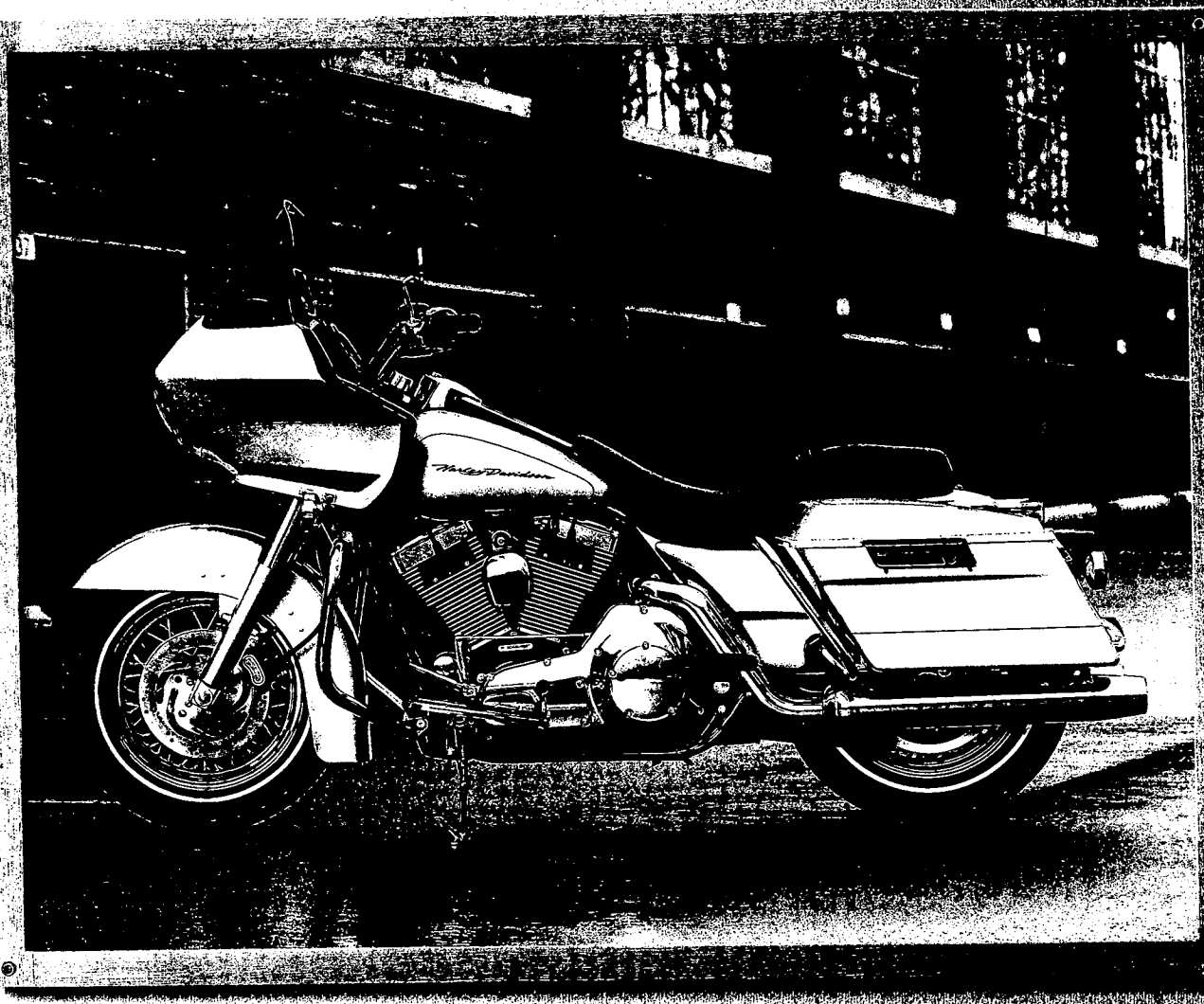


Harley-Davidson



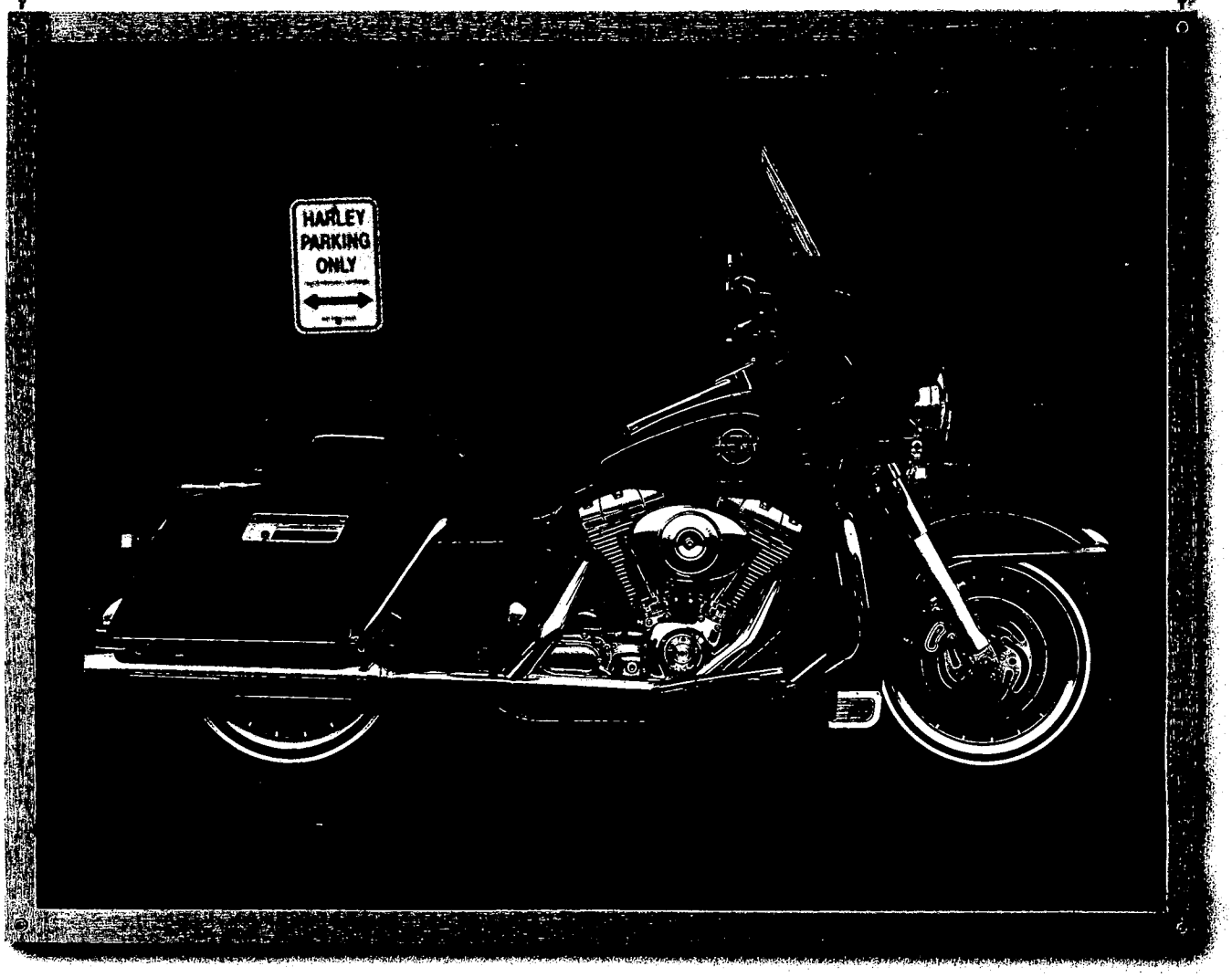
FLHRCI ROAD KING® CLASSIC

You roll down an old highway. Seems there couldn't be a better companion for you and a Road King® Classic. This asphalt remembers when machines like this were common visitors. With whitewall tires and wire laced wheels under full fenders. Giant chrome headlight. 3-D gas tank emblem. Tooled leather adorning the seat and saddlebags. It'll even take the road back a ways. But there's plenty of present day here, as well. Improved fuel-injection on the Twin Cam 88™ power plant, for starters. A refined chassis. Roomier floorboards. And cruise control is now standard. It's smoothness that's never been seen before. There's an ample windshield, or not if you prefer. You soon realize, this is how highways are brought back to life.



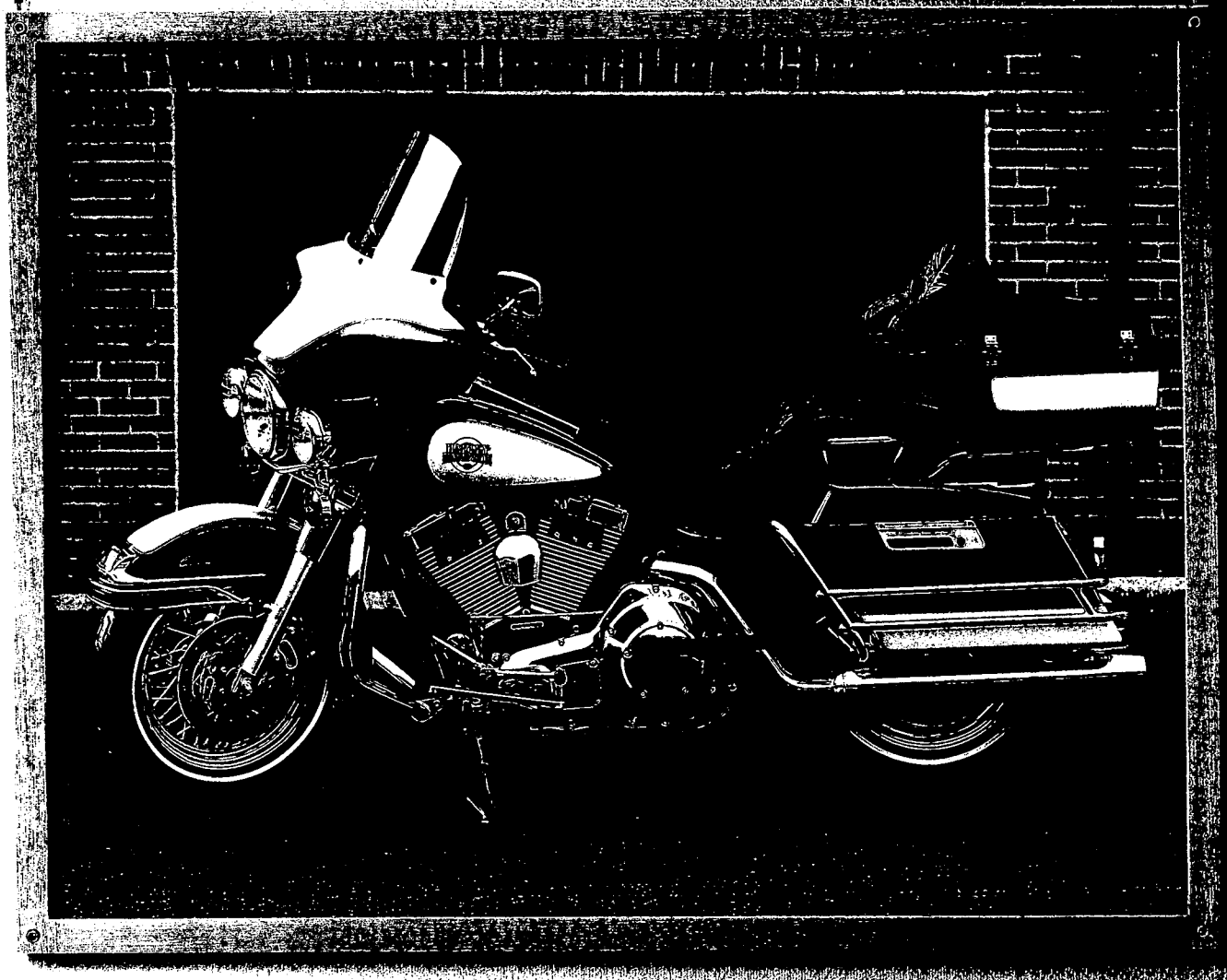
FLTR/FLTRI ROAD GLIDE®

Atop the distinctive lines of a Road Glide,® things are different. Like riding to Alaska when you're in the mood for some fresh Alaskan King Crab suddenly makes perfect sense. After all, this custom tour bike is built to see and be seen. Start with the frame-mounted fairing, dual headlight with blacked-out bezel and rich finish. It's truly a sight. As is the chrome and black Twin Cam 88™ engine that sends this motorcycle rolling. It's available in carbureted version or with an upgraded EFI that manages heat while you're idling. There's an updated chassis for more long-distance comfort. There's standard cruise control. A premium wiring harness for accessories. And high-fidelity, low-distortion sound. Is that the other coast you hear calling?



FLHT ELECTRA GLIDE® STANDARD

The take-only-what-you-need lifestyle of the nomad still exists. Only today, the traveling is considerably more fun when aboard a clean and simple Electra Glide® Standard. With this year's upgraded chassis, it's considerably smoother, too. It's the result of a stiffer swing arm and engine mounts, a larger rear axle and a redesigned suspension. Teamed with a mile-eating Twin Cam 88™ powertrain, you'll just wander and wander. Feet get new, more accommodating floorboards, thanks to a repositioned brake pedal. Hard saddlebags pack all you need. For those needing to make this more their own, we offer Genuine Motor Parts and Genuine Motor Accessories. As of right now, roaming has never been more satisfying.

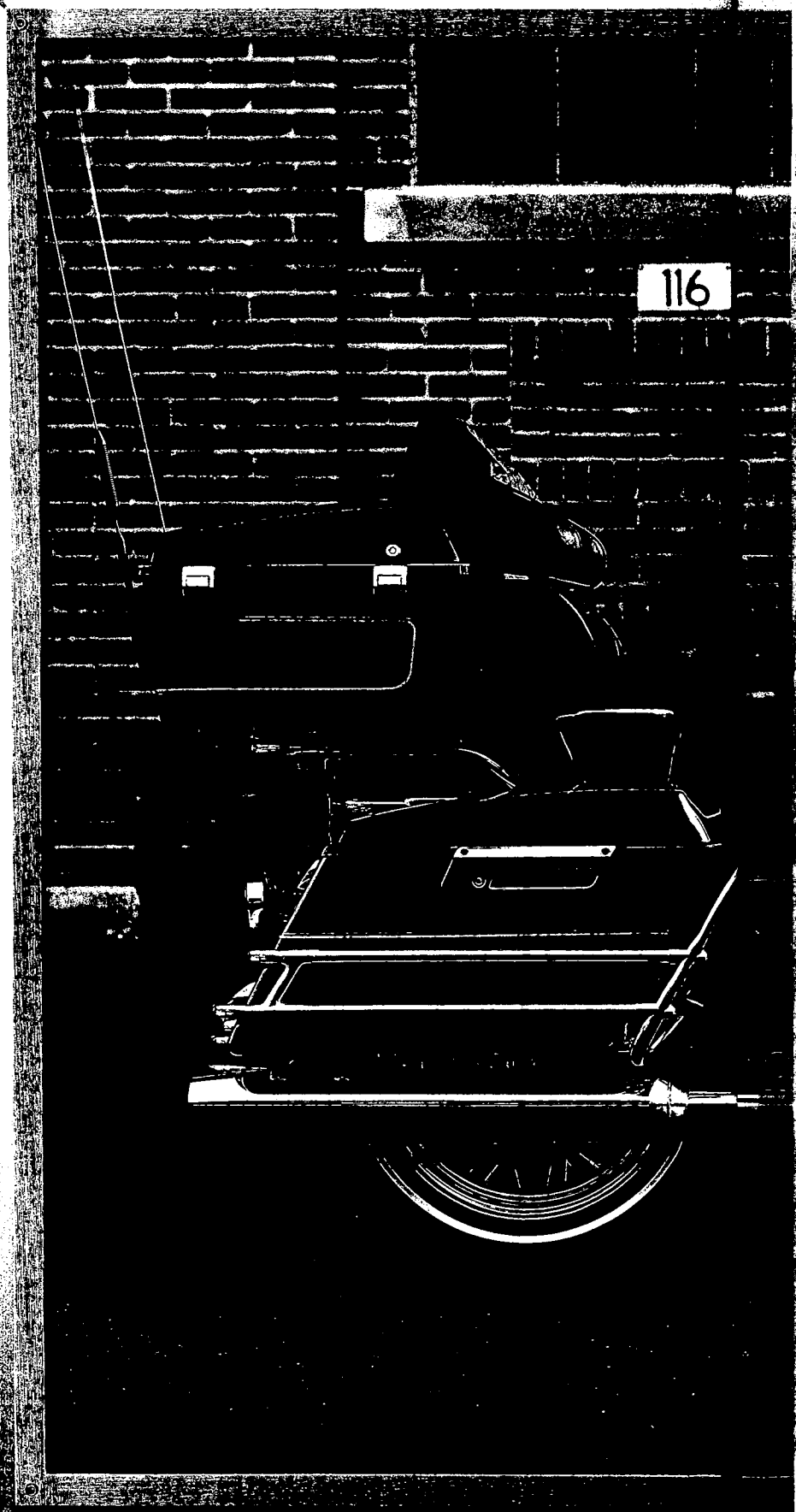


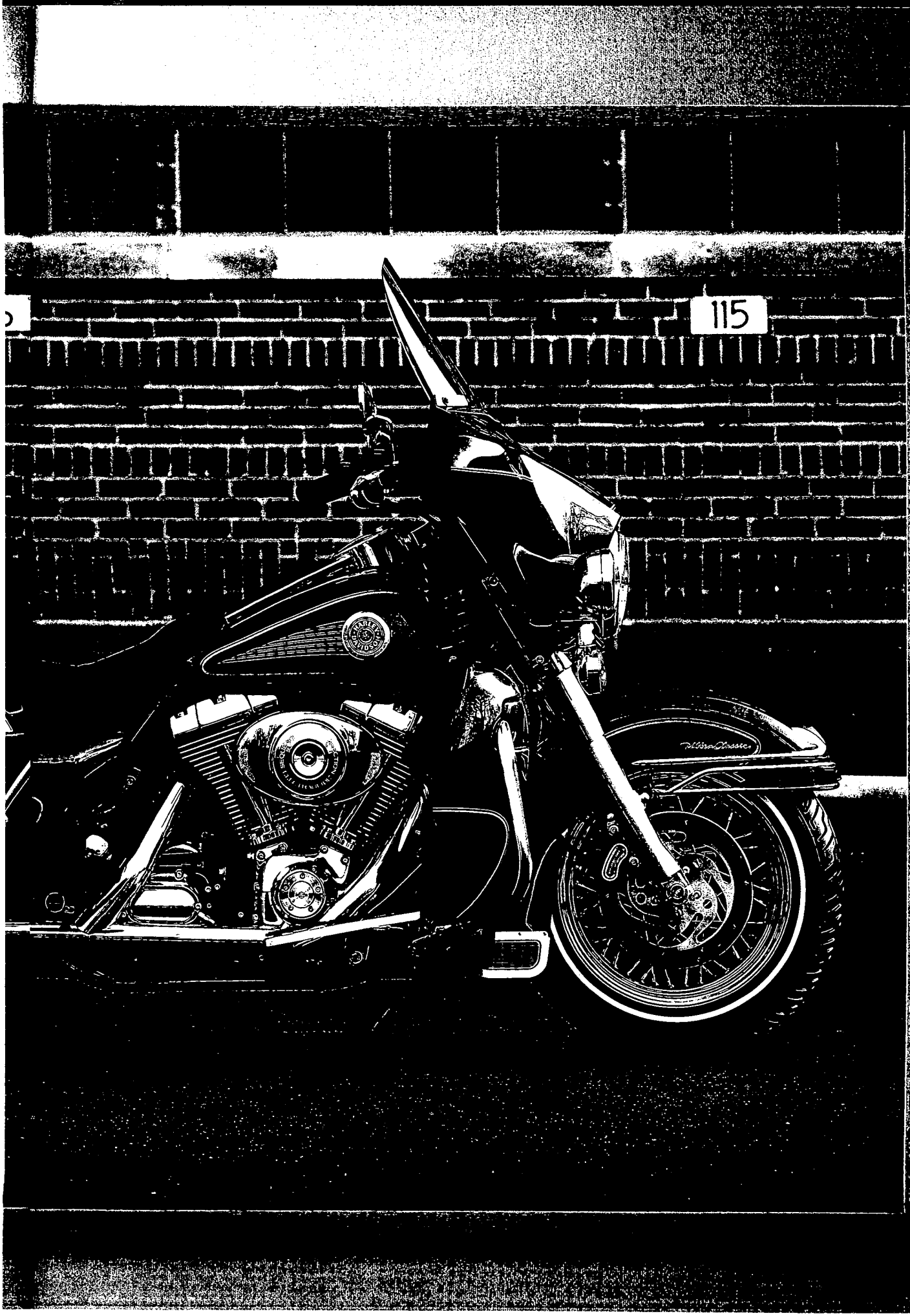
FLHTC/FLHTCI ELECTRA GLIDE® CLASSIC

At 7:23 a.m., you're already 517 mailboxes out of town. You could figure out the correct mailbox-to-miles conversion [illegible]. But all that really matters when you're on an Electra Glide® Classic is the road ahead that will soon end up in the rear view mirror. So you settle in behind the fairing and low-distortion, 40-watt per channel sound system and just go. [illegible] go is made oh-so smooth, with a refined chassis and the chromed Twin Cam 88™ engine. Choose from [illegible] sion or an updated EFI system that manages heat while idling. You get hard saddlebags and a [illegible]. The floorboards now provide more room for boots. The world ahead provides all the room you need to [illegible]

FLHTCUI ULTRA CLASSIC®
ELECTRA GLIDE®

It's 790 pounds of pure Milwaukee iron, presented here in its ultimate traveling form. And when you sit astride the Ultra Classic® Electra Glide® and take in all the welcome poundage, you'll simply feel like you can throw that weight around anywhere. For starters, you'll ride the miles in ample comfort courtesy of the most satisfying motor to grace the face of everywhere, the powerful, fuel-injected Twin Cam 88™ engine. It feels even better now with a refined chassis. You get classic fairing and lowers, full hard luggage and cruise control. Not to mention more accommodating floorboards. Those with mammoth-sized boots will most certainly enjoy that feature, the result of a relocated rear brake pedal. We also went to great lengths to make sure this machine came equipped with premium sound. Forty-watts-per-channel AM/FM/weather-band/cassette with low-distortion speakers. Separate passenger controls, built-in C.B./voice-activated intercom and helmet-mounted headset* are included. Add in an XXXL stretch of open road to the mix and what more could there possibly be?




115

PUT YOUR FAITH IN MILE-MARKERS, HORIZONS AN
A STRONG, RELIABLE TOURING MACHINE

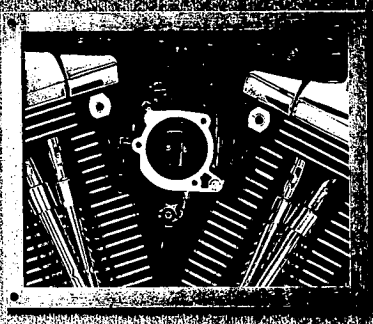
The six models of the Harley-Davidson® touring line are Milwaukee's gift to everywhere. Point out a location, and chances are good one of these motorcycles has tread on nearby soil. They've been a loyal traveling companion to those who cannot sit still. And they're the tireless workhorse of the American highway. So it comes as no surprise these aren't just great bikes to ride, they're some of the most reliable machines on the road.

For starters, we put 2½ million test miles on the Twin Cam 88™ engine before its release to make sure it was good to go. And go. And go. We then attached it to the frame with rubber isolation mounts. Vibrations from king-sized internal combustion never make their way to riders. This frame setup also allows for a low, stable center of gravity and incorporates our self-centering steering, so a tight parking space is as easy to get into as a long stretch of two-lane is.

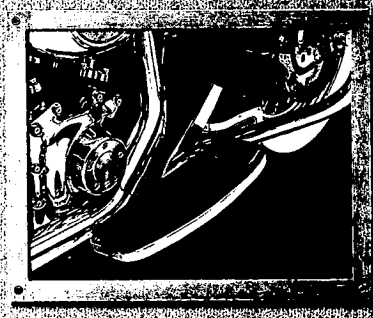
As tradition demands, refining and evolving the machines that make up the Harley-Davidson touring line is our constant goal. This year, you'll find the bikes equipped with Electronic Fuel Injection (EFI) sporting a new system. You'll enjoy the smooth starts and efficient use of fuel. The cool part is this high-tech configuration still strikes the very familiar chord of "potato, potato, potato." Just like on our carbureted models. To take it further, we incorporate a sophisticated three-phase heat management system to help out while your EFI motor is sitting at idle.

We then went to work on a refined chassis, starting with the addition of stiffer engine mounts and swing arm. We also beefed up the size of the swing arm, as well as the rear axle. The front suspension now requires zero air adjustment, thanks to non-air cartridge-type forks. And we re-tuned the air shocks on the back. They still easily adjust to accommodate your load. What it all adds up to is a plush-riding Harley-Davidson that's perfect for countries with lots to see.

We topped off this year's updates with a new fuel shut-off valve on carb engines. It clicks when you twist. And the rear brake pedal has been nudged forward, giving riders a more natural foot position for braking, as well as extra floorboard room for those with size jumbo boots. So climb aboard a faithful touring machine, try it and off you'll go. Out into the wild asphalt yonder.



Sounds like Milwaukee. Our EFI engine [illegible] that soulful Harley-Davidson [illegible]

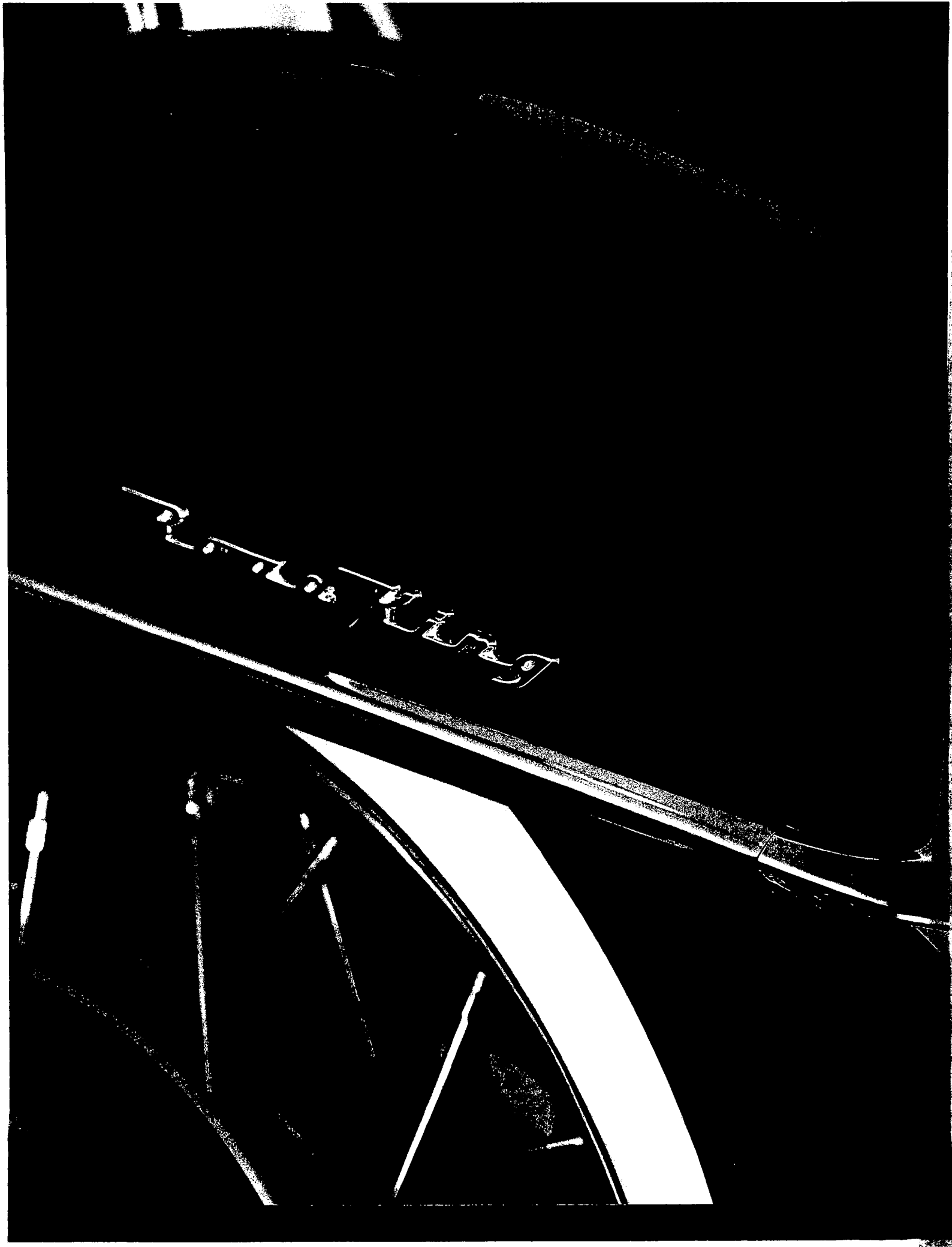


We moved the rear brake pedal forward [illegible] bigger boots four star floorboard accommodates [illegible]

One more very cool [illegible] bike, a factory-installed [illegible]

FLHTCUI ULTRA CLASSIC® ELECTRA GLIDE® shown with Genuine Motor Accessories.

The mother of all accessories. The touring sidecar, shown here with factory-matched color. But that's just the beginning of our Genuine Motor Accessories selection.


Rolls Royce

THERE ARE NO GRADATIONS OF PERFECT.

In 1903, the Davidson boys enlisted their Aunt Janet to apply the final touches to the original Harley-Davidson® motorcycles. That began a dedication to paint and trim that survives to this day. Take a look at anything from a Sportster® to a king-of-the-road touring rig, and you can't escape the emotion carried by the mile-deep finish of our tanks, fenders and saddlebags. The way the Harley-Davidson name is finely tattooed in metal. Or how our time-intensive, two-tone paint jobs are so pleasing. These moments come courtesy of a deep-rooted commitment to doing it right. Whether it's utilizing the most advanced procedures of the day, like our unique powder clearcoating that gives off a hard, durable finish and a gloss like no other. Or whether it's sticking to time-honored traditions, like maintaining painted-on pinstripes or insisting on hand buffing the finished pieces. That's why Harley-Davidson metal satisfies like it [illegible] It just wouldn't be [illegible]

	XLH SPORTSTER® 883	XLH SPORTSTER® 883 HUGGER®	XL 883C SPORTSTER® 883 CUSTOM	XL 883R SPORTSTER®	XLH SPORTSTER® 1200	XL 1200S SPORTSTER® 1200 SPORT	XL 1200C SPORTSTER® 1200 CUSTOM
DIMENSIONS							
LENGTH (IN./MM)	88.1/2236.0	88.0/2233.4	89.0/2258.8	88.1/2236.0	88.1/2236.0	88.5/2246.1	89.0/2258.8
SEAT HEIGHT (IN./MM[1]/MM[2])	28.0/710.6/720.0	27.1/688.3/687.0	27.6/699.5/710.0	28.0/710.6/723.0	28.9/733.5/740.0	28.0/710.6/740.0	27.6/699.5/710.0
GROUND CLEARANCE (IN./MM)	6.7/170.0	4.7/119.3	6.7/170.0	6.7/170.0	6.7/170.0	6.7/170.0	4.7/119.3
LEAN ANGLES PER SAE J1168 (LEFT/RIGHT)	37°/37°	35°/33°	35°/33°	37°/37°	37°/37°	37.5°/37°	35°/33°
RAKE (°)/TRAIL (IN./MM)	29.6°/4.6/116.7	30.1°/4.7/119.3	29.6°/4.6/116.7	29.6°/4.6/116.7	29.6°/4.6/116.7	29.6°/4.6/116.7	30.1°/4.7/119.3
WHEELBASE (IN./MM)	60.0/1522.8	59.0/1497.4	60.0/1522.8	60.0/1522.8	60.0/1522.8	60.2/1527.9	60.0/1522.8
WEIGHT DRY (LBS./KG)	489.0/222.0	486.0/220.6	489.0/222.0	503.0/228.4	491.0/222.9	501.0/227.5	491.0/222.9
RUNNING ORDER (KG)	230.0	230.0	235.0	237.8	235.0	240.0	235.0
POWERTRAIN							
ENGINE	OHV V²® Evolution®[6]	OHV V²® Evolution®[6]	OHV V²® Evolution®[6]	OHV V²® Evolution®[6]	OHV V²® Evolution®[6]	OHV V²® Evolution®[6]	OHV V²® Evolution®[6]
BORE X STROKE (IN./MM)	3.000 x 3.812/76.20 x 96.80	3.000 x 3.812/76.20 x 96.80	3.000 x 3.812/76.20 x 96.80	3.000 x 3.812/76.20 x 96.80	3.498 x 3.812/88.80 x 96.80	3.498 x 3.812/88.80 x 96.80	3.498 x 3.812/88.80 x 96.80
DISPLACEMENT (CU. IN./CC)	53.86/883	53.86/883	53.86/883	53.86/883	73.20/1200	73.20/1200	73.20/1200
COMPRESSION RATIO	9.0:1	9.0:1	9.0:1	9.0:1	9.0:1	10.0:1	9.0:1
FUEL SYSTEM	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor
OIL CAPACITY (U.S. QTS./LTRS)	3.0/2.8	3.0/2.8	3.0/2.8	3.0/2.8	3.0/2.8	3.0/2.8	3.0/2.8
FUEL CAPACITY (U.S. GALS./LTRS)[3]	3.3/12.5	3.3/12.5	3.3/12.5	3.3/12.5	3.3/12.5	3.3/12.5	3.3/12.5
MILES PER GALLON[4]	57 hwy/48 city	57 hwy/48 city	57 hwy/48 city	57 hwy/48 city	52 hwy/45 city	52 hwy/45 city	52 hwy/45 city
LITERS PER 100 KM[4]	4.1 hwy/4.9 city	4.1 hwy/4.9 city	4.1 hwy/4.9 city	4.1 hwy/4.9 city	4.6 hwy/5.3 city	4.6 hwy/5.3 city	4.6 hwy/5.3 city
EXHAUST SYSTEM	Staggered shorty duals	Staggered shorty duals	Staggered shorty duals	2-into-1 chrome	Staggered shorty duals	Black staggered shorty duals	Staggered shorty duals
DRIVETRAIN							
PRIMARY DRIVE	Triple-row chain	Triple-row chain	Triple-row chain	Triple-row chain	Triple-row chain	Triple-row chain	Triple-row chain
GEAR RATIOS (OVERALL)	1st: 9.717 2nd: 6.690 3rd: 5.180 4th: 4.267 5th: 3.615	1st: 9.717 2nd: 6.690 3rd: 5.180 4th: 4.267 5th: 3.615	1st: 9.717 2nd: 6.690 3rd: 5.180 4th: 4.267 5th: 3.615	1st: 9.717 2nd: 6.690 3rd: 5.180 4th: 4.267 5th: 3.615	1st: 9.047 2nd: 6.210 3rd: 4.823 4th: 3.973 5th: 3.366	1st: 9.047 2nd: 6.210 3rd: 4.823 4th: 3.973 5th: 3.366	1st: 9.047 2nd: 6.210 3rd: 4.823 4th: 3.973 5th: 3.366
TORQUE (FT. LBS. @ RPM)	52.0 @ 4500 rpm	52.0 @ 4500 rpm	52.0 @ 4500 rpm	52.0 @ 4500 rpm	71.0 @ 4000 rpm	78.0 @ 4000 rpm	71.0 @ 4000 rpm
(NM @ RPM)	67.0 @ 4400 rpm	67.0 @ 4400 rpm	67.0 @ 4400 rpm	68.0 @ 4000 rpm	87.0 @ 3900 rpm	96.0 @ 3000 rpm	87.0 @ 3900 rpm
BRAKES/WHEELS/TIRES							
BRAKES, DIA. X W. (FRONT/REAR IN.)	11.5 x .20/11.5 x .23	11.5 x .20/11.5 x .23	11.5 x .20/11.5 x .23	11.5 x .20/11.5 x .23	11.5 x .20/11.5 x .23	11.5 x .20 dual disc/11.5 x .23	11.5 x .20/11.5 x .23
(FRONT/REAR MM)	292.1 x 5.08/292.1 x 5.84	292.1 x 5.08/292.1 x 5.84	292.1 x 5.08/292.1 x 5.84	292.1 x 5.08/292.1 x 5.84	292.1 x 5.08/292.1 x 5.84	292.1 x 5.08 dual disc/292.1 x 5.84	292.1 x 5.08/292.1 x 5.84
BRAKING (MAXIMUM LOADED VEHICLE WT.)	160 ft. @ 60 mph 48.00m @ 96.60 kph	160 ft. @ 60 mph 48.00m @ 96.60 kph	160 ft. @ 60 mph 48.00m @ 96.60 kph	160 ft. @ 60 mph 48.00m @ 96.60 kph	160 ft. @ 60 mph 48.80m @ 96.60 kph	143 ft. @ 60 mph 43.60m @ 96.60 kph	160 ft. @ 60 mph 48.80m @ 96.60 kph
WHEELS	13 spoke cast aluminum alloy (laced option)[8]	13 spoke cast aluminum alloy (laced option)[8]	21" front laced, 16" rear disc	13 spoke cast aluminum alloy	13 spoke black cast aluminum alloy (laced option)[8]	13 spoke silver cast aluminum alloy	21" front laced, 16" chrome plated rear disc
TIRE SIZE (FRONT, REAR)	100/90-19, 130/90HB16	100/90-19, 130/90HB16	100/90-21, 130/90HB16	100/90-19, 130/90HB16	100/90-19, 130/90HB16	100/90-195IV, 130/90-16 64V	MH90-21, 130/90HB16
INSTRUMENTS							
	Electronic speedometer with odometer and resettable trip meter; oil pressure indicator lamp	Electronic speedometer with odometer and resettable trip meter; oil pressure indicator lamp	Electronic speedometer with odometer and resettable trip meter; oil pressure indicator lamp	Electronic speedometer with odometer and resettable trip meter; oil pressure indicator lamp	Electronic speedometer with odometer and resettable trip meter; tach; oil pressure indicator lamp	Electronic speedometer with odometer and resettable trip meter; tach; oil pressure indicator lamp	Electronic speedometer with odometer and resettable trip meter; oil pressure indicator lamp
COLOR OPTIONS[5]							
	Vivid black, luxury blue pearl, luxury rich red pearl	Vivid black, real teal pearl, white pearl, concord purple pearl, real red pearl, impact blue pearl	Vivid black, real teal pearl, white pearl, luxury rich red pearl, concord purple pearl, impact blue pearl	Racing orange	Vivid black, luxury blue pearl, luxury rich red pearl, real red pearl, 2-tone luxury blue & diamond ice, 2-tone luxury rich red & black	Vivid black, jade sunglo pearl, white pearl, real red pearl, impact blue pearl	Vivid black, luxury blue pearl, jade sunglo pearl, luxury rich red pearl, white pearl, concord purple pearl, impact blue pearl, 2-tone luxury blue & diamond ice, 2-tone luxury rich red & black, 2-tone real red & diamond ice

DYNA GLIDE FAMILY pgs 36-45					VRSC pgs 16-21
FXD DYNA SUPER GLIDE®	**FXDX DYNA SUPER GLIDE® SPORT**	**FXDXT DYNA SUPER GLIDE® T-SPORT™**	**FXDL DYNA LOW RIDER®**	**FXDWG DYNA WIDE GLIDE®**	**VRSCA V-ROD™**
91.0/2309.6	91.4/2319.2	91.3/2315.9	94.0/2385.7	94.5/2398.4	93.6/2375.6
26.5/672.6/698.0	27.3/691.6/710.6	27.9/708.1/758.9	25.2/639.6/665.0	26.8/680.2/705.6	26.0/659.9/687.8
5.4/136.5	5.9/149.2	5.9/149.2	4.6/116.7	5.4/136.5	5.6/142.1
32°/31°	34.5°/33.5°	34.4°/32.4°	29°/28.5°	32°/31°	32°/32°
28.0°/4.1/104.1	28.0°/4.1/104.1	28.0°/4.1/104.1	32.0°/5.1/129.4	32.0°/5.1/129.4	34.0°/3.9/99.0
62.5/1586.3	63.2/1603.5	63.2/1603.5	65.5/1662.4	66.1/1677.6	67.5/1713.2
612.0/277.8 295.1	619.0/281.0 301.0	642.0/291.5 308.3	614.0/278.8 296.9	612.0/277.8 295.1	595.7/270.4 279.4
Twin Cam 88™ vibration isolation-mounted[4]	Twin Cam 88™ vibration isolation-mounted[4]	Twin Cam 88™ vibration isolation-mounted[4]	Twin Cam 88™ vibration isolation-mounted[4]	Twin Cam 88™ vibration isolation-mounted[4]	Revolution™[5]
3.75 x 4.00/95.25 x 101.60	3.75 x 4.00/95.25 x 101.60	3.75 x 4.00/95.25 x 101.60	3.75 x 4.00/95.25 x 101.60	3.75 x 4.00/95.25 x 101.60	3.94 x 2.84/100.00 x 72.00
88.0/1450	88.0/1450	88.0/1450	88.0/1450	88.0/1450	69.0/1130
8.9:1	8.9:1	8.9:1	8.9:1	8.9:1	11.3:1
Carburetor	Carburetor	Carburetor	Carburetor	Carburetor	Electronic Sequential Port Fuel Injection (ESPFI)
3.0/2.8	3.0/2.8	3.0/2.8	3.0/2.8	3.0/2.8	4.0/3.8
4.9/18.5	4.9/18.5	4.9/18.5	4.9/18.5	5.2/19.7	4.0/15.1
50 hwy/42 city	50 hwy/42 city	50 hwy/42 city	50 hwy/42 city	50 hwy/42 city	47 hwy/37 city
4.7 hwy/5.6 city	4.7 hwy/5.6 city	4.7 hwy/5.6 city	4.7 hwy/5.6 city	4.7 hwy/5.6 city	5.0 hwy/6.1 city
Staggered shorty duals	Black[7] staggered shorty duals	Staggered shorty duals	Staggered shorty duals	Staggered shorty duals	2-into-1-into-2
Double-row chain	Double-row chain	Double-row chain	Double-row chain	Double-row chain	High contact ratio spur gear
1st: 10.110	1st: 10.110	1st: 10.110	1st: 10.110	1st: 10.110	North America / Other Markets
2nd: 6.958	2nd: 6.958	2nd: 6.958	2nd: 6.958	2nd: 6.958	1st: 11.749 / 10.968
3rd: 4.953	3rd: 4.953	3rd: 4.953	3rd: 4.953	3rd: 4.953	2nd: 7.897 / 7.370
4th: 3.862	4th: 3.862	4th: 3.862	4th: 3.862	4th: 3.862	3rd: 6.321 / 5.901
5th: 3.150	5th: 3.150	5th: 3.150	5th: 3.150	5th: 3.150	4th: 5.456 / 5.094
					5th: 4.889 / 4.563
82.0 @ 3500 rpm 106.0 @ 2900 rpm	82.0 @ 3500 rpm 106.0 @ 2900 rpm	82.0 @ 3500 rpm 106.0 @ 2900 rpm	82.0 @ 3500 rpm 106.0 @ 2900 rpm	82.0 @ 3500 rpm 106.0 @ 2900 rpm	74.0 @ 7000 rpm 100.3 @ 7000 rpm
11.5 x .20/11.5 x .23 292.1 x 5.08/292.1 x 5.84	11.5 x .20 dual disc/11.5 x .23 292.1 x 5.08 dual disc/292.1 x 5.84	11.5 x .20 dual disc/11.5 x .23 292.1 x 5.08 dual disc/292.1 x 5.84	11.5 x .20/11.5 x .23 292.1 x 5.08/292.1 x 5.84	11.5 x .20/11.5 x .23 292.1 x 5.08/292.1 x 5.84	11.5 x .20/11.5 x .23 292.1 x 5.08/292.1 x 5.84
165 ft. @ 60 mph 49.50m @ 96.60 kph	155 ft. @ 60 mph 46.50m @ 96.60 kph	155 ft. @ 60 mph 46.50m @ 96.60 kph	165 ft. @ 60 mph 49.50m @ 96.60 kph	165 ft. @ 60 mph 49.50m @ 96.60 kph	142 ft. @ 60 mph 43.30m @ 97 kph
13 spoke silver cast aluminum alloy (laced option)[8]	13 spoke black/silver cast aluminum alloy (laced option)[8]	13 spoke black/silver cast aluminum alloy	13 spoke black/silver cast aluminum alloy (laced option)[8]	Laced 21" front/16" rear	Disc 19" front/18" rear
100/90-19 57H, 150/80B16 71H	100/90-19 57H, 150/80B16 71H	100/90-19 57H, 150/80B16 71H	100/90-19 57H, 150/80B16 71H	MH90-21 56H, 150/80B16 71H	120/70ZR-19, 180/55ZR-18
Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp; engine diagnostic light; security system light (optional)	Electronic speedometer with odometer and resettable trip meter; tach; fuel gauge; oil pressure indicator lamp; engine diagnostic light; security system light (optional)	Electronic speedometer with odometer and resettable trip meter; tach; fuel gauge; oil pressure indicator lamp; engine diagnostic light; security system light (optional)	Electronic speedometer with odometer and resettable trip meter; tach; fuel gauge; oil pressure indicator lamp; engine diagnostic light; security system light (optional)	Large electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp; engine diagnostic light; security system light (optional)	Electronic speedometer with odometer and resettable trip meter with diagnostic capabilities; tach; fuel gauge; low fuel light; oil pressure indicator light; engine diagnostic light; security system light (optional); cooling temperature light
Vivid black, luxury blue pearl, diamond ice pearl, luxury rich red pearl	Vivid black, diamond ice pearl, jade sunglo pearl, white pearl, concord purple pearl, real red pearl	Vivid black, luxury blue pearl, diamond ice pearl, jade sunglo pearl, luxury rich red pearl, suede green pearl	Vivid black, diamond ice pearl, jade sunglo pearl, luxury rich red pearl, concord purple pearl, impact blue pearl, 2-tone luxury blue & diamond ice, 2-tone luxury rich red & black, 2-tone real red & diamond ice	Vivid black, diamond ice pearl, luxury rich red pearl, real red pearl, impact blue pearl, 2-tone luxury blue & diamond ice, 2-tone luxury rich red & black	Anodized aluminum

- All model features [illegible] belt final drive, [illegible] enrichner and accelerator [illegible] Sequential Port Fuel Injection [illegible] clutch with diaphragm spring [illegible] unlimited mileage warranty.
- Throttle friction screws should not be used under normal stop-and-go operating conditions.
- We reserve the right to discontinue models or change specifications at any time without incurring any obligations.
- Attention: The vehicles in the configuration shown and many of the accessories described in this brochure are not available for sale or use in several countries outside the U.S. Specifications and vehicle availability may vary from country to country depending on local importation and registration laws. Please check with your local dealer for details.

1 Measurement reflects 180 lb. operator weight.

2 Unladen measurement.

3 Includes reserve on carburetor equipped models.

4 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary.

5 Availability of colors may vary from dealer to dealer, and is subject to change without notice.

6 Recommended 91 octane or higher fuel (R+M)/2.

7 Not available on catalyst equipped models.

8 Laced wheel standard in some markets.

	FXST/FXSTI SOFTAIL® STANDARD	FXSTB/FXSTBI NIGHT TRAIN™	FLSTF/FLSTFI FAT BOY®	FXSTS/FXSTSI SPRINGER® SOFTAIL®	FXSTD/FXSTDI SOFTAIL® DEUCE™	FLSTC/FLSTCI HERITAGE SOFTAIL® CLASSIC	FLSTS/FLSTSI HERITAGE SPRINGER®
DIMENSIONS							
LENGTH (IN./MM)	95.0/2410.1	95.0/2411.1	94.3/2394.1	93.5/2372.1	95.4/2422.0	94.5/2398.4	94.1/2388.0
SEAT HEIGHT (IN./MM[1]/MM[2])	26.1/662.4/720.0	25.2/638.5/678.0	25.5/647.2/671.0	25.8/653.5/698.0	26.0/658.9/719.0	25.4/644.3/676.0	25.9/657.3/699.0
GROUND CLEARANCE (IN./MM)	5.6/140.9	5.6/140.9	5.1/129.9	5.4/137.1	5.6/140.9	5.1/129.9	4.9/123.9
LEAN ANGLES PER SAE J1168 (LEFT/RIGHT)	30°/31°	30°/31°	28.7°/28.9°	30°/31°	33.2°/36.7°	28.7°/28.9°	28.6°/32.9°
RAKE (°)/TRAIL (IN./MM)	34.0°/5.0/126.9	34.0°/5.0/126.9	32.0°/5.8/147.2	32.0°/5.3/134.5	34.0°/5.0/126.9	32.0°/5.8/147.2	31.0°/6.3/159.9
WHEELBASE (IN./MM)	66.9/1697.9	66.9/1697.9	64.5/1637.0	65.4/1658.6	66.6/1690.3	64.5/1637.0	64.2/1628.6
WEIGHT DRY (LBS./KG) RUNNING ORDER (KG)	628.6/285.4 302.4	629.6/285.8 302.8	665.6/302.2 319.2	652.6/296.3 313.3	644.6/292.7 309.6	695.6/315.8 332.8	716.6/325.4 342.3
POWERTRAIN							
ENGINE	Twin Cam 88B™ (balanced)[6]	Twin Cam 88B™ (balanced)[6]	Twin Cam 88B™ (balanced)[6]	Twin Cam 88B™ (balanced)[6]	Twin Cam 88B™ (balanced)[6]	Twin Cam 88B™ (balanced)[6]	Twin Cam 88B™ (balanced)[6]
BORE X STROKE (IN./MM)	3.75 x 4.00/95.25 x 101.60	3.75 x 4.00/95.25 x 101.60	3.75 x 4.00/95.25 x 101.60	3.75 x 4.00/95.25 x 101.60	3.75 x 4.00/95.25 x 101.60	3.75 x 4.00/95.25 x 101.60	3.75 x 4.00/95.25 x 101.60
DISPLACEMENT (CU. IN./CC)	88.0/1450	88.0/1450	88.0/1450	88.0/1450	88.0/1450	88.0/1450	88.0/1450
COMPRESSION RATIO	8.9:1	8.9:1	8.9:1	8.9:1	8.9:1	8.9:1	8.9:1
FUEL SYSTEM	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)[7]	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)[7]	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)[7]	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)[7]	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)[7]	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)[7]	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)[7]
OIL CAPACITY (U.S. QTS./LTRS)	3.5/3.3	3.5/3.3	3.5/3.3	3.5/3.3	3.5/3.3	3.5/3.3	3.5/3.3
FUEL CAPACITY (U.S. GALS./LTRS)[8]	5.0/18.9	5.0/18.9	5.0/18.9	5.0/18.9	4.9/18.5	5.0/18.9	5.0/18.9
MILES PER GALLON[4]	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 48 hwy/41 city ESPFI: 48 hwy/43 city	Carb: 50 hwy/41 city ESPFI: 50 hwy/43 city
LITERS PER 100 KM[4]	Carb: 4.7 hwy/5.6 city ESPFI: 4.7 hwy/5.4 city	Carb: 4.7 hwy/5.6 city ESPFI: 4.7 hwy/5.4 city	Carb: 4.7 hwy/5.6 city ESPFI: 4.7 hwy/5.4 city	Carb: 4.7 hwy/5.6 city ESPFI: 4.7 hwy/5.4 city	Carb: 4.7 hwy/5.6 city ESPFI: 4.7 hwy/5.4 city	Carb: 4.9 hwy/5.7 city ESPFI: 4.9 hwy/5.5 city	Carb: 4.7 hwy/5.6 city ESPFI: 4.7 hwy/5.4 city
EXHAUST SYSTEM	Staggered shorty duals	Staggered shorty duals	Over/under shotgun duals	Staggered shorty duals	Over/under shotgun duals	Staggered shorty duals	Chrome dual fishtails[9]
DRIVETRAIN							
PRIMARY DRIVE	Double-row chain	Double-row chain	Double-row chain	Double-row chain	Double-row chain	Double-row chain	Double-row chain
GEAR RATIOS (OVERALL)	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150
TORQUE (FT. LBS. @ RPM) (NM @ RPM)	85.0 @ 3000 rpm 106.0 @ 3200 rpm	85.0 @ 3000 rpm 106.0 @ 3200 rpm	85.0 @ 3000 rpm 106.0 @ 3500 rpm	85.0 @ 3000 rpm 106.0 @ 3200 rpm	85.0 @ 3000 rpm 106.0 @ 3500 rpm	85.0 @ 3000 rpm 106.0 @ 3200 rpm	85.0 @ 3000 rpm 110.0 @ 2800 rpm
BRAKES/WHEELS/TIRES							
BRAKES, DIA. X W. (FRONT/REAR IN.) (FRONT/REAR MM)	11.5 x .20/11.5 x .23 292.1 x 5.08/292.1 x 5.84	11.5 x .20/11.5 x .23 292.1 x 5.08/292.1 x 5.84	11.5 x .20/11.5 x .23 292.1 x 5.08/292.1 x 5.84	11.5 x .20/11.5 x .23 292.1 x 5.08/292.1 x 5.84	11.5 x .20/11.5 x .23 292.1 x 5.08/292.1 x 5.84	11.5 x .20/11.5 x .23 292.1 x 5.08/292.1 x 5.84	11.5 x .20/11.5 x .23 292.1 x 5.08/292.1 x 5.84
BRAKING (MAXIMUM LOADED VEHICLE WT.)	160 ft. @ 60 mph 48.80m @ 96.60 kph	160 ft. @ 60 mph 48.80m @ 96.60 kph	160 ft. @ 60 mph 48.80m @ 96.60 kph	177 ft. @ 60 mph 53.90m @ 96.60 kph	173 ft. @ 60 mph 52.70m @ 96.60 kph	160 ft. @ 60 mph 48.80m @ 96.60 kph	177 ft. @ 60 mph 53.90m @ 96.60 kph
WHEELS	21" front laced, 16" rear laced	21" front laced, 16" rear disc w/ black center	16" disc	21" front laced, 16" rear laced	21" front laced, 17" rear disc	16" laced	16" laced with wide whitewalls
TIRE SIZE (FRONT, REAR)	MH90-21 54H, MT90B16 74H	MH90-21 54H, MT90B16 74H	MT90B16 72H, MT90B16 74H	MH90-21 54H, MT90B16 74H	MH90-21 54H, K591 160/70B17 73V	MT90B16 72H, MT90B16 74H	MT90B16 72H, MT90B16 74H
INSTRUMENTS							
	Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp; engine diagnostic light; low fuel light (ESPFI only); security system light (optional)	Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp; engine diagnostic light; low fuel light (ESPFI only); security system light (optional)	Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp; engine diagnostic light; low fuel light (ESPFI only); security system light (optional)	Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp; engine diagnostic light; low fuel light (ESPFI only); security system light (optional)	Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp; engine diagnostic light; low fuel light (ESPFI only); security system light (optional)	Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp; engine diagnostic light; low fuel light (ESPFI only); security system light (optional)	Electronic speedometer with odometer and resettable trip meter; fuel gauge; oil pressure indicator lamp; engine diagnostic light; low fuel light (ESPFI only); security system light (optional)
COLOR OPTIONS[5]							
	Vivid black, luxury blue pearl, diamond ice pearl, luxury rich red pearl	Vivid black, jade sunglo pearl	Vivid black, diamond ice pearl, jade sunglo pearl, real teal pearl, white pearl, luxury rich red pearl, concord purple pearl, real red pearl, impact blue pearl, 2-tone luxury blue & diamond ice, 2-tone real red & diamond ice, 2-tone luxury rich red & black	Vivid black, luxury rich red pearl, concord purple pearl, impact blue pearl, 2-tone luxury blue & diamond ice, 2-tone luxury rich red & black	Vivid black, luxury blue pearl, real teal pearl, luxury rich red pearl, concord purple pearl, 2-tone luxury blue & diamond ice, 2-tone real red & diamond ice, 2-tone luxury rich red & black	Vivid black, luxury blue pearl, jade sunglo pearl, real teal pearl, luxury rich red pearl, suede green pearl, 2-tone luxury blue & diamond ice, 2-tone luxury rich red & black, 2-tone suede green & black, 2-tone real red & diamond ice	Vivid black, 2-tone real red & diamond ice, 2-tone luxury rich red & black, 2-tone suede green & black

FLHT ELECTRA GLIDE® STANDARD	FLHR/FLHRI ROAD KING®	FLTR/FLTRI ROAD GLIDE®	FLHTC/FLHTCI ELECTRA GLIDE® CLASSIC	FLHRCI ROAD KING® CLASSIC	FLHTCUI ULTRA CLASSIC® ELECTRA GLIDE®
93.7/2378.1	93.7/2378.1	93.7/2378.1	97.5/2474.6	93.7/2378.1	98.3/2494.9
27.3/692.9/779.0	27.3/692.9/749.0	26.9/682.7/721.0	27.3/692.9/779.0	26.9/682.7/749.0	27.3/692.9/779.0
5.1/129.9	5.1/129.9	5.1/129.9	5.1/129.9	5.1/129.9	5.1/129.9
31°/33°	31°/33°	31°/33°	31°/33°	31°/33°	31°/33°
26.0°/6.2/156.3	26.0°/6.2/156.3	26.0°/6.2/156.3	26.0°/6.2/156.3	26.0°/6.2/156.3	26.0°/6.2/156.3
63.5/1611.6	63.5/1611.6	63.5/1611.6	63.5/1611.6	63.5/1611.6	63.5/1611.6
758.0/344.1 360.0	723.0/328.2 344.6	731.0/331.9 353.2	776.0/352.3 368.2	710.0/322.3 340.1	788.0/357.8 377.3
Twin Cam 88™ vibration isolation-mounted[8]	Twin Cam 88™ vibration isolation-mounted[8]	Twin Cam 88™ vibration isolation-mounted[8]	Twin Cam 88™ vibration isolation-mounted[8]	Twin Cam 88™ vibration isolation-mounted[8]	Twin Cam 88™ vibration isolation-mounted[8]
3.75 x 4.00/95.25 x 101.60	3.75 x 4.00/95.25 x 101.60	3.75 x 4.00/95.25 x 101.60	3.75 x 4.00/95.25 x 101.60	3.75 x 4.00/95.25 x 101.60	3.75 x 4.00/95.25 x 101.60
88.0/1450	88.0/1450	88.0/1450	88.0/1450	88.0/1450	88.0/1450
8.9:1	8.9:1	8.9:1	8.9:1	8.9:1	8.9:1
Carburetor	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)[7]	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)[7]	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)[7]	Electronic Sequential Port Fuel Injection (ESPFI)[7]	Electronic Sequential Port Fuel Injection (ESPFI)[7]
4.0/3.8	4.0/3.8	4.0/3.8	4.0/3.8	4.0/3.8	4.0/3.8
5.0/18.9	5.0/18.9	5.0/18.9	5.0/18.9	5.0/18.9	5.0/18.9
46 hwy/37 city	Carb: 46 hwy/37 city ESPFI: 46 hwy/39 city	Carb: 46 hwy/37 city ESPFI: 46 hwy/39 city	Carb: 46 hwy/37 city ESPFI: 46 hwy/39 city	46 hwy/39 city	46 hwy/39 city
5.1 hwy/6.4 city	Carb: 5.1 hwy/6.4 city ESPFI: 5.1 hwy/6.1 city	Carb: 5.1 hwy/6.4 city ESPFI: 5.1 hwy/6.1 city	Carb: 5.1 hwy/6.4 city ESPFI: 5.1 hwy/6.1 city	5.1 hwy/6.1 city	5.1 hwy/6.1 city
Chrome dual blunt-cut	Chrome dual blunt-cut	Chrome dual blunt-cut	Chrome dual blunt-cut	Chrome dual slash-cut[9]	Chrome dual blunt-cut
Double-row chain 1st: 10.110 2nd: 6.958 3rd: 4.953 4th: 3.862 5th: 3.150	Double-row chain Carb / ESPFI 1st: 10.110 / 10.81 2nd: 6.958 / 7.45 3rd: 4.953 / 5.29 4th: 3.862 / 4.13 5th: 3.150 / 3.37	Double-row chain Carb / ESPFI 1st: 10.110 / 10.81 2nd: 6.958 / 7.45 3rd: 4.953 / 5.29 4th: 3.862 / 4.13 5th: 3.150 / 3.37	Double-row chain Carb / ESPFI 1st: 10.110 / 10.81 2nd: 6.958 / 7.45 3rd: 4.953 / 5.29 4th: 3.862 / 4.13 5th: 3.150 / 3.37	Double-row chain 1st: 10.81 2nd: 7.45 3rd: 5.29 4th: 4.13 5th: 3.37	Double-row chain 1st: 10.81 2nd: 7.45 3rd: 5.29 4th: 4.13 5th: 3.37
86.0 @ 3500 rpm 110.0 @ 3100 rpm	86.0 @ 3500 rpm 110.0 @ 3100 rpm	86.0 @ 3500 rpm 110.0 @ 3100 rpm	86.0 @ 3500 rpm 110.0 @ 3100 rpm	86.0 @ 3500 rpm 110.0 @ 3100 rpm	86.0 @ 3500 rpm 110.0 @ 3100 rpm
11.5 x .20 dual disc/11.5 x .23 292.1 x 5.08 dual disc/292.1 x 5.84	11.5 x .20 dual disc/11.5 x .23 292.1 x 5.08 dual disc/292.1 x 5.84	11.5 x .20 dual disc/11.5 x .23 292.1 x 5.08 dual disc/292.1 x 5.84	11.5 x .20 dual disc/11.5 x .23 292.1 x 5.08 dual disc/292.1 x 5.84	11.5 x .20 dual disc/11.5 x .23 292.1 x 5.08 dual disc/292.1 x 5.84	11.5 x .20 dual disc/11.5 x .23 292.1 x 5.08 dual disc/292.1 x 5.84
160 ft. @ 60 mph 48.00m @ 96.60 kph	160 ft. @ 60 mph 48.00m @ 96.60 kph	160 ft. @ 60 mph 48.00m @ 96.60 kph	160 ft. @ 60 mph 48.00m @ 96.60 kph	160 ft. @ 60 mph 48.00m @ 96.60 kph	160 ft. @ 60 mph 48.00m @ 96.60 kph
9 hollow spoke cast aluminum alloy (laced option)[10]	9 hollow spoke cast aluminum alloy (laced option)[10]	9 hollow spoke cast aluminum alloy (laced option)[10]	9 hollow spoke cast aluminum alloy (laced option)[10]	Laced with wide whitewalls	9 hollow spoke cast aluminum alloy (laced option)[10]
MT90B16 71H, MT90B16 74H	MT90B16 71H, MT90B16 74H	MT90B16 71H, MT90B16 74H	MT90B16 71H, MT90B16 74H	MT90B16 71H, MT90B16 74H	MT90B16 71H, MT90B16 74H
Electronic speedometer with odometer and resettable trip meter; tach; fuel gauge; voltmeter; cigarette lighter; electrical power outlet[11]; oil pressure indicator lamp; engine diagnostic light; security system light (optional)	Electronic speedometer with odometer and resettable trip meter; fuel gauge; low fuel light (ESPFI only); electrical power outlet[11]; oil pressure indicator lamp; engine diagnostic light; security system light (optional)	Electronic speedometer with odometer and resettable trip meter; tach; oil pressure gauge; voltmeter; fuel gauge; ambient air temp. gauge; clock (integrated in stereo); sound system with handlebar controls; cruise control with indicator light; cigarette lighter; electrical power outlet[11]; low fuel light (ESPFI only); oil pressure indicator lamp; engine diagnostic light; security system light (optional)	Electronic speedometer with odometer and resettable trip meter; tach; fuel gauge; voltmeter; clock (integrated in stereo); oil pressure gauge; ambient air temp. gauge; sound system with handlebar controls; cigarette lighter; electrical power outlet[11]; low fuel light (ESPFI only); oil pressure indicator lamp; engine diagnostic light; security system light (optional)	Electronic speedometer with odometer and resettable trip meter; fuel gauge; low fuel light; cruise control with indicator light; electrical power outlet[11]; oil pressure indicator lamp; engine diagnostic light; security system light (optional)	Electronic speedometer with odometer and resettable trip meter; tach; fuel gauge; low fuel light; voltmeter; clock (integrated in stereo); oil pressure gauge; ambient air temp. gauge; sound system with handlebar and remote passenger controls; C.B.[12]/ voice-actuated intercom; cruise control with indicator light; cigarette lighter; electrical power outlet[11]; oil pressure indicator lamp; engine diagnostic light; security system light (optional)
Vivid black	Vivid black, real teal pearl, luxury rich red pearl, concord purple pearl, 2-tone luxury blue & diamond ice, 2-tone luxury rich red & black, 2-tone suede green & black	Vivid black, diamond ice pearl, jade sunglo pearl, luxury rich red pearl, concord purple pearl	Vivid black, luxury blue pearl, luxury rich red pearl, 2-tone luxury blue & diamond ice, 2-tone luxury rich red & black; 2-tone suede green & black	Vivid black, real teal pearl, white pearl, luxury rich red pearl, 2-tone luxury blue & diamond ice, 2-tone luxury rich red & black, 2-tone suede green & black	Vivid black, luxury blue pearl, jade sunglo pearl, white pearl, luxury rich red pearl, 2-tone luxury blue & diamond ice, 2-tone luxury rich red & black, 2-tone suede green & black

- All models feature 5-speed transmission, belt final drive, dual-mode electronic fuel injection, enrichner and accelerator pump, Electronic Sequential Port Fuel Injection, [illegible] clutch with diaphragm spring, [illegible] unlimited mileage warranty.
- Throttle friction screws should not [illegible] normal stop-and-go operating conditions.
- We reserve the right to discontinue models or change specifications at any time without incurring any obligations.
- Attention: The vehicles in the configuration shown and many of the accessories described in this brochure are not available for sale or use in several countries outside the U.S. Specifications and vehicle availability may vary from country to country depending on local importation and registration laws. Please check with your local dealer for details.

1 Measurement reflects 180 lb. operator weight.

2 Unladen measurement.

3 Includes reserve on carburetor equipped models.

4 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary.

5 Availability of colors may vary from dealer to dealer and is subject to change without notice.

6 Recommended 91 octane or higher fuel (R+M)/2.

7 Electronic Sequential Port Fuel Injection not available in all markets.

8 Fishtail muffler not available in all markets.

9 Except where prohibited by law.

10 Laced wheel standard in some markets.

11 All touring models include a 4-pin accessory connector beneath seat.

12 C.B. prohibited by law in some countries.

WHERE THINKING ENDS. LIVING BEGINS.

There you have it. Our way of doing things. The sacred doctrines of the Motor Company. The gospel truth of how we've gone about making iron into two-wheeled, rolling masterpieces for the last 99 years. And how we'll keep on making them. It's something you'll instinctively understand the moment you turn the key, thumb the starter, fire up the massive V-Twin engine, and feel the hardened steel of the machine come to life. And so comes the best part. The riding. Swinging a leg over the saddle and being out in the wind. Greeting huge landmasses as they rise up to meet your front tire. Living smack in the middle of a world few ever get a chance to view the way we do. There's simply nothing like it. In the end, that's our inspiration and the ultimate reason why we build Harley-Davidson® motorcycles the way we do. If all of that sounds good to you, we invite you to turn the page to find where our story ends. And your life

Call 1-800-443-2153 (in the U.S. and Canada) or visit our Web site at www.harley-davidson.com. We'll introduce you to a nearby dealer. That's where you find it all. Motorcycles, MotorClothes™ Apparel & Collectibles, Genuine Motor Accessories, the Harley Owner's Group® (H.O.G.®) and Harley-Davidson Financial Services.® While at our Web site, view and purchase select MotorClothes Apparel & Collectibles, Genuine Motor Parts and Genuine Motor Accessories. And remember, we care about you. Sign up for a Motorcycle Safety Foundation rider course (call 1-800-446-9227 for a course near you) or a Harley-Davidson Rider's Edge™ New Rider Course (call 1-800-588-2743 for a course near you). When enjoying your Harley-Davidson® motorcycle be sure to ride safely and within the limits of the law and your abilities. Ride with your headlight on and watch out for the other person. Always wear a helmet, proper eyewear and appropriate clothing and insist your passenger does too. Never ride while under the influence of alcohol or drugs. Know your Harley® and read and understand your owner's manual from cover to cover. Protect your privilege to ride by joining the American Motorcyclist Association. **The Legend Rolls On.®**

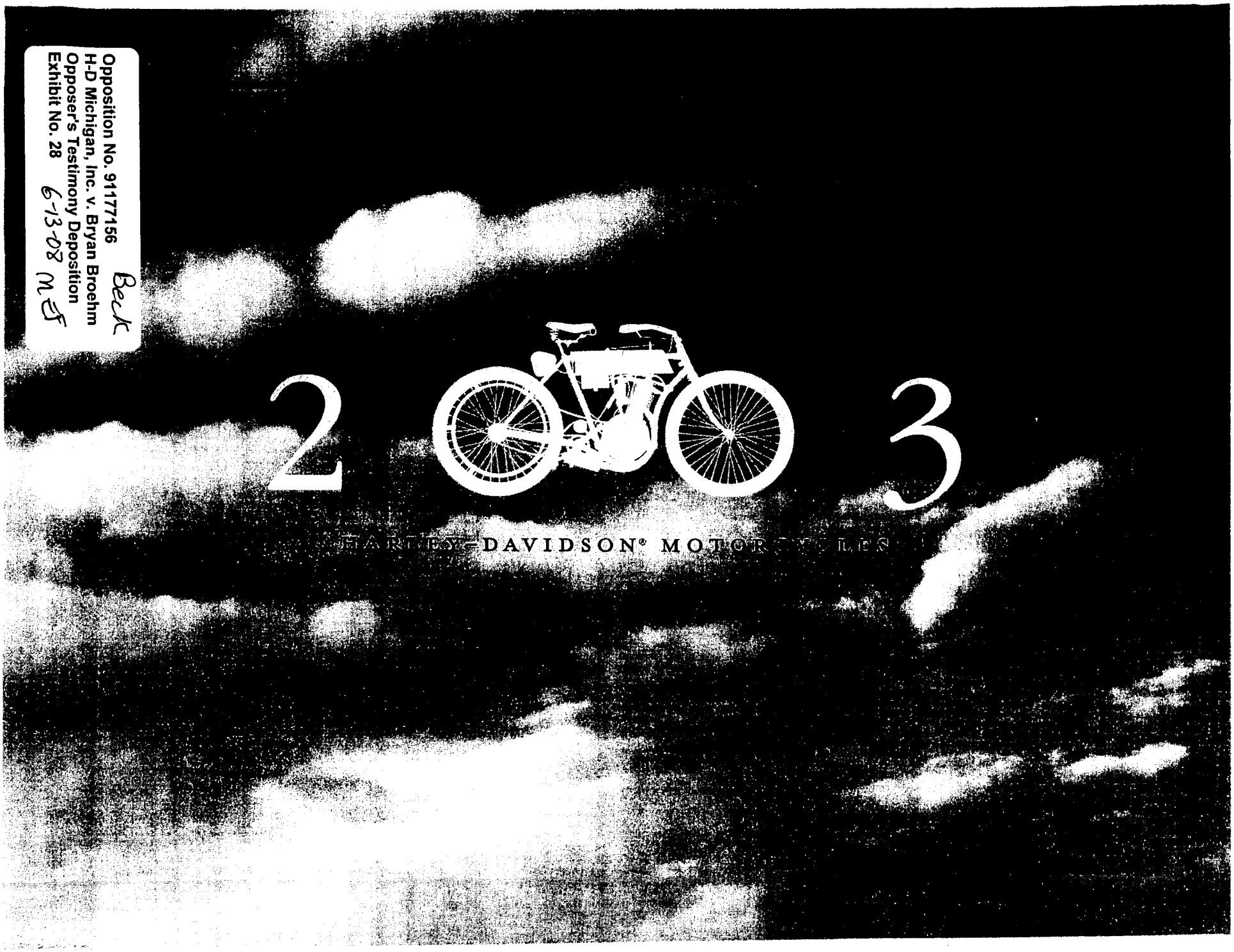
U.S. Trademark Opposition No. 91177156
H-D Michigan, Inc. v. Bryan Broehm
Serial No. 78896325

Mark:

Deposition of Scott Beck

Exhibit 28

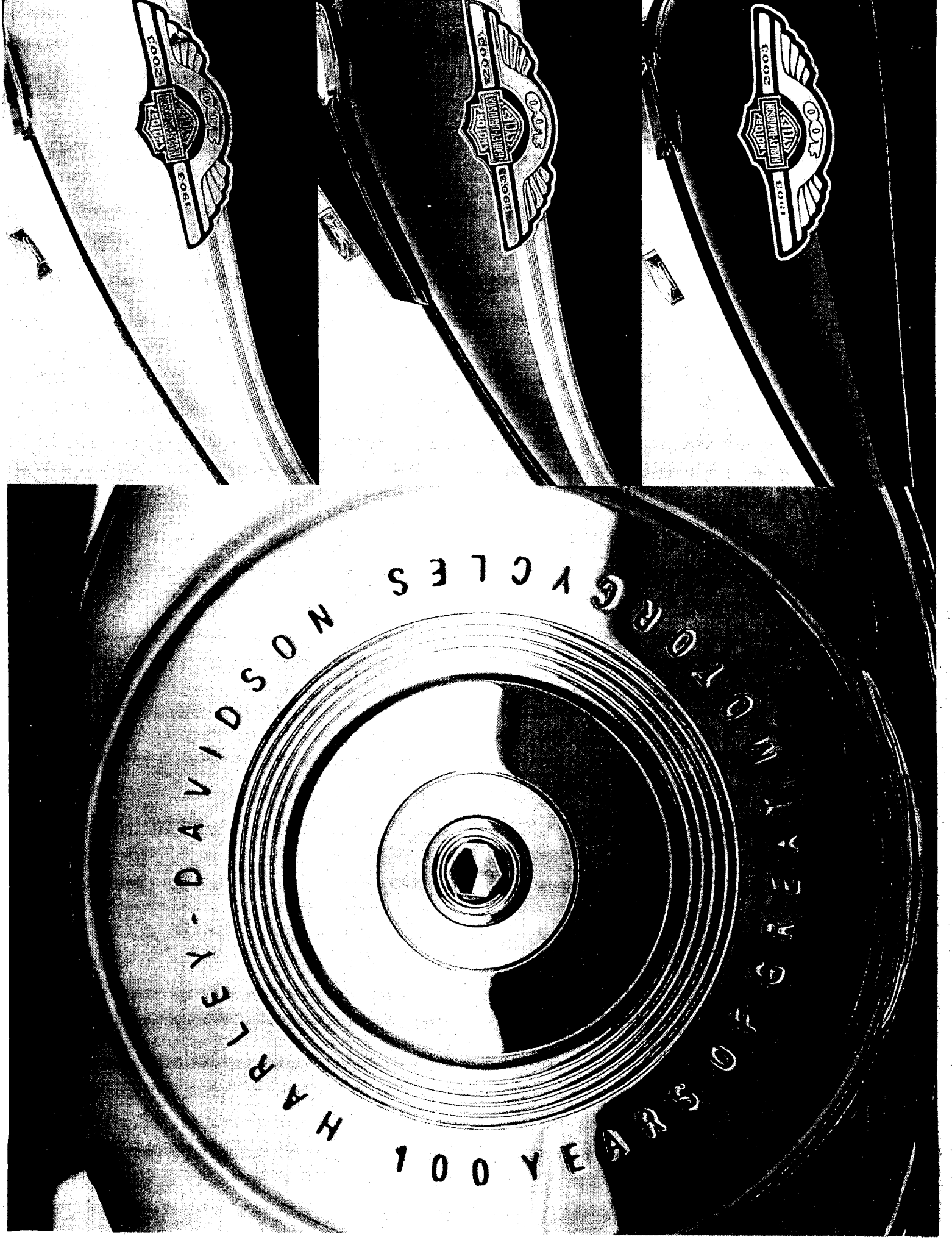
Opposition No. 91177156
H-D Michigan, Inc. v. Bryan Broehm
Opposer's Testimony Deposition
Exhibit No. 28
Beck
6-13-08
MT



THE STORY OF THE CENTURY.

WRITTEN IN STEEL

There is an epic story to be told. One of a hundred years of great motorcycles. Mere words could never suffice. So we put it into chrome, steel and paint. An entire line of once-in-a-century motorcycles. We started with the engine and marked each one with a 100th Anniversary insignia. Then we created some of the most beautiful finishes ever applied to sheet metal, topping each with a special 100th Anniversary tank medallion. Solid color choices are Vivid Black or new Gunmetal Pearl, with 100th Anniversary striping and a cloisonné. If you're in the market for a two-tone Harley,® get ready for new Sterling Silver and Vivid Black with a liquid-metal effect, cloisonné, Anniversary seat emblem and 100th detailing on the derby, air cleaner and timing covers. For those wishing to go simple, there's lustrous blue, white or red paint topped by a tank graphic. In other words, you can make the occasion as wild as you please.

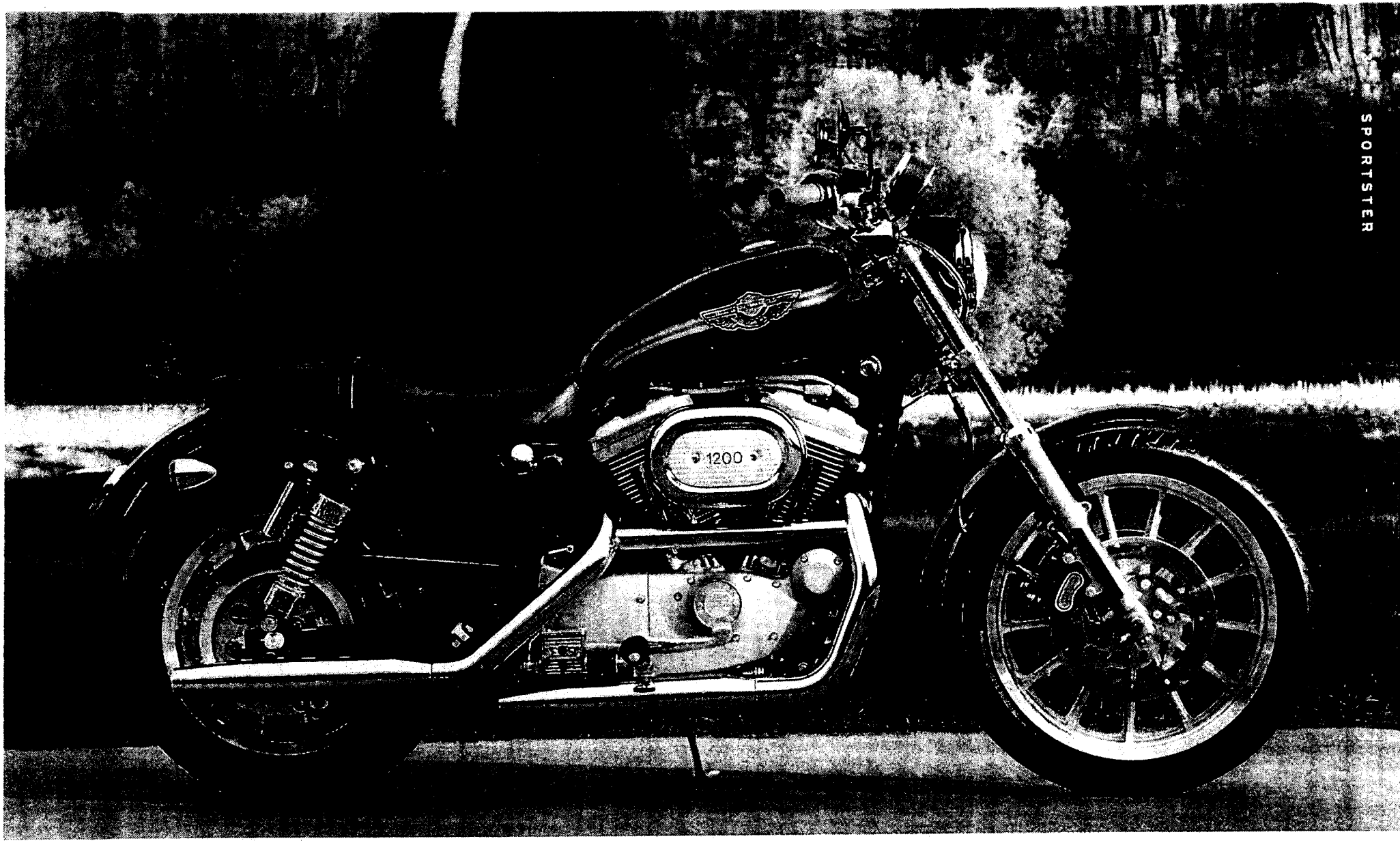

HARLEY-DAVIDSON MOTORCYCLES
100 YEARS OF GREAT

SPORTSTER

THE PURE AMERICAN STREET MACHINE.

WAS. IS. EVER SHALL BE.

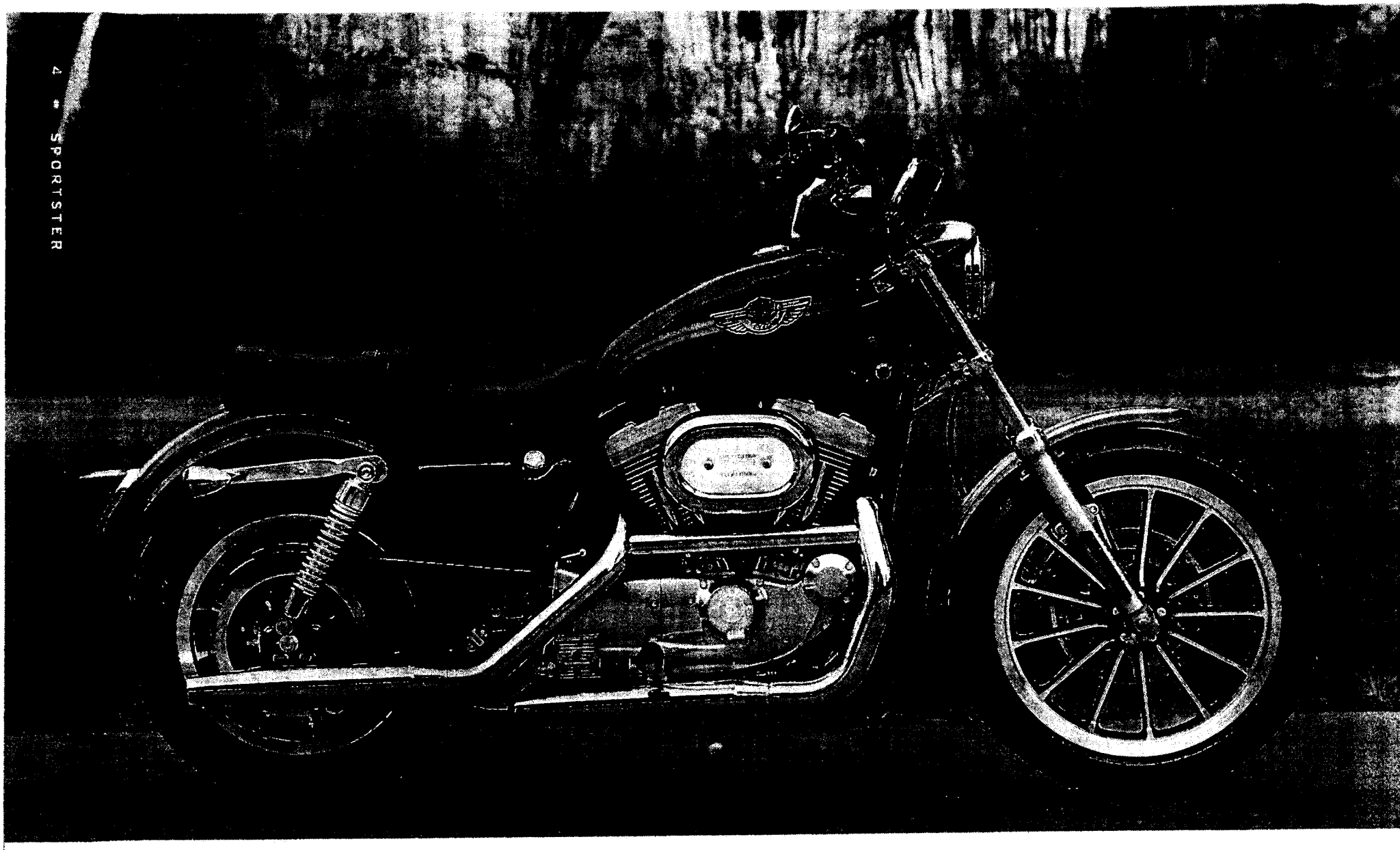
The year was 1957 when Harley-Davidson introduced the Sportster® line of motorcycles. Think about it. It's been forty-six years of twisting the throttle at the Main Street stoplight and giving a treat to those lucky enough to be nearby. Forty-six years of satisfying torque. Forty-six years of annoying the fathers of daughters. No doubt, they've earned their legendary stature. Blame it on the styling. Or the thrill of a narrow-framed bike. Or the everlasting nature of a versatile Evolution® engine. That's what the Sportster has always brought to this old world. A hard and fast answer to the ancient call of the open road.



100TH ANNIVERSARY XL 1200S SPORTSTER 1200 SPORT

SHOWN IN VIVID BLACK

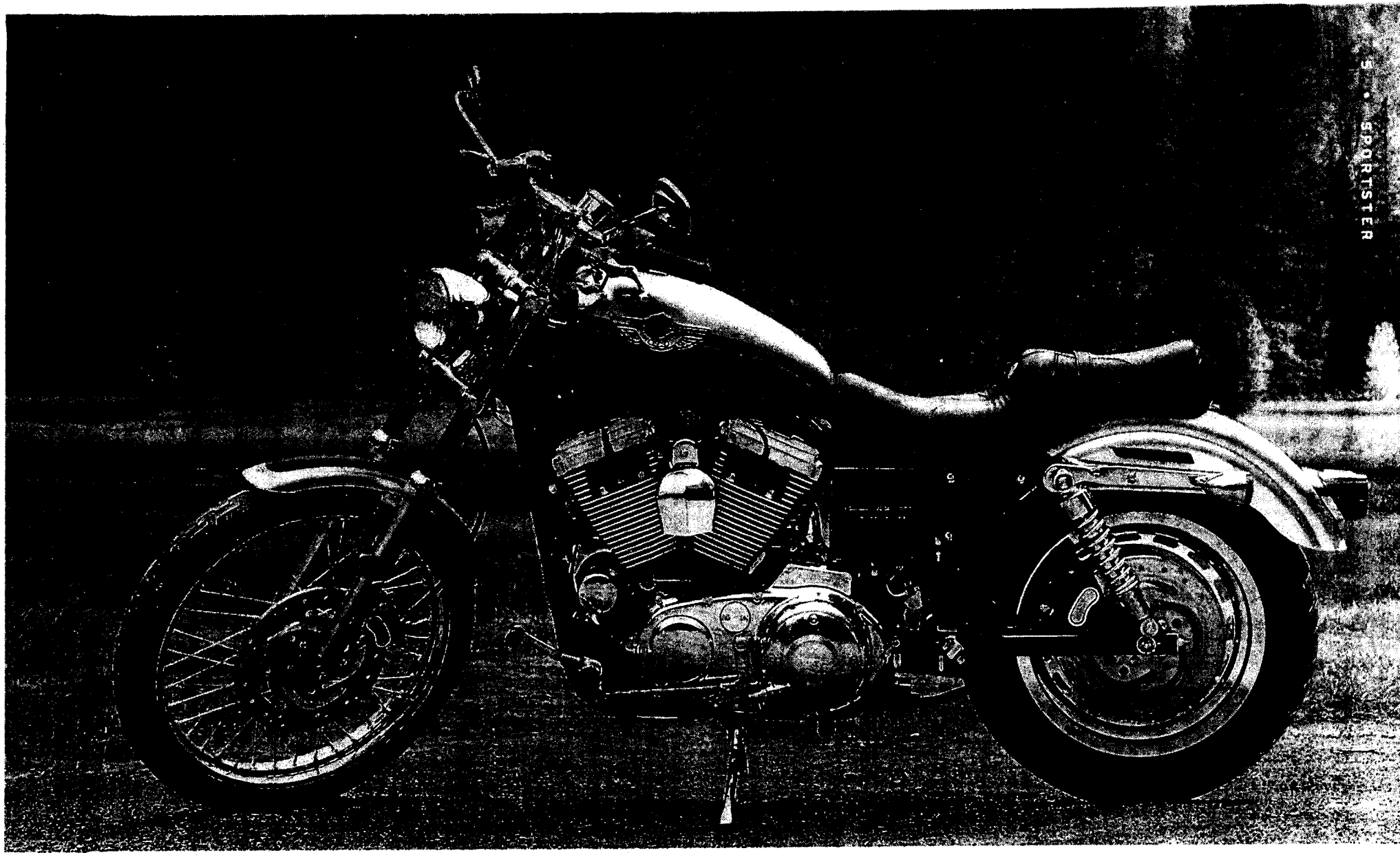
The Sport's calling card is performance. And it doesn't skimp. A 1200cc Evolution® engine. Dual-spark ignition, high-compression heads and hot cams. Topped with a tachometer. Also known as the fun meter.



100TH ANNIVERSARY XLH SPORTSTER 1200

SHOWN IN GUNMETAL PEARL

Feel the brawny 1200cc Evolution® engine come to life. Send the wheels in motion. Grin as the nimble frame leans in and out of turns. No matter what faces you at the end of the ride, this time is all yours.



100TH ANNIVERSARY XL 1200C SPORTSTER® 1200 CUSTOM

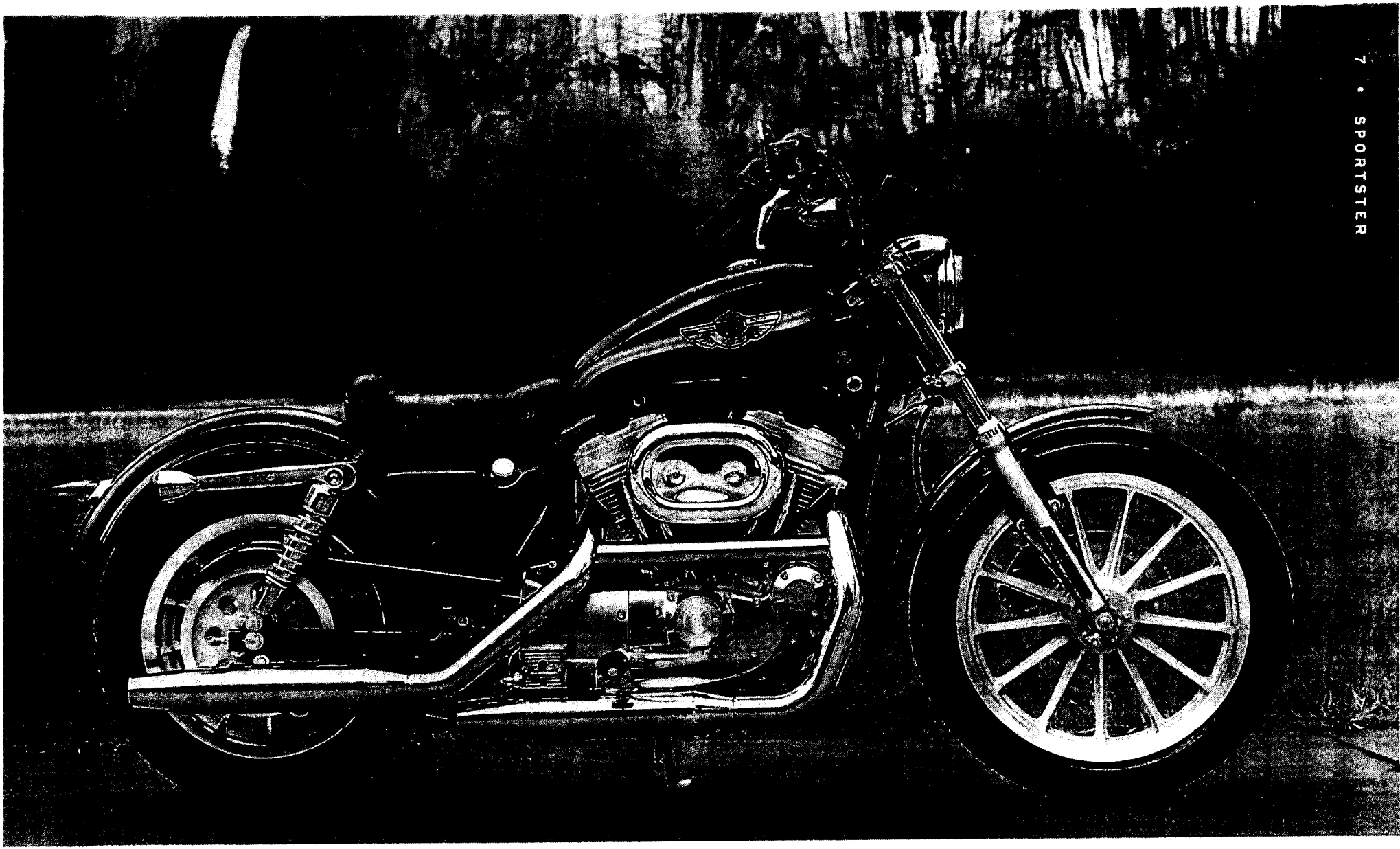
SHOWN IN TWO-TONE STERLING SILVER AND VIVID BLACK

Stretch your boots to the forward controls. Grab the drag bar. Take in the custom style, like the unique handlebar riser and 21" laced wheel. Unleash it all to the road. This is how 100 years ought to be celebrated.

100TH ANNIVERSARY XL 883R SPORTSTER®

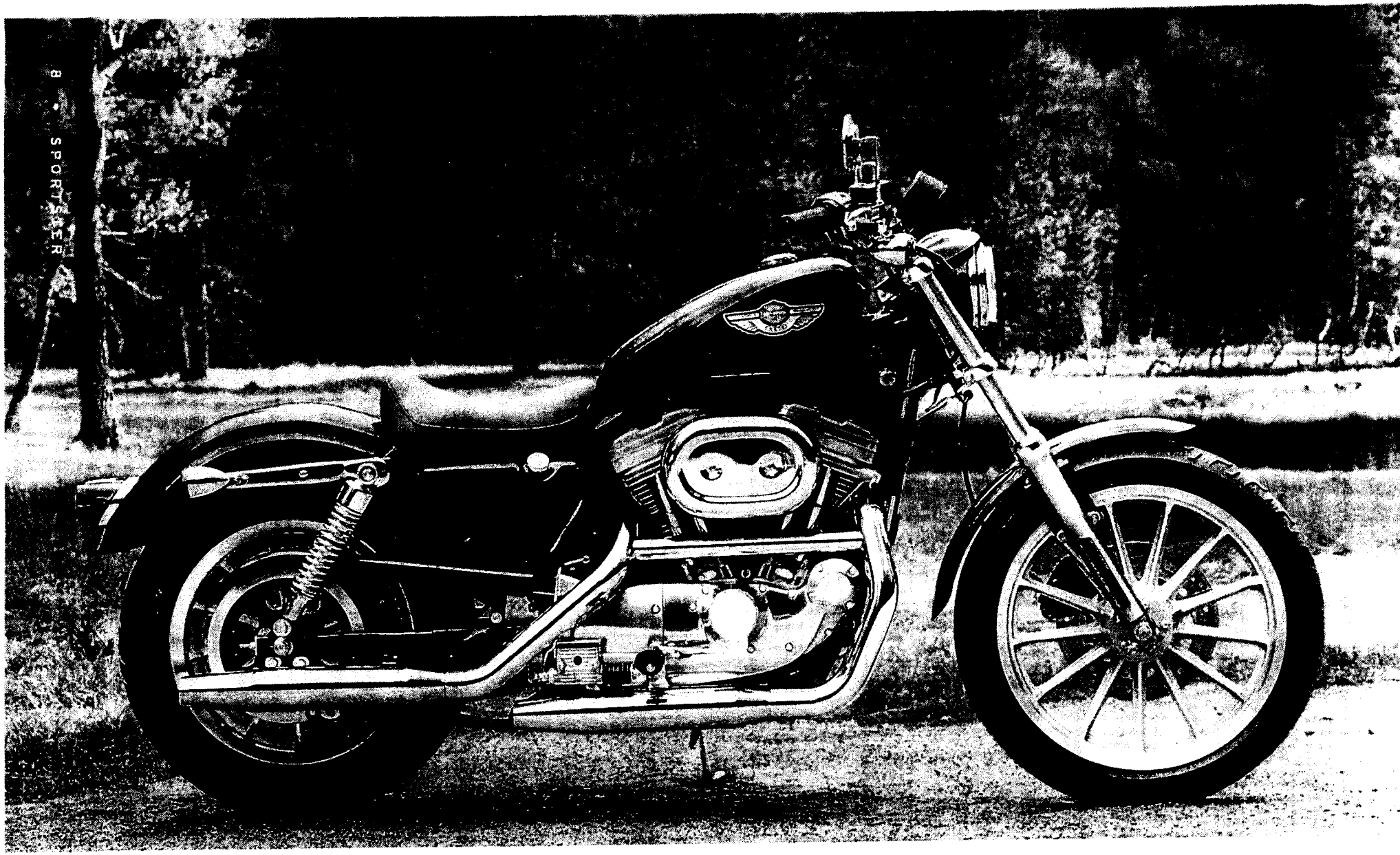
SHOWN IN RACING ORANGE

Dirt track-inspired bars. Curved 2-into-1 exhaust. Orange and black racing paint. Its introduction last year made more than a few think an H-D® Grand National dirt track bike was doing a victory lap around the block.



100TH ANNIVERSARY XLH SPORTSTER® 883 HUGGER
SHOWN IN GUNMETAL PEARL

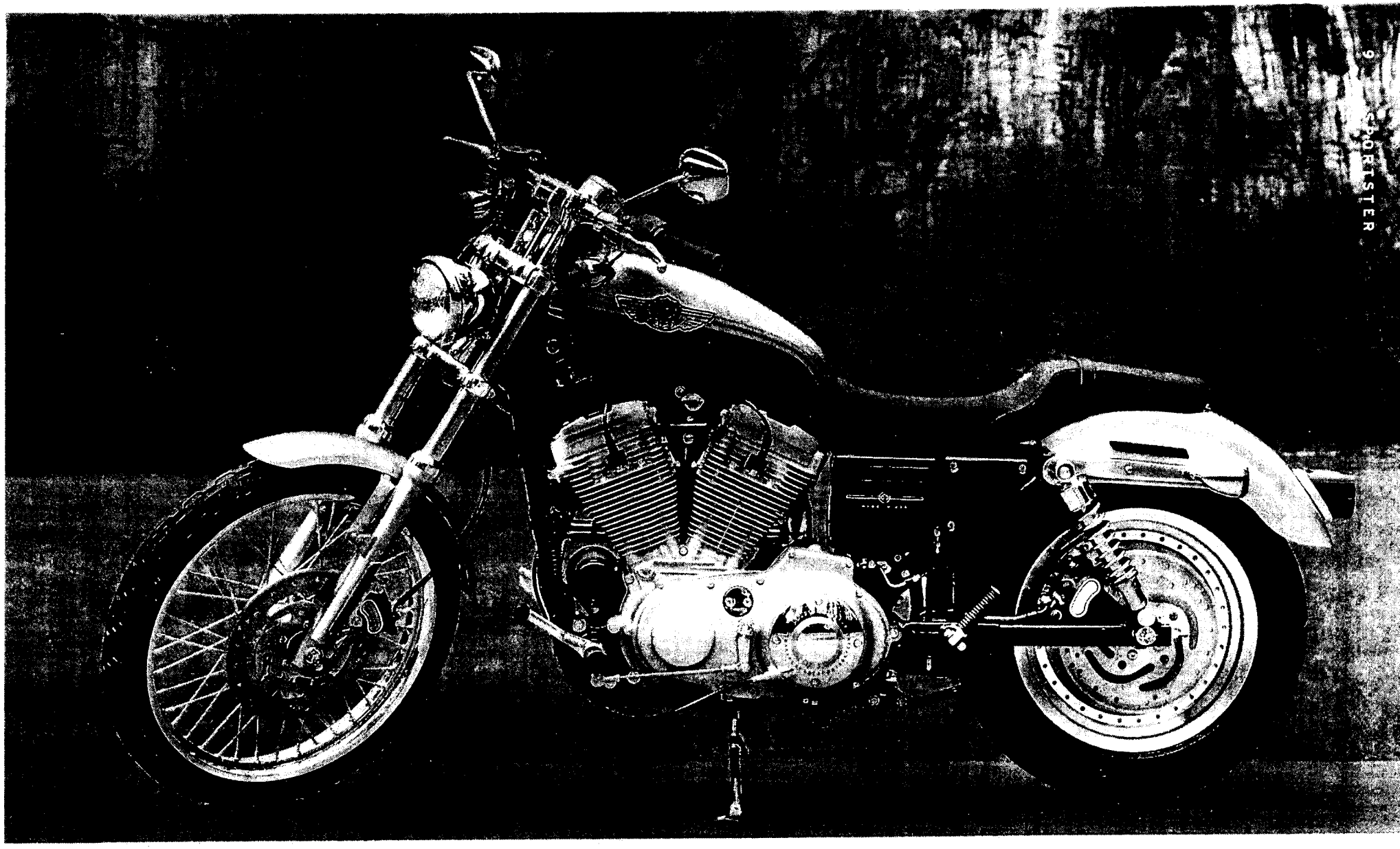
The seat height puts hindquarters a mere 27" from earth. It goes further with a low-profile solo seat and spring and damping rates specially calibrated for the Hugger.® It's perfect for those wishing to aim low.



100TH ANNIVERSARY XLH SPORTSTER 883

SHOWN IN LUXURY TICH RED PEARL

Raw, basic, agile and no nonsense. It's quite possibly the purest way to experience road, wind and engine. Not to mention, one of the easiest ways to get your name on the title to a Harley-Davidson® motorcycle.



100TH ANNIVERSARY XL 883C SPORTSTER 883 CUSTOM

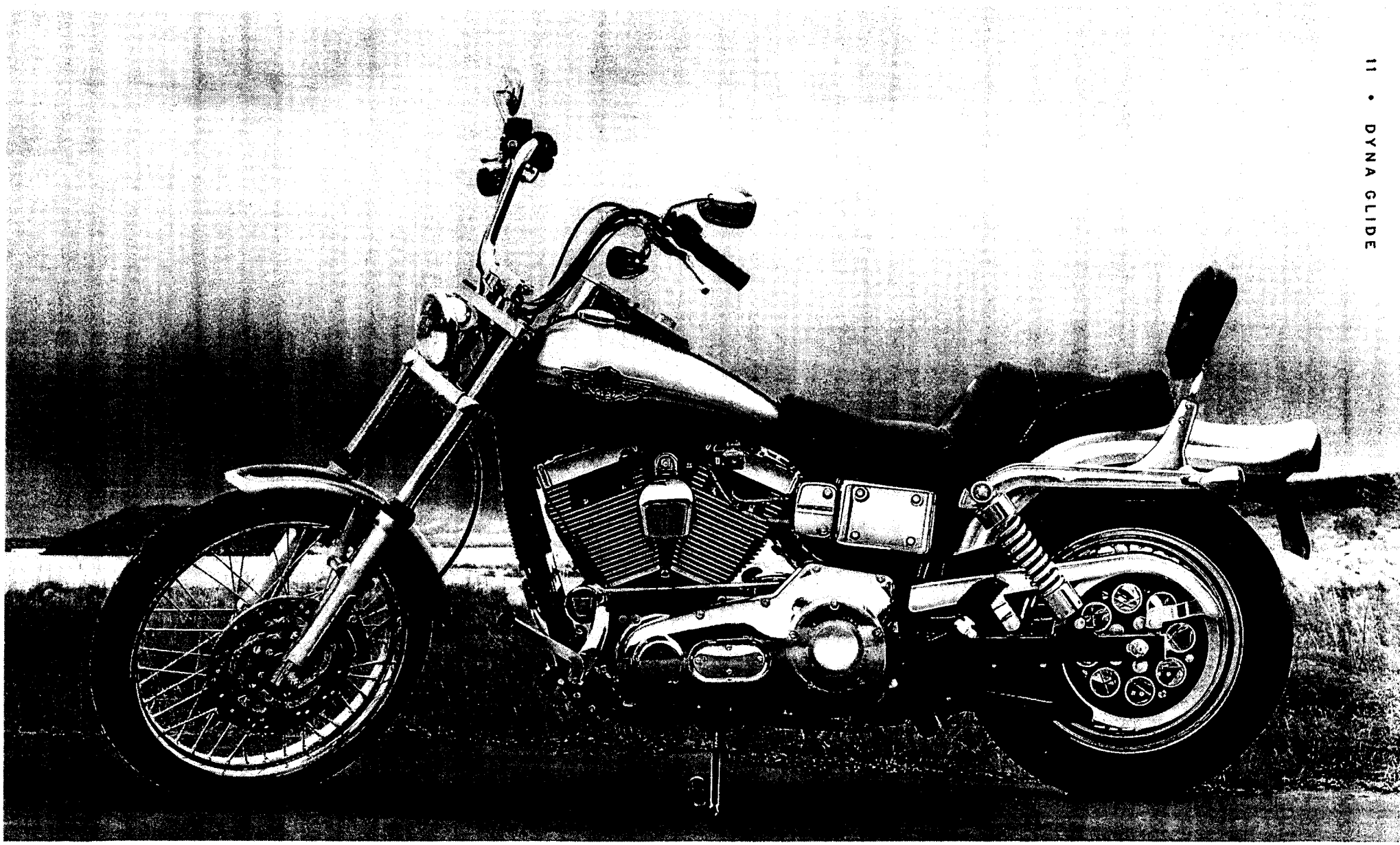
SHOWN IN TWO-TONE STERLING SILVER AND VIVID BLACK

An Evolution® engine, 883cc strong. Forward foot controls. 21" laced front wheel. Low rear suspension. Glorious Sterling Silver and Vivid Black paint. Makes it easy to become a permanent part of the landscape.

DYNA GLIDE

ANYTHING WORTH DOING IS WORTH DOING

Take a good, long look at a V-Twin engine powering any Dyna Glide bike. Strong. Shining like a jewel. Resonating with power and heritage. It's not very hard to understand the appeal. We built our first production V-Twin in 1909. From that point on, we've remained loyal. And after all those years, it goes without saying the V-Twin has earned a rightful place in the Anniversary celebration, with a special crankcase insignia affixed to every one. The bikes of the Dyna Glide family are the pure embodiment of the spirit of a Harley® V-Twin. A Twin Cam 88.® Rubber-mounted for a smooth ride. Then loaded with traditional custom style. From the boulevard to the open highway, nothing could ever feel better.



100TH ANNIVERSARY FXDWG DYNA WIDE GLIDE

SHOWN IN TWO-TONE STERLING SILVER AND VIVID BLACK

With its laid-back cruising posture, forward foot controls, factory ape hangers and rubber-mounted Twin Cam 88® engine, the Dyna Wide Glide® is one great machine for burning daylight in the saddle.

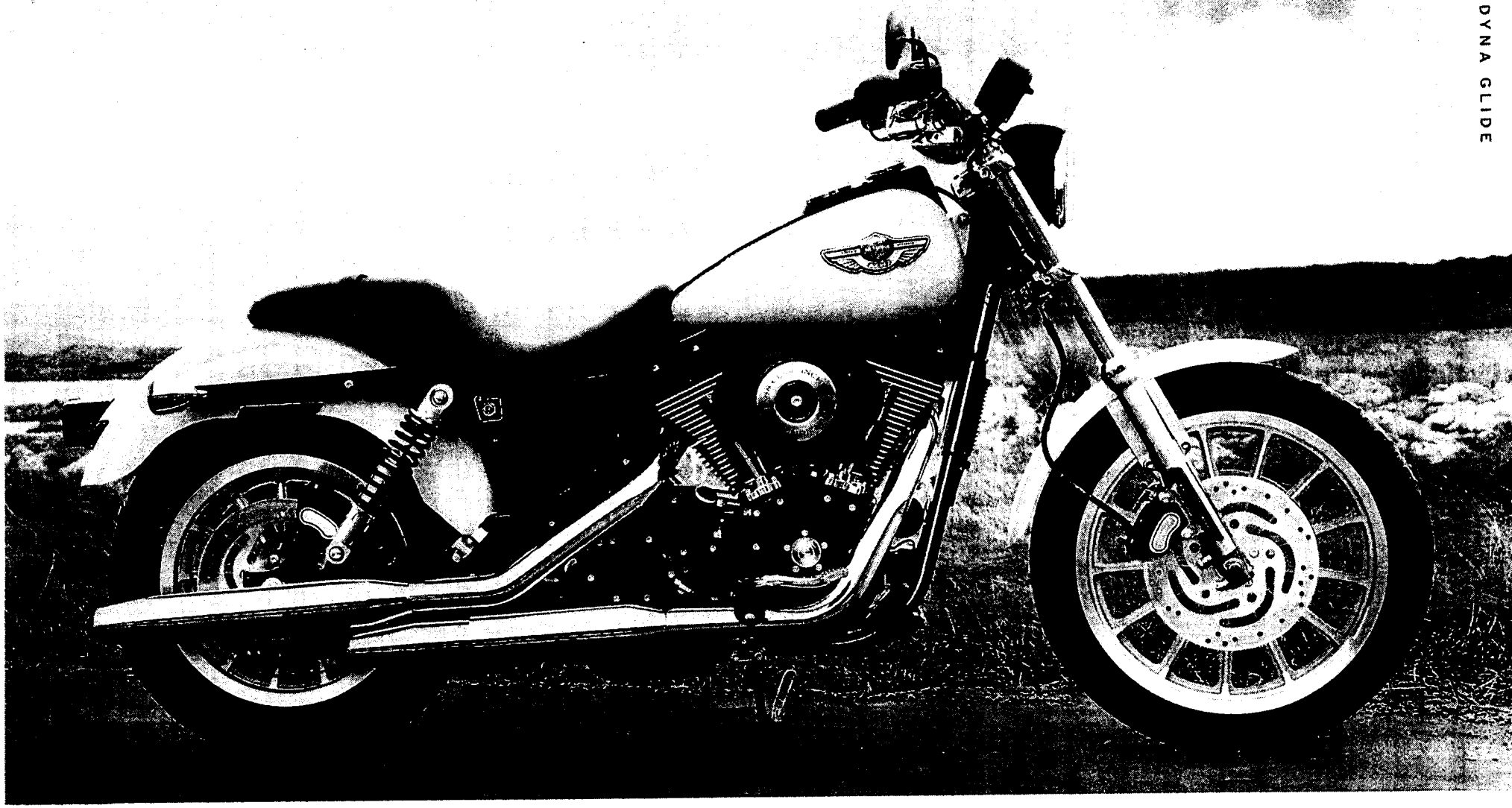
100TH ANNIVERSARY FXDXT DYNA SUPER GLIDE
SHOWN IN VIVID BLACK

A rubber-mounted Twin Cam 88® engine, long-distance tires and seat, and sport fairing tell you this one is a mile eater. The sport suspension and excellent lean angle means it has an equal appetite for curves.

OOTH ANNIVERSARY FXDL DYNA LOW RIDER

A 32° raked fork, low-rise bar, pullback risers, lowered suspension and a 25" seat height. If a quarter century of Low Rider® proves anything, it's that long, low, raked rightness just doesn't go out of style.

Centered on nothing more than bold, beautiful Twin Cam 88® engine. Around it is uncluttered styling. Topped for the 100th with new Gunmetal Pearl paint, tank and crankcase medallions and model nameplate.



100TH ANNIVERSARY FXDX DYNA [illegible] GLIDE [illegible]

[illegible] WHITE PEARL

There's not a subtle bone in its steel body. For proof, see the new chrome pipes, blacked-out components, low-slung seat and Twin Cam 88® engine just waiting to unleash some satisfying H-D fury on the road.

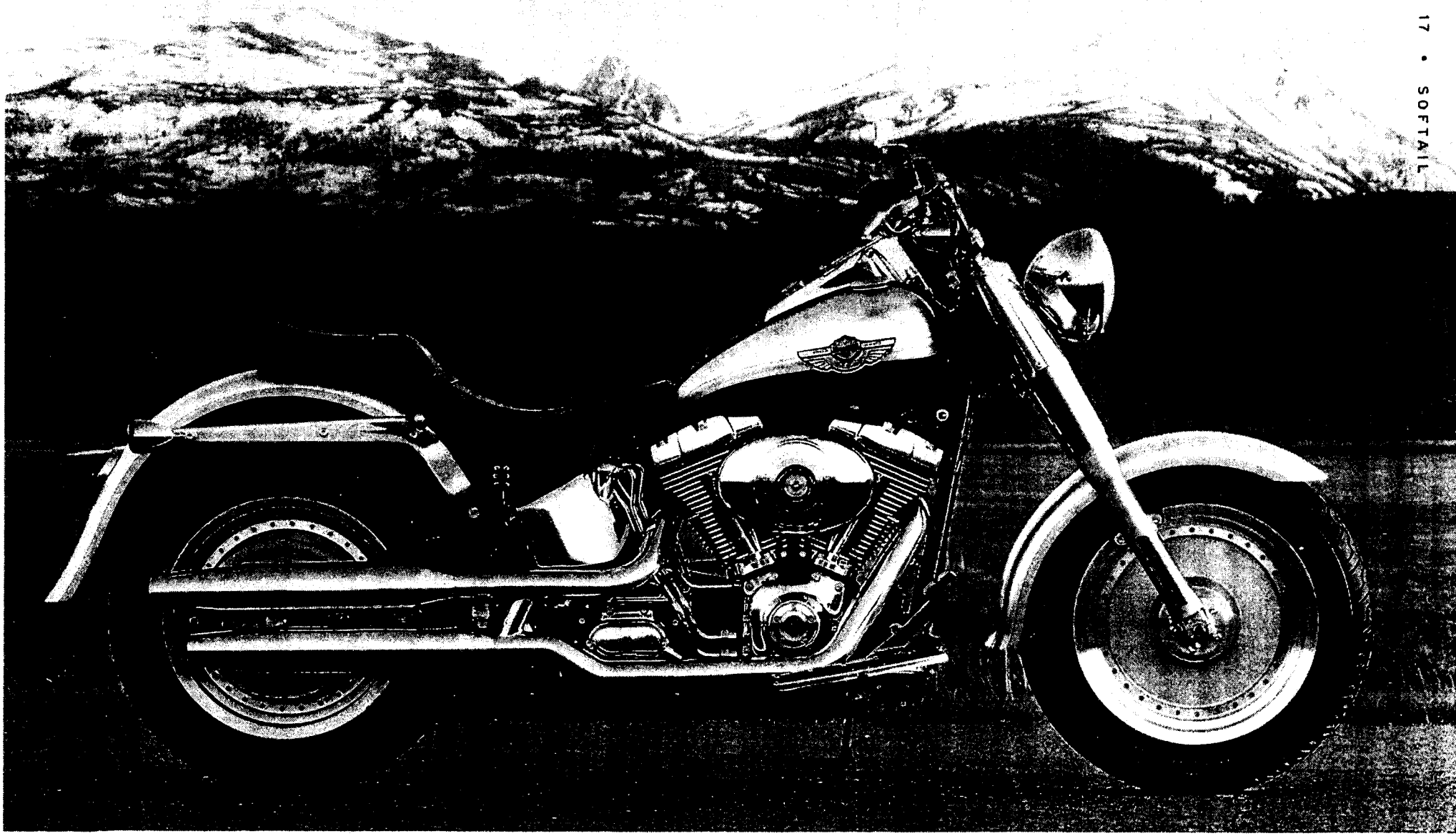
SOFTAIL

"FORM FOLLOWS FUNCTION.

BUT BOTH FORM AND FUNCTION [illegible]

—WILLIE G. DAVIDSON

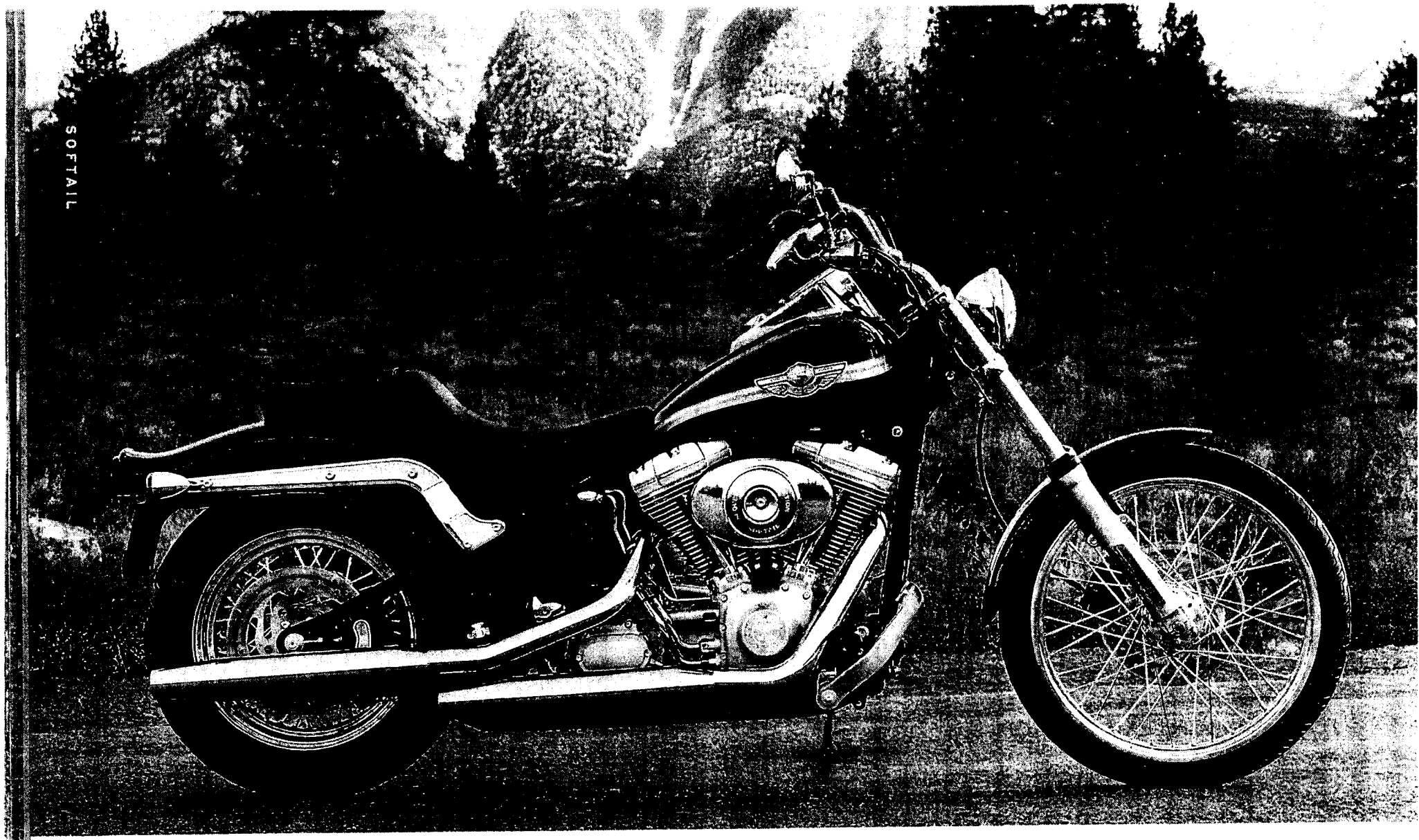
Ask anybody who has owned one. A Harley® stirs things deep within that, once felt, cannot be denied. It gets into your blood, grabs your soul and clamps on like a vise grip. It cannot be shaken. That feeling is the result of an H-D design philosophy that a motorcycle must be something far greater. For proof, see the way our Softail® frames, with hidden rear suspensions, look so right. Or the way the Twin Cam 88B™ engine reverberates its unmistakable call. It's in a detail as small as a saddlebag stud. This is why these machines are special. They are not just motorcycles. They are Harley-Davidson® motorcycles.



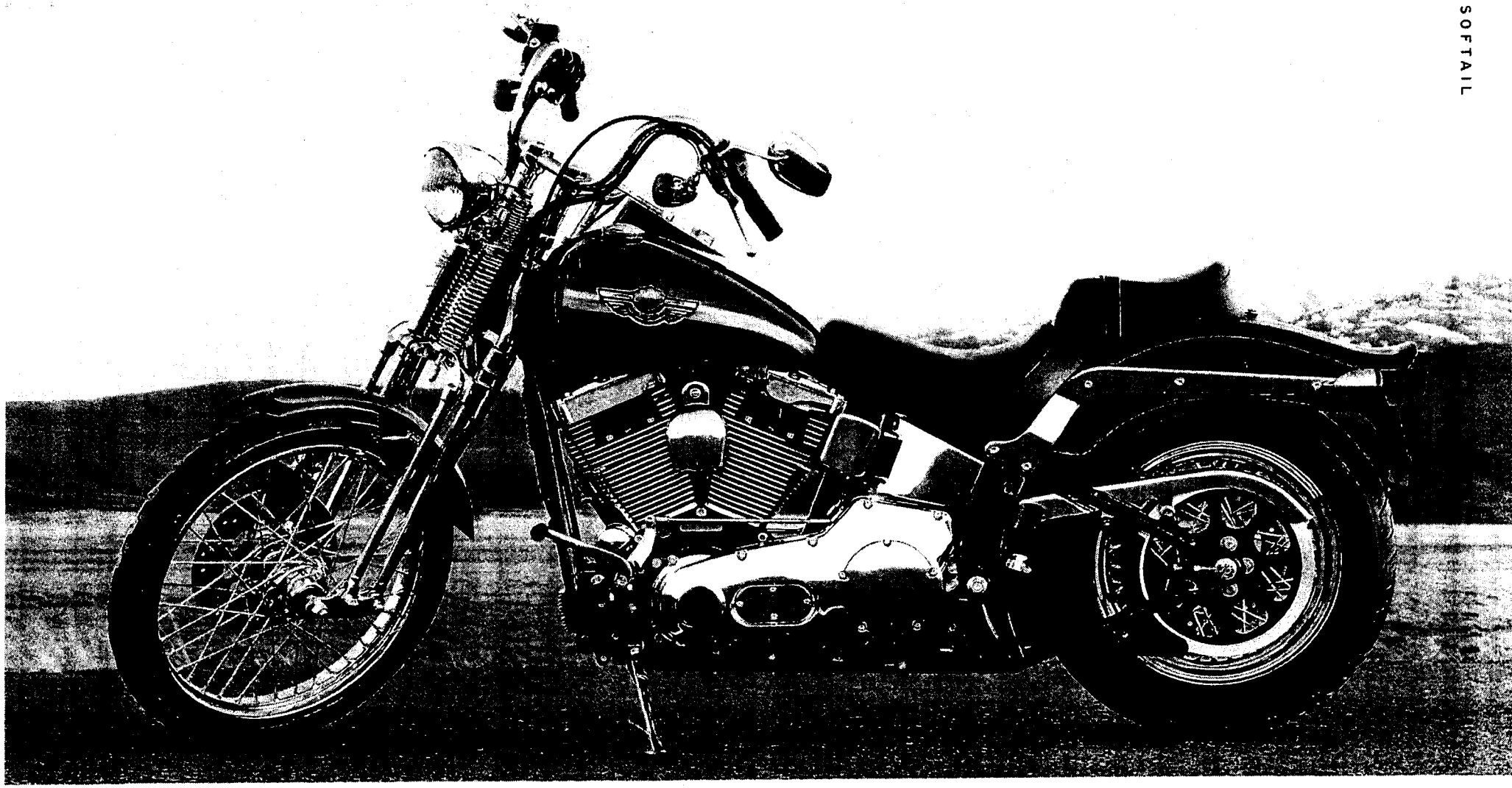
100TH ANNIVERSARY FLSTF/FLSTFI FAT BOY

SHOWN IN TWO TONE STERLING, SILVER AND VIVID BLACK

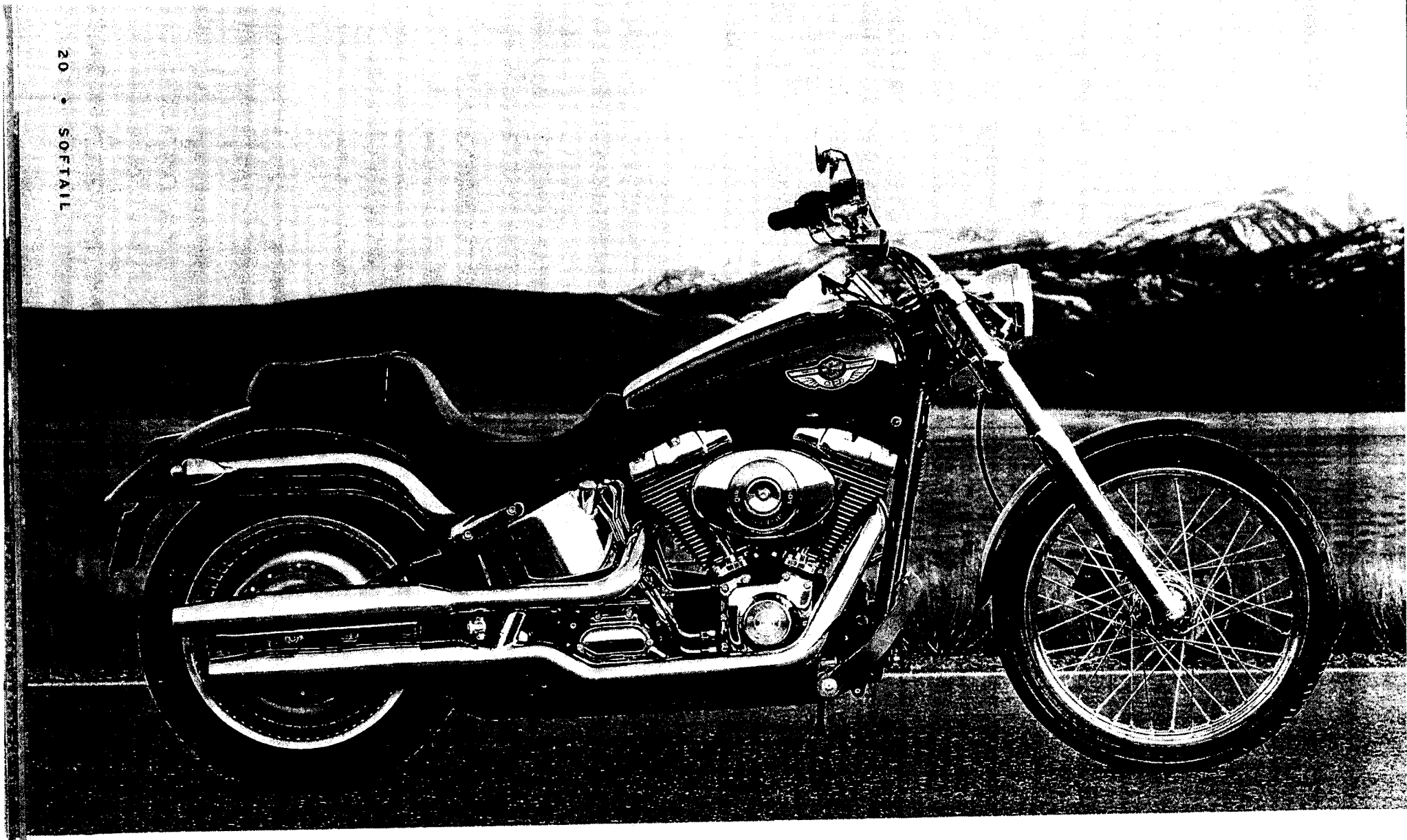
The Fat Boy® features burly FL fork, massive 7" headlight, solid disc wheels with fat rubber, giant fenders, huge floorboards and a big, juicy Twin Cam 88B™ power plant. Full-figured has never been this full.



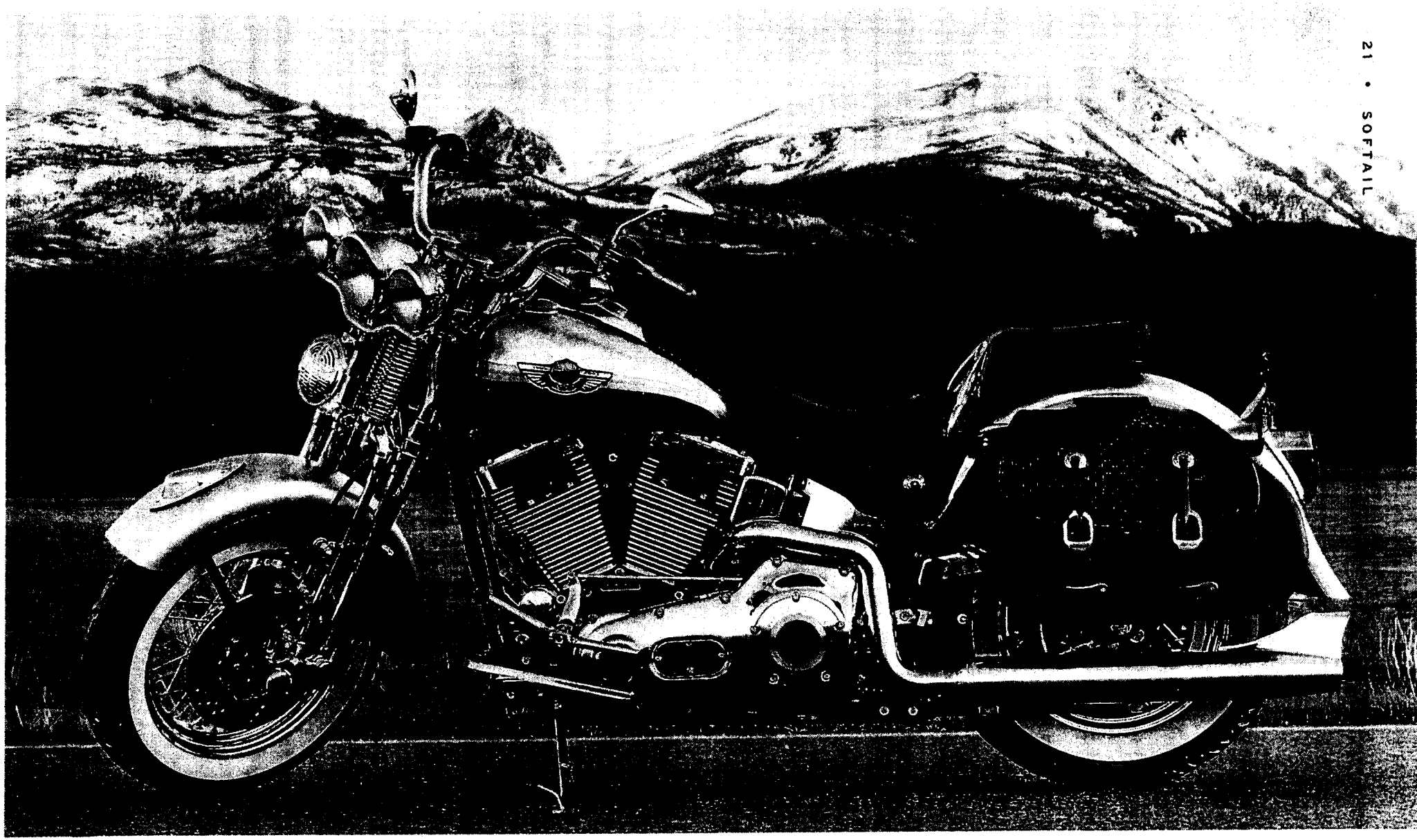
The Standard is perfect for those who pay homage to the original hardtails by keeping their rides clean and minimal. Or for those who can't help but grab a wrench and take a detour straight down custom alley.



From hand-laced wheel to the bobtail fender, the eye has plenty to admire. 100th Anniversary styling, counterbalanced Twin Cam 88B™ engine and an exposed spring suspension that drips with H-D tradition.

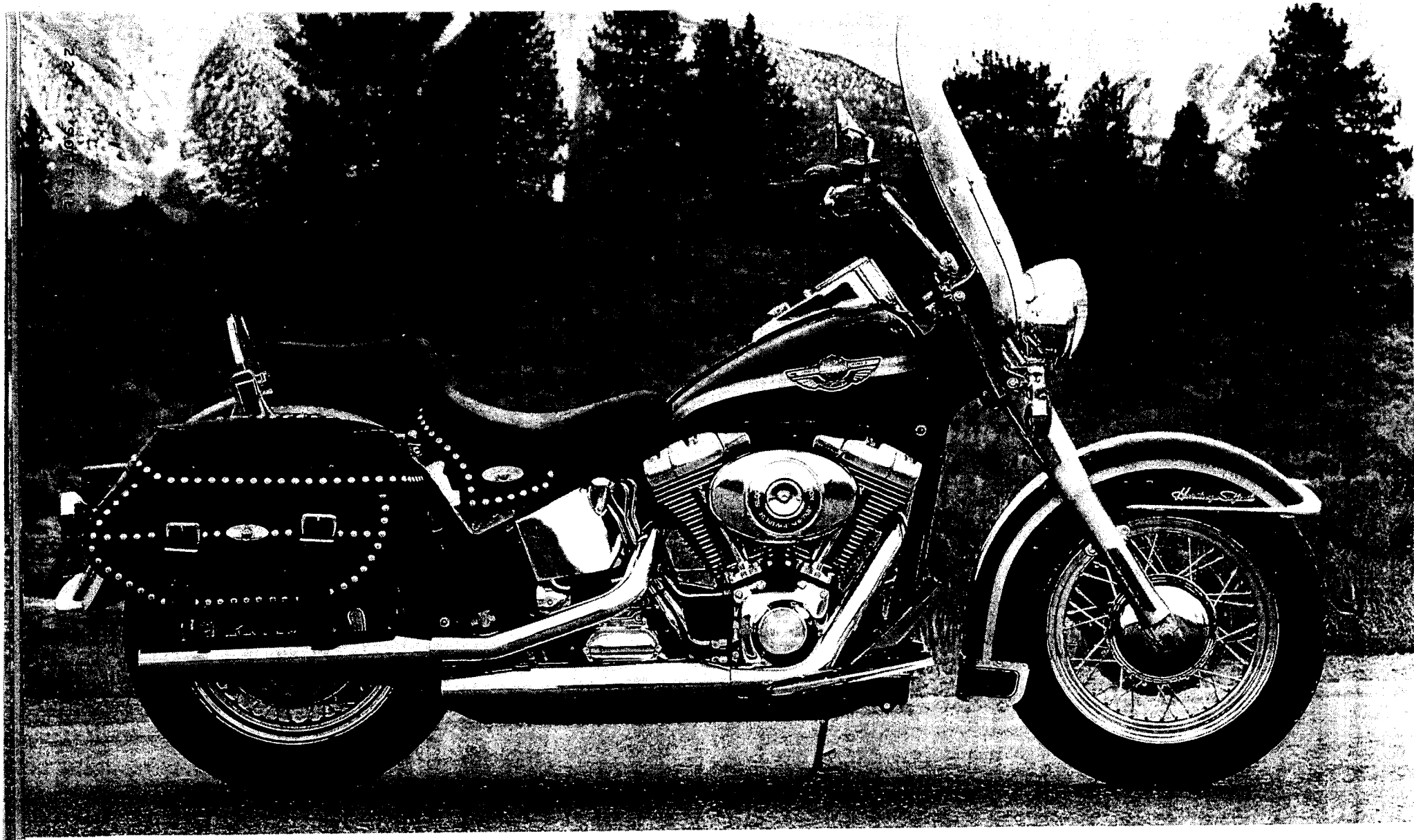


A long, lean, bold dose of prime Milwaukee iron. Stretched fuel tank. Sculpted front fork. Dragster-profile rear fender. Fat 160mm rear tire. And enough chrome to satisfy the heartiest of chrome addicts.

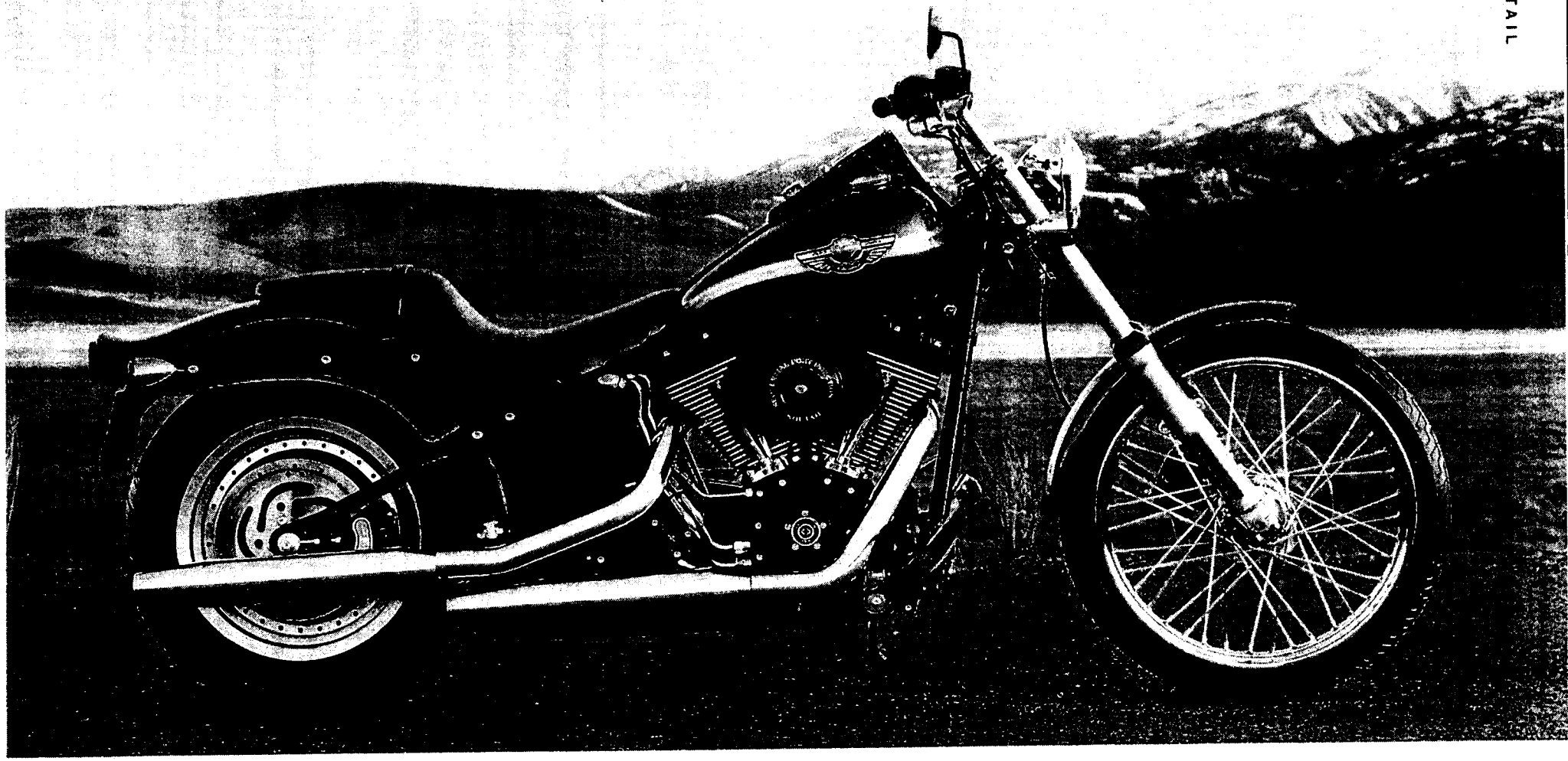


100TH ANNIVERSARY FLSTS/FLS[illegible] HERITAGE [illegible]
SHOWN IN TWO-TONE SUPERIOR SILVER AND [illegible] VIVID BLACK

A leading-link exposed-spring suspension that's welded and polished by hand. Wide whitewall tires. Leather saddlebags. Classic horn. Fishtail mufflers. Ideal for those who like to stand out in the thickest of crowds.



The studded bags, huge fenders and bowling ball-sized headlight are classic. But the counterbalanced Twin Cam 88B™ engine and hidden rear suspension show you how far Harley® motorcycles have come in 100 years.



You have to lower yourself into the minimalist seat, reach to the drag bars and extend toes to the forward controls to feel the tough, aggressive riding position. That's how you fully understand the Night Train®.

VRSC

TRADITIONS WILL NEVER MEAN LIMITS

Anyone who knows us will tell you. Heritage will always fuel the designs of our motorcycles. But we're not about to use that as an excuse for standing still. If anyone has the least doubt about that, our latest creation, the radical VRSCA V-Rod,™ clears it up in a hurry. Note the way the new, high-tech Revolution™ engine is exposed, like every Harley® engine since the dawn of time. Or the way something as different as liquid powertrain cooling gets perfectly integrated into the overall theme of the bike. This is the result of staying true to what is essentially right. Then taking a sudden, sharp left turn, straight to the extreme.

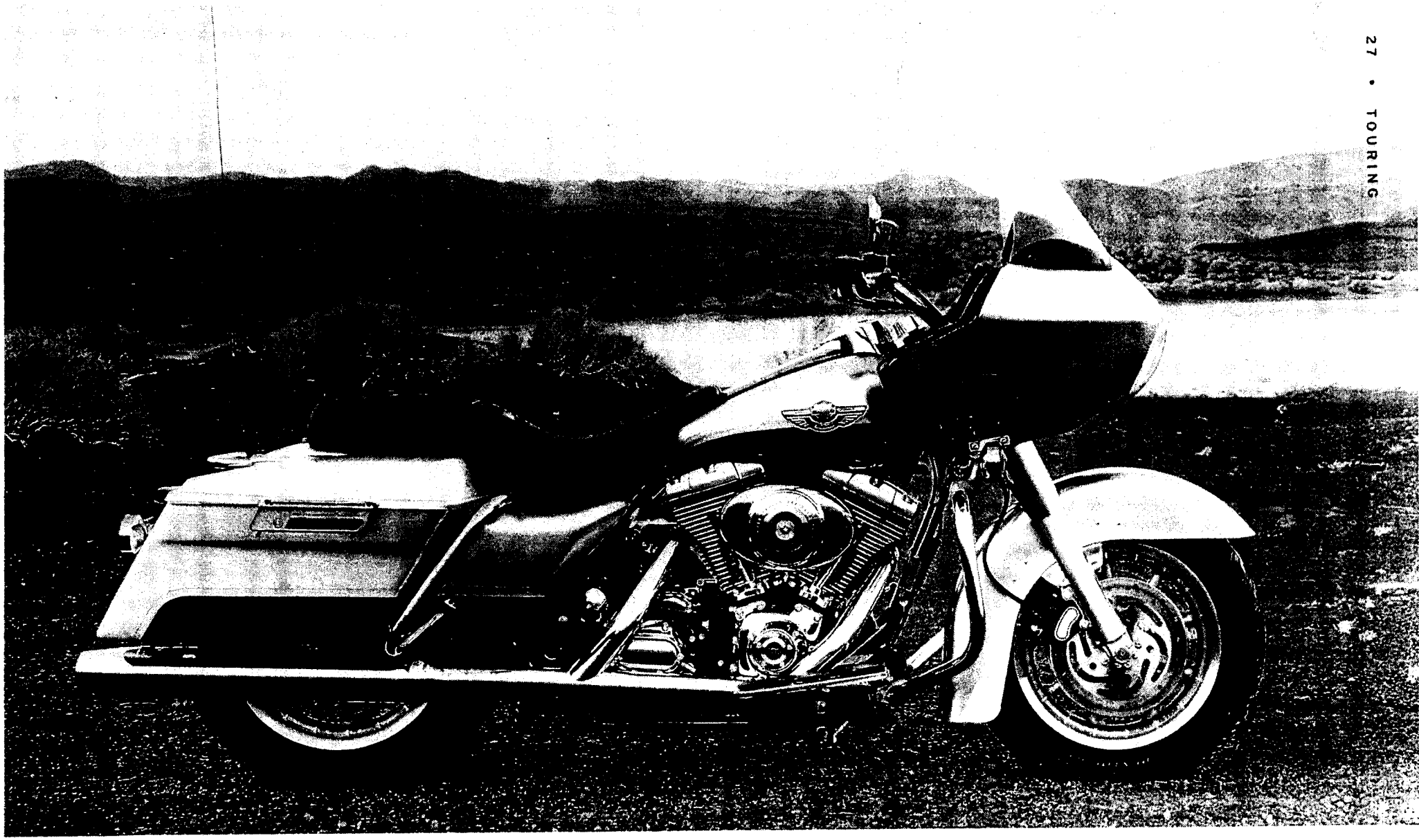
100TH ANNIVERSARY VRSCA V-ROD

CHOWN IN TWO-TONE STERLING SILVER AND VIVID BLACK

Blistering performance and hot rod style that was introduced last year to dropped jaws everywhere. With hydro-formed perimeter frame, aluminum bodywork. And the powerful 115-hp, 1130cc Revolution™ engine.

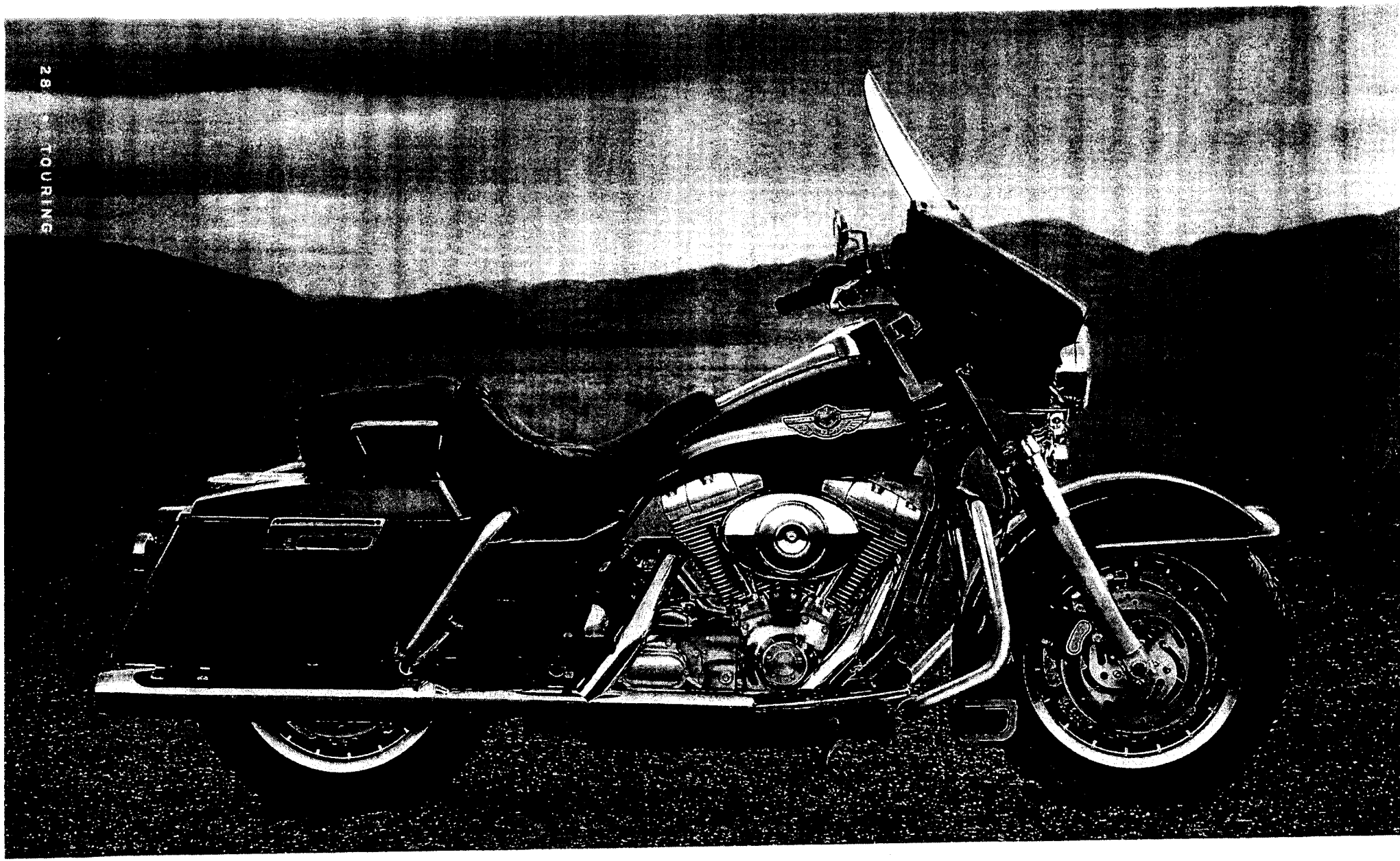
ANY MACHINE NOT BUILT TO LAST SHOULDN'T BE BUILT.

If the century has shown us anything, it's the commitment that riders make when they plunk down their hard-earned cash for a bike. So from the crankpin on up, we build our motorcycles to be ridden long and hard, for a lifetime. And we never put our name on anything that rolls out the factory door until we know it will stand up to everything beyond it. Then we test it in ways that would send other machines whimpering for home. Handling. Durability. On the road. In the wind tunnel. That is how we know something like the Twin Cam 88® engine in our touring models will be good for the long road ahead. The world just can't throw anything at a Harley® that we haven't thrown at it already.



100TH ANNIVERSARY FLTRI ROAD GLIDE

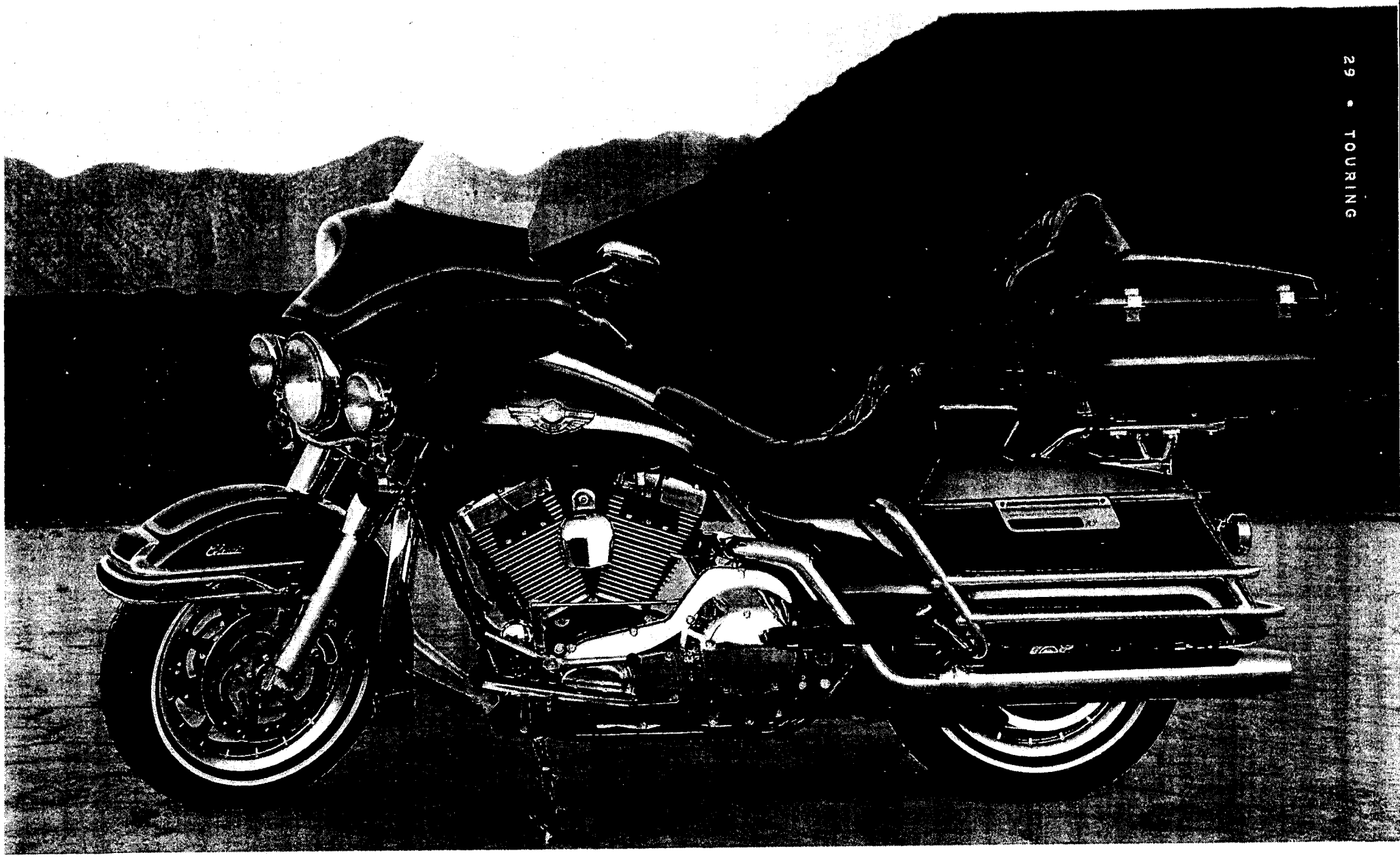
The sleek lines of the Road Glide® are like no other. It begins with the distinctive frame-mounted fairing with blacked-out bezel and reflector-optic headlights and finishes with the stylishly angled saddlebags.



100TH ANNIVERSARY FLHT/FLHTI ELECTRA GLIDE

SHOWN IN VIVID BLACK

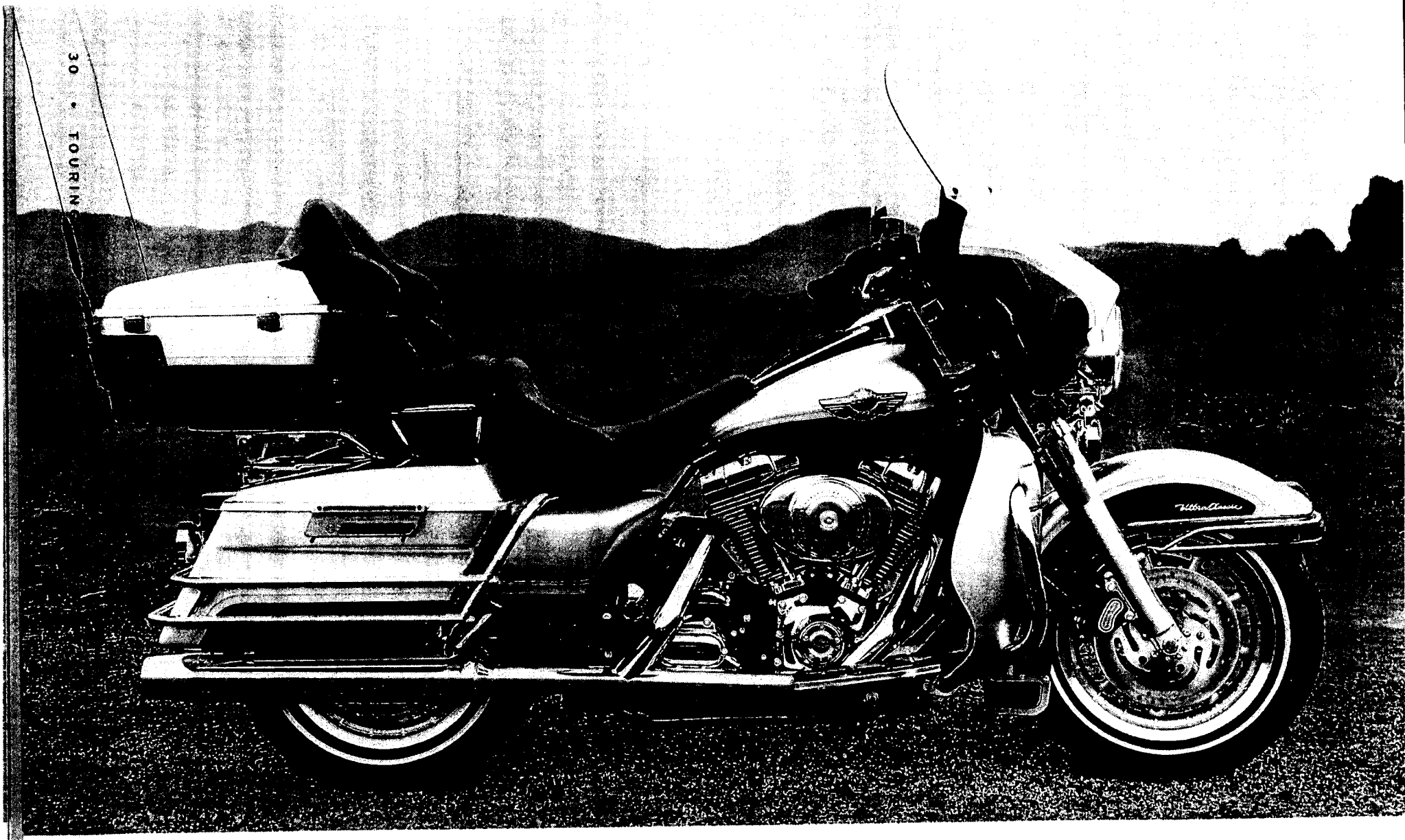
The Harley touring experience taken down to pure form. It starts with a Twin Cam 88® engine, now with new EFI or traditional carb. It continues with minimalist styling. And finishes with a lot of open road.



100TH ANNIVERSARY FLHTC [illegible]

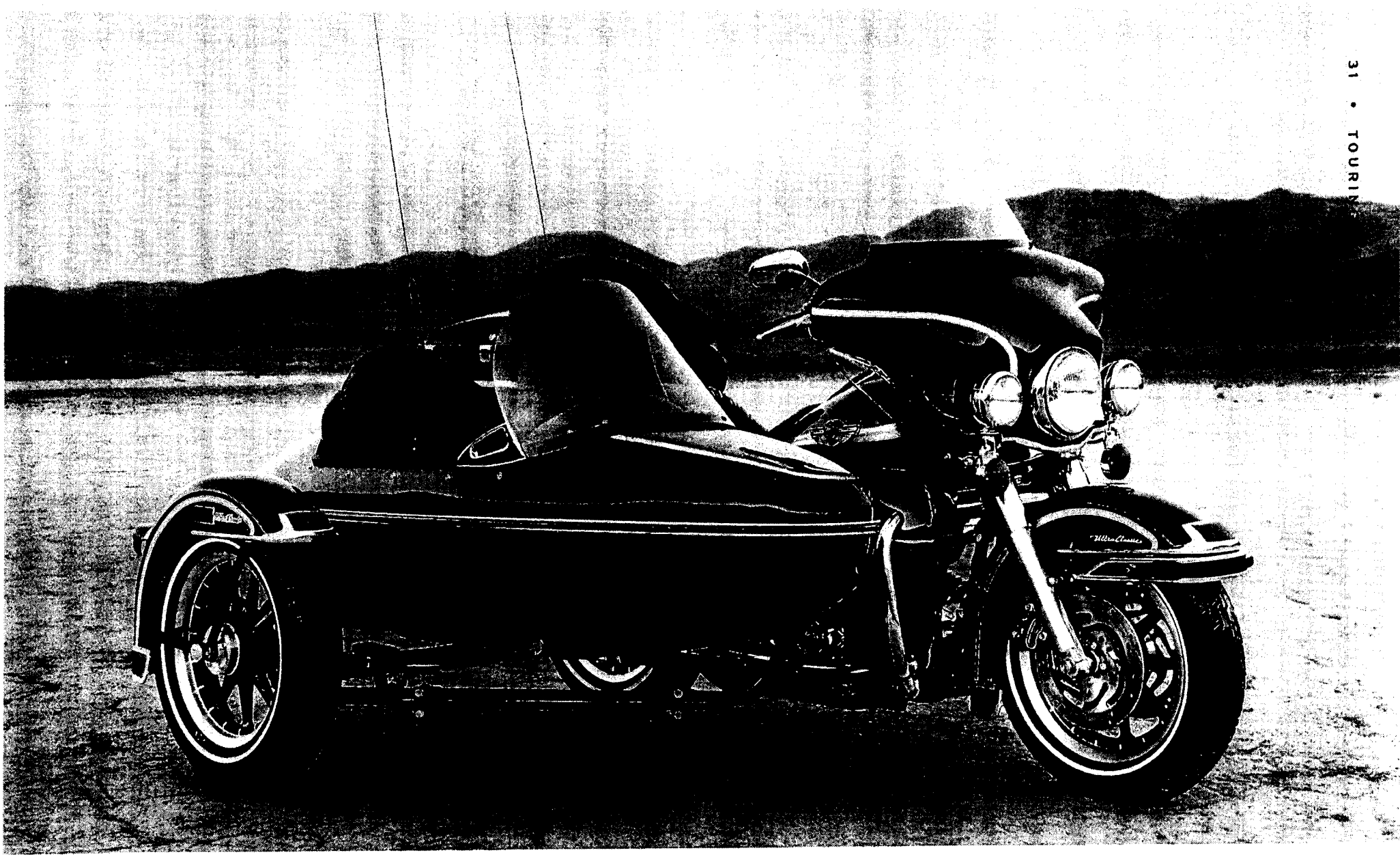
[illegible]

With classic looks and a go-all-day attitude, it has become the quintessential long-hauler. This year, it's even better when you find a CD player now standard equipment behind the distinctive batwing fairing.



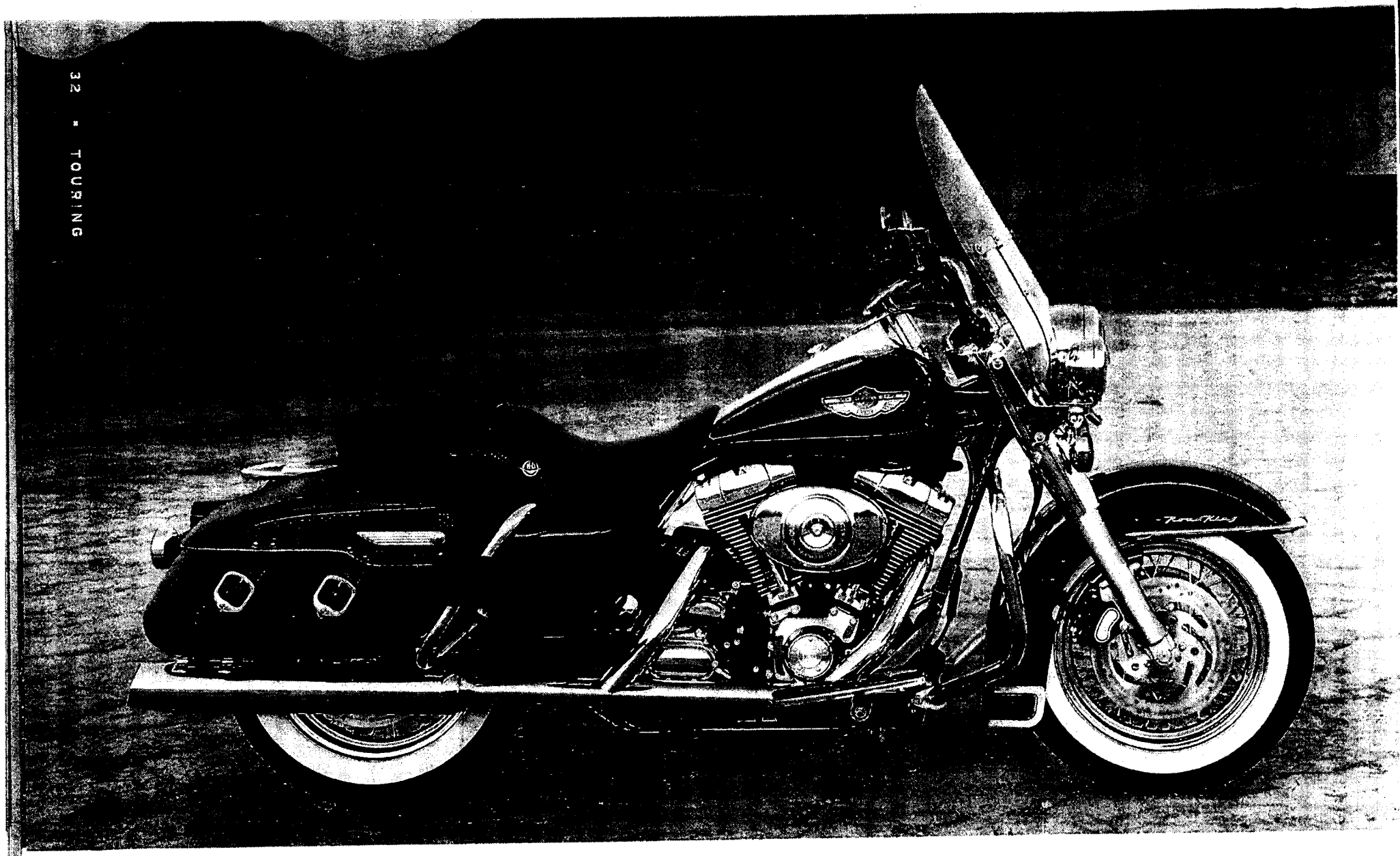
100TH ANNIVERSARY FLHTCUI ULTRA CLASSIC ELECTRA GLIDE

There's never been a way to pack more motorcycle between two wheels. Hard luggage, premium sound, cruise control, CD player, and fairing and lowers are just the beginning. A lot of Harley® is good, isn't it?



100TH ANNIVERSARY PLATINUM ULTRA CLASSIC ELECTRA GLIDE

The sidecar. The ultimate accessory. It comes with everything you need, like cast or laced wheels, disc brakes, speakers and amplifier. And it's available in all 2003 colors, so the look is pure Harley-Davidson.



100TH ANNIVERSARY FLHRCI ROAD KING CLASSIC

The classic style that roamed the American highways of a half century ago. But memory lane isn't where you'll find it. The open road is its home, thanks to the full, modern-day touring credentials it carries.

100TH ANNIVERSARY FEHR/FLHR ROAD KING

Massive chrome headlight and nacelle. Fenders, tank and hard saddlebags decked out in paint so deep, you just sink right in. Twin Cam 88® engine. Detachable windshield. Ahhh. Long live the Road King.®

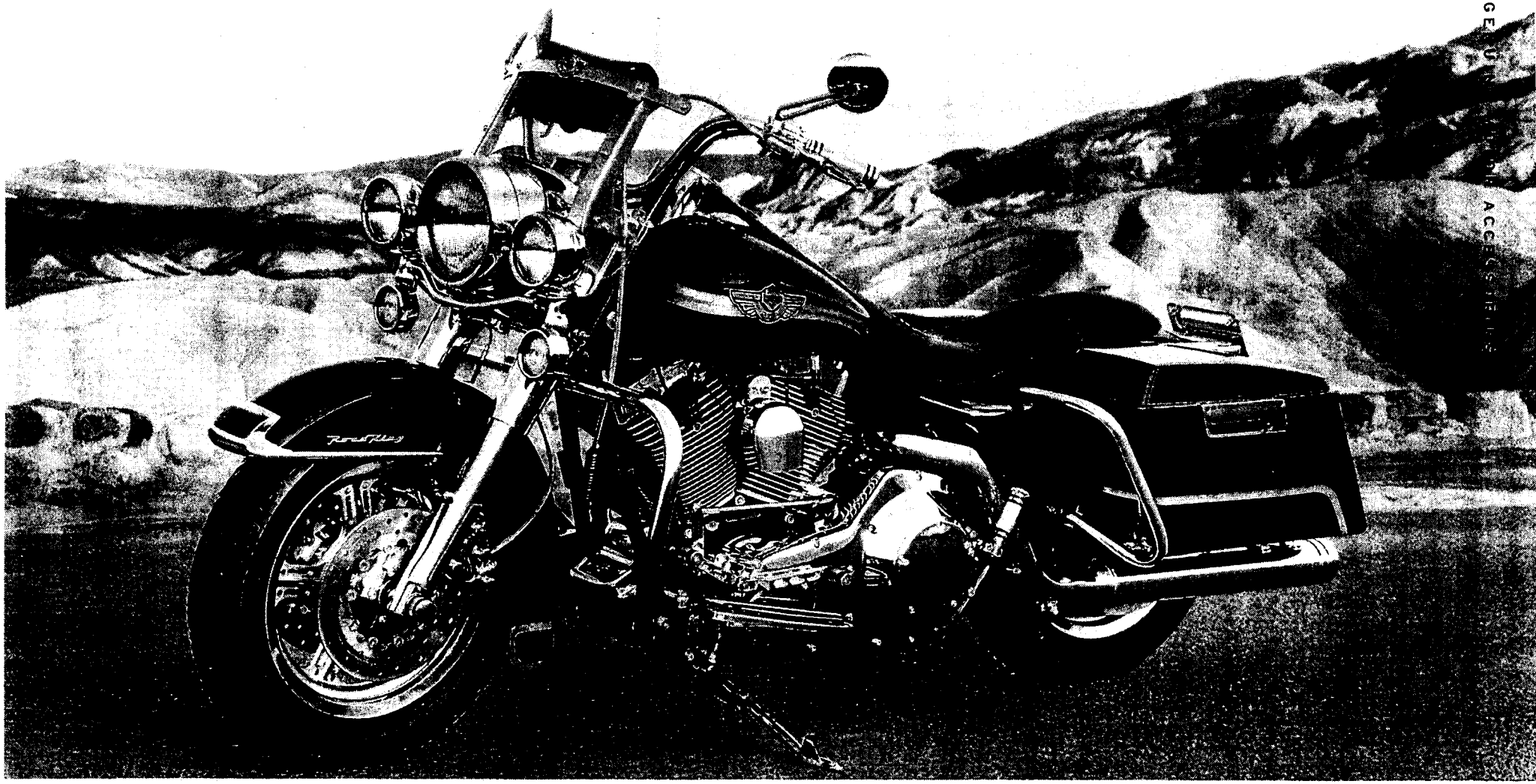
GENUINE MOTOR ACCESSORIES

STEEL, RUBBER, LEATHER AND CHROME.

AS ONLY 100 YEARS COULD

BRING THEM TOGETHER.

As good as a fresh-from-the-factory Harley® has always been, there's nothing like making it your own. Stamping a custom mark in steel. It's a tradition that's been running in the bloodlines since riders started chopping bikes in the 1940s. Knowing that, we made Genuine Motor Parts and Genuine Motor Accessories a big part of the 100th Anniversary. Nearly 100 accessories help celebrate the occasion right and fit like a leather glove. There's not a better way to take a machine as special as a 2003 Anniversary model and go further. As far as you want. Because your Harley is never finished until you say it is.



100TH ANNIVERSARY FLHR/FLHRI ROAD KING®

SHOWN IN VIVID BLACK WITH GENUINE MOTOR ACCESSORIES

Road King.® In full customized chrome glory. Visit your dealer or pick up the Harley-Davidson® Genuine Motor Accessories and Genuine Motor Parts catalog to see where you can go with your new 2003 Harley.®

SPORTSTER FAMILY

	XLH SPORTSTER® 883	XLH SPORTSTER® 883 HUGGER®	XL 883C SPORTSTER® 883 CUSTOM	XL 883R SPORTSTER®	XLH SPORTSTER® 1200	XL 1200S SPORTSTER® 1200 SPORT	XL 1200C SPORTSTER® 1200 CUSTOM
DIMENSIONS							
LENGTH (IN./MM)	88.1/2237.7	88.0/2235.2	89.0/2260.6	88.1/2237.7	88.1/2237.7	88.5/2247.9	89.0/2260.6
SEAT HEIGHT (IN.[1]/MM[1]/MM[2])	28.0/711.2/720.0	27.1/688.3/687.0	27.6/701.0/710.0	28.0/711.2/723.0	28.9/734.1/740.0	28.0/711.2/740.0	27.6/701.0/710.0
FUEL CAPACITY (U.S. GALS./LTRS)[3]	3.3/12.5	3.3/12.5	3.3/12.5	3.3/12.5	3.3/12.5	3.3/12.5	3.3/12.5
WEIGHT DRY (LBS./KG)	489.0/222.0	486.0/220.6	489.0/222.0	503.0/228.4	491.0/222.9	501.0/227.5	491.0/222.9
RUNNING ORDER (KG)	230.0	230.0	235.0	237.8	235.0	240.0	235.0
PERFORMANCE							
ENGINE[4]	Evolution®	Evolution®	Evolution®	Evolution®	Evolution®	Evolution®	Evolution®
DISPLACEMENT (IN.[3]/CM.[3])	53.86/883	53.86/883	53.86/883	53.86/883	73.20/1200	73.20/1200	73.20/1200
FUEL SYSTEM[5]	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor
MILES PER GALLON[6]	57 hwy/48 city	57 hwy/48 city	57 hwy/48 city	57 hwy/48 city	52 hwy/45 city	52 hwy/45 city	52 hwy/45 city
PRICE							
MSRP[7]							
BLUE/RED/WHITE PEARL	$5,975	$6,435	$7,075	N/A	$8,255	$8,960	$9,425
VIVID BLACK	$6,070	$6,530	$7,170	N/A	$8,350	$9,055	$9,520
GUNMETAL PEARL	$6,145	$6,595	$7,245	N/A	$8,425	$9,130	$9,595
2-TONE STERLING SILVER & VIVID BLACK	N/A	N/A	$7,690	N/A	N/A	N/A	$10,040
RACING ORANGE	N/A	N/A	N/A	$6,795	N/A	N/A	N/A
ANODIZED ALUMINUM	N/A	N/A	N/A	N/A	N/A	N/A	N/A
LACED WHEEL OPTION (IF APPLICABLE)	$320	$320	STD Front	N/A	$320	N/A	STD Front
ESPFI	N/A	N/A	N/A	N/A	N/A	N/A	N/A
H-D® FACTORY SECURITY SYSTEM	N/A	N/A	N/A	N/A	N/A	N/A	N/A
CALIFORNIA EMISSIONS (IF APPLICABLE)	$120	$120	$120	$120	$120	$120	$120
FREIGHT[8]	$185	$185	$185	$185	$185	$185	$185

DYNA GLIDE FAMILY					VRSC
FXD DYNA SUPER GLIDE®	FXDX DYNA SUPER GLIDE® SPORT	FXDXT DYNA SUPER GLIDE® T-SPORT®	FXDL DYNA LOW RIDER®	FXDWG DYNA WIDE GLIDE®	VRSCA V-ROD™
91.0/2311.4	91.4/2321.6	91.3/2319.0	94.0/2387.6	94.5/2400.3	93.6/2377.4
26.5/673.1/698.5	27.3/692.2/711.2	27.9/708.7/759.5	25.2/640.1/665.5	26.8/680.7/706.1	26.0/660.4/688.3
4.9/18.5	4.9/18.5	4.9/18.5	4.9/18.5	5.2/19.7	3.7/14.0
622.0/282.0 297.0	632.0/287.0 302.0	662.0/300.0 315.0	623.0/283.0 298.0	639.0/290.0 306.0	595.7/270.4 279.4
Twin Cam 88® vibration isolation-mounted	Twin Cam 88® vibration isolation-mounted	Twin Cam 88® vibration isolation-mounted	Twin Cam 88® vibration isolation-mounted	Twin Cam 88® vibration isolation-mounted	Revolution™
88.0/1450	88.0/1450	88.0/1450	88.0/1450	88.0/1450	69.0/1130
Carburetor	Carburetor	Carburetor	Carburetor	Carburetor	Electronic Sequential Port Fuel Injection (ESPFI)
50 hwy/42 city	50 hwy/42 city	50 hwy/42 city	50 hwy/42 city	50 hwy/42 city	47 hwy/37 city
$12,255 $12,340 $12,490 N/A	$14,275 $14,360 $14,510 N/A	N/A $15,370 $15,520 N/A	$15,185 $15,270 $15,420 $16,090	$16,310 $16,395 $16,545 $17,215	N/A N/A N/A $18,695
N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A $17,995
$320	$320	N/A	$320[9]	STD	N/A
N/A	N/A	N/A	N/A	N/A	STD
$275	$275	$275	$275	$275	STD
$290	$290	$290	$290	$290	$100
$215	$215	$215	$215	$215	$210

* All models feature 5-speed transmission and carbon-fiber belt final drive; 40mm constant velocity carburetor with enrichner and accelerator pump (except Electronic Sequential Port Fuel Injection models); multi-plate clutch with diaphragm spring in oil bath; and twelve-month, unlimited mileage warranty.

* We reserve the right to discontinue models or change specifications at any time without incurring any obligations.

* Attention: The vehicles in the configuration shown and many of the accessories described in this brochure are not available for sale or use in several countries outside the U.S. Specifications and vehicle availability may vary from country to country depending on local importation and registration laws. Please check with your local dealer for details.

1 Measurement reflects 180 lb./81.7 kg operator weight.

2 Unladen measurement.

3 Includes reserve on carburetor-equipped models.

4 Recommended 91 octane or higher fuel (R+M)/2.

5 Standard and optional fuel systems may vary by country.

6 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary.

7 Prices listed are the Manufacturer's Suggested Retail Prices for models as noted in the chart to the left. Options such as color, laced wheel and fuel systems are available at additional cost. Prices exclude dealer set up, taxes, title and licensing and are subject to change. Dealer prices may vary.

8 Freight price applies to the 48 contiguous states and Alaska only.

9 100th Anniversary gold cast wheels standard on 2-tone.

SOFTAIL FAMILY

	FXST/FXSTI SOFTAIL® STANDARD	FXSTB/FXSTBI NIGHT TRAIN®	FLSTF/FLSTFI FAT BOY®	FXSTS/FXSTSI SPRINGER® SOFTAIL®	FXSTD/FXSTDI SOFTAIL® DEUCE™	FLSTC/FLSTCI HERITAGE SOFTAIL® CLASSIC	FLSTS/FLSTSI HERITAGE SPRINGER®
DIMENSIONS							
LENGTH (IN./MM)	95.0/2412.0	95.0/2413.0	94.3/2395.2	93.5/2374.9	95.4/2423.2	94.5/2400.3	94.1/2390.1
SEAT HEIGHT (IN./MM/MM)[1]	26.1/662.9/720.0	25.2/640.1/680.0	25.5/647.7/699.0	25.8/655.3/700.0	26.0/660.4/696.0	25.4/645.2/697.0	25.9/657.9/701.0
FUEL CAPACITY (U.S. GALS./LTRS)[2]	5.0/18.9	5.0/18.9	5.0/18.9	5.0/18.9	4.9/18.5	5.0/18.9	5.0/18.9
WEIGHT DRY (LBS./KG)	632.0/287.0	633.0/287.0	669.0/304.0	656.0/298.0	645.0/293.0	699.0/317.0	721.0/327.0
RUNNING ORDER (KG)	305.0	305.0	320.0	315.0	305.0	335.0	340.0
POWERTRAIN							
ENGINE[3]	Twin Cam 88B™ (balanced)	Twin Cam 88B™ (balanced)	Twin Cam 88B™ (balanced)	Twin Cam 88B™ (balanced)	Twin Cam 88B™ (balanced)	Twin Cam 88B™ (balanced)	Twin Cam 88B™ (balanced)
DISPLACEMENT (IN³/CM³)	88.0/1450	88.0/1450	88.0/1450	88.0/1450	88.0/1450	88.0/1450	88.0/1450
FUEL SYSTEM[5]	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)
MILES PER GALLON[6]	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 48 hwy/41 city ESPFI: 48 hwy/43 city	Carb: 48 hwy/41 city ESPFI: 48 hwy/43 city
PRICING							
MSRP[7]							
BLUE/RED/WHITE PEARL	$13,635	N/A	$16,195	$16,395	$16,965	$16,965	N/A
VIVID BLACK	$13,720	$15,425	$16,280	$16,480	$17,050	$17,050	$17,795
GUNMETAL PEARL	$13,870	$15,575	$16,430	$16,630	$17,200	$17,200	$17,945
2-TONE STERLING SILVER & VIVID BLACK	N/A	N/A	$17,100	N/A	$17,870	$17,870	$18,615
LACED WHEEL OPTION (IF APPLICABLE)	STD	STD Front	N/A	STD	STD Front	STD	STD
ESPFI	$600	$600	$600	$600	$600	$600	$600
H-D® FACTORY SECURITY SYSTEM	$275	$275	$275	$275	$275	$275	$275
CALIFORNIA EMISSIONS (IF APPLICABLE)	Carb: $290 ESPFI: $100	Carb: $290 ESPFI: $100	Carb: $290 ESPFI: $100	Carb: $290 ESPFI: $100	Carb: $290 ESPFI: $100	Carb: $290 ESPFI: $100	Carb: $290 ESPFI: $100
FREIGHT[8]	$215	$215	$215	$215	$215	$215	$215

TOURING FAMILY

FLHT/FLHTI ELECTRA GLIDE® STANDARD	FLHR/FLHRI ROAD KING®	FLTRI ROAD GLIDE®	FLHTC/FLHTCI ELECTRA GLIDE® CLASSIC	FLHRCI ROAD KING® CLASSIC	FLHTCUI ULTRA CLASSIC® ELECTRA GLIDE®
93.7/2380.0	93.7/2380.0	93.7/2380.0	97.5/2476.5	93.7/2380.0	98.3/2496.8
27.3/693.4/779.8	27.3/693.4/749.3	26.9/683.3/749.3	27.3/693.4/779.8	26.9/683.3/779.8	27.3/693.4/779.8
5.0/18.9	5.0/18.9	5.0/18.9	5.0/18.9	5.0/18.9	5.0/18.9
758.0/344.0 360.0	723.0/328.0 345.0	731.0/332.0 353.0	776.0/352.0 368.0	710.0/322.0 340.0	788.0/358.0 377.0
Twin Cam 88® vibration isolation-mounted	Twin Cam 88® vibration isolation-mounted	Twin Cam 88® vibration isolation-mounted	Twin Cam 88® vibration isolation-mounted	Twin Cam 88® vibration isolation-mounted	Twin Cam 88® vibration isolation-mounted
88.0/1450	88.0/1450	88.0/1450	88.0/1450	88.0/1450	88.0/1450
Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Electronic Sequential Port Fuel Injection (ESPFI)	Electronic Sequential Port Fuel Injection (ESPFI)
Carb: 46 hwy/37 city ESPFI: 46 hwy/39 city	Carb: 46 hwy/37 city ESPFI: 46 hwy/39 city	46 hwy/39 city	Carb: 46 hwy/37 city ESPFI: 46 hwy/39 city	46 hwy/39 city	46 hwy/39 city
N/A $14,710 N/A N/A	$16,215 $16,475 $16,650 N/A	N/A $17,450 $17,650 $18,520	$16,765 $16,995 $17,195 $18,070	$17,405 $17,490 $17,640 $18,310	$19,760 $19,995 $20,195 $21,065
$320	$320	$320[9]	$320[9]	STD	$320[9]
$600	$600	STD	$600	STD	STD
$275	$275	$275	$275	$275	$275
Carb: $265 ESPFI: $100	Carb: $265 ESPFI: $100	$100	Carb: $265 ESPFI: $100	$100	$100
$240	$240	$240	$240	$240	$240

- All models feature 5-speed transmission and carbon fiber belt final drive, 40mm constant velocity carburetor with enrichner and accelerator pump (except Electronic Sequential Port Fuel Injection models), multi-plate clutch with diaphragm spring in oil bath, and twelve-month, unlimited mileage warranty.
- We reserve the right to discontinue models or change specifications at any time without incurring any obligations.
- Attention: The vehicles in the configuration shown and many of the accessories described in this brochure are not available for sale or use in several countries outside the U.S. Specifications and vehicle availability may vary from country to country depending on local importation and registration laws. Please check with your local dealer for details.

1 Measurement reflects 180 lb./81.7 kg operator weight.

2 Unladen measurement.

3 Includes reserve on carburetor-equipped models.

4 Recommended 91 octane or higher fuel (R+M)/2.

5 Standard and optional fuel systems may vary by country.

6 Based on tests conducted under ideal lab conditions per U.S. E.P.A. test procedures. Your mileage will vary depending on your personal riding habits, weather conditions, trip length, vehicle condition and vehicle configuration. Break-in mileage will vary.

7 Prices listed are the Manufacturer's Suggested Retail Prices for models as noted in the chart to the left. Options such as color, laced wheel and fuel systems are available at additional cost. Prices exclude dealer set up, taxes, title and licensing and are subject to change. Dealer prices may vary.

8 Freight price applies to the 48 contiguous states and Alaska only.

9 100th Anniversary gold cast wheels standard on 2-tone.

* Sidecar MSRP[7] starts at $6,225 like the one shown in Vivid Black on page 31.

100TH ANNIVERSARY IDENTIFICATION

● ALL MODELS EXCEPT V-ROD
○ V-ROD

	TWO-TONE STERLING SILVER AND VIVID BLACK	VIVID BLACK	GUNMETAL PEARL	PEARL	ANODIZED ALUMINUM	RACING ORANGE
NEW PAINT COLOR	● ○		●			
100TH ANNIVERSARY STRIPING	●	●	●			
100TH ANNIVERSARY GOLD PINSTRIPING	○					
100TH ANNIVERSARY TWO-PIECE TANK EMBLEM (WITH GOLD BAR & SHIELD CLOISONNÉ)	● ○					
100TH ANNIVERSARY TWO-PIECE TANK EMBLEM (WITH CHROME BAR & SHIELD CLOISONNÉ)		●	●		○	
100TH ANNIVERSARY TANK DECAL				●		
100TH ANNIVERSARY DERBY COVER, AIR CLEANER COVER AND TIMING COVER	●					
100TH ANNIVERSARY DERBY COVER AND CLUTCH COVER	○					
100TH ANNIVERSARY SEAT EMBLEM*	● ○					
100TH ANNIVERSARY MEDALLION AFFIXED TO CRANKCASE	● ○	●	●	●	○	●
100TH ANNIVERSARY NAMEPLATE	● ○	●	●	●	○	●
ANNIVERSARY GOLD CAST WHEELS (SELECT MODELS)	●					

*PEARL COLORS INCLUDE LUXURY RICH RED, LUXURY BLUE AND WHITE

100TH ANNIVERSARY COLOR OPTIONS

TWO-TONE STERLING SILVER AND VIVID BLACK

GUNMETAL PEARL

VIVID BLACK

LUXURY RICH RED PEARL

LUXURY BLUE PEARL

WHITE PEARL

ANODIZED ALUMINUM

RACING ORANGE

VISIT YOUR LOCAL DEALER

The Harley-Davidson experience begins at your local dealer. Call 1-800-443-2153 (in the U.S. and Canada) or visit our Web site at www.harley-davidson.com to be introduced to one near you.

GENUINE ALL THE WAY

On our Web site, you can view MotorClothes™ Apparel & Accessories, and select an e-dealer to shop online. You'll also find plenty of Genuine Motor Parts and Genuine Motor Accessories, the parts that keep a Harley® pure Harley.

THE ONE AND ONLY HARLEY OWNERS GROUP®

When you purchase a new Harley-Davidson® motorcycle, you'll receive a one-year membership in the Harley Owners Group® (H.O.G.®) It gets you invitations to club-sponsored rallies and rides, a subscription to Hog Tales® magazine, membership patch and pin and more.

HARLEY-DAVIDSON® AUTHORIZED RENTALS & TOURS

Experience the wind on a Harley-Davidson Authorized Rental. They have everything you need to hit the road. Visit www.harley-davidson.com for a nearby operator.

HARLEY-DAVIDSON FINANCIAL SERVICES

Harley-Davidson Financial Services includes information on financing, service plans, insurance and the Harley-Davidson® Visa® card*. Available in the U.S. and Canada only. See www.hdfsi.com for details.

LEARN THE ROAD

Sign up for a Motorcycle Safety Foundation rider course (call 1-800-446-9227 for a course near you) or a Harley-Davidson Rider's Edge® New Rider Course at participating dealers (call 1-800-588-2743 for a course near you). That's where certified instructors and a nationally recognized curriculum help you learn the necessary skills for when the open road calls.

*The creditor and issuer of the Harley-Davidson Visa card is U.S. Bank National Association ND.

When enjoying your Harley-Davidson® motorcycle be sure to ride safely and within the limits of the law and your abilities. Ride with your headlight on and watch out for the other person. Always wear a helmet, proper eyewear and appropriate clothing and insist your passenger does too. Never ride while under the influence of alcohol or drugs. Know your Harley® and read and understand your owner's manual from cover to cover. Protect your privilege to ride by joining the American Motorcyclist Association. Visit www.ama-cycle.org for more info. **The Legend Rolls On®.**

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Harley-Davidson Motor Company, P.O. Box 653, 3700 W. Juneau Ave., Milwaukee, WI 53201-0653 U.S.A.

100 YEARS OF GREAT MOTORCYCLES

U.S. Trademark Opposition No. 91177156
H-D Michigan, Inc. v. Bryan Broehm
Serial No. 78896325

Mark:

Deposition of Scott Beck

Exhibit 29

Opposition No. 91177156 Beck
H-D Michigan, Inc. v. Bryan Broehm
Opposer's Testimony Deposition
Exhibit No. 29
6-13-08 MEF

Please be sure to ride safely and within the limits of the law and your abilities. Ride with your headlamp on and watch out for the other person. Always wear a helmet, proper eyewear and protective clothing and insist your passenger does too. Never ride while under the influence of alcohol or drugs. Know your Harley® and read and understand your owner's manual from cover to cover. Protect your privilege to ride by joining the American Motorcyclist Association. Visit www.amacycle.org for more info.

HARLEY-DAVIDSON
The Legend Rolls On.

2004
HARLEY-DAVIDSON
MOTORCYCLES

Sportster, pages 4-9
Dyna Glide, pages 10-13
Softail, pages 14-19
VRSC, pages 20-23
Touring, pages 24-29

WHEELS. A MOTOR. A SEA
PROFOUND TRUTHS AB

Harley-Davidson has always believed in a simple engine-and-two-wheels philosophy when it comes to building motorcycles. But it's more than just a way to make machines. It's about staying true to what's right. Staying true to a world built of road, sky and horizon. Making a bike that takes you into the wind, to find diners simply named "Eat" and gas pumps that your granddad probably used. That's why a Harley is so distinctive, in its look, its sound and its feel. And why those who sit in the saddle of one experience the simple pleasures of riding that just wouldn't be possible any other way.

THE NEW SPORTSTER®

REFINING THE RIDE WITHOUT TAMING THE SPIRIT.

Not since 1957 has a motorcycle so thoroughly new worn the "Sportster" name. We set out to treat the rider right and still keep the soul of this bike intact. So we went to work on the Sportster® Evolution® powertrain.

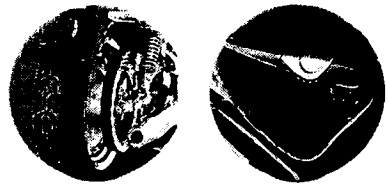
It's completely redesigned. New head assemblies. New cylinders. New pistons with cooling jets. Bigger fins. The result? An engine built to be ridden harder, live longer and run cooler.

We rubber-mounted the engine. A first for Sportster models. To accommodate the setup, we built a new frame. It's more rigid, but it maintains the Sportster agility.

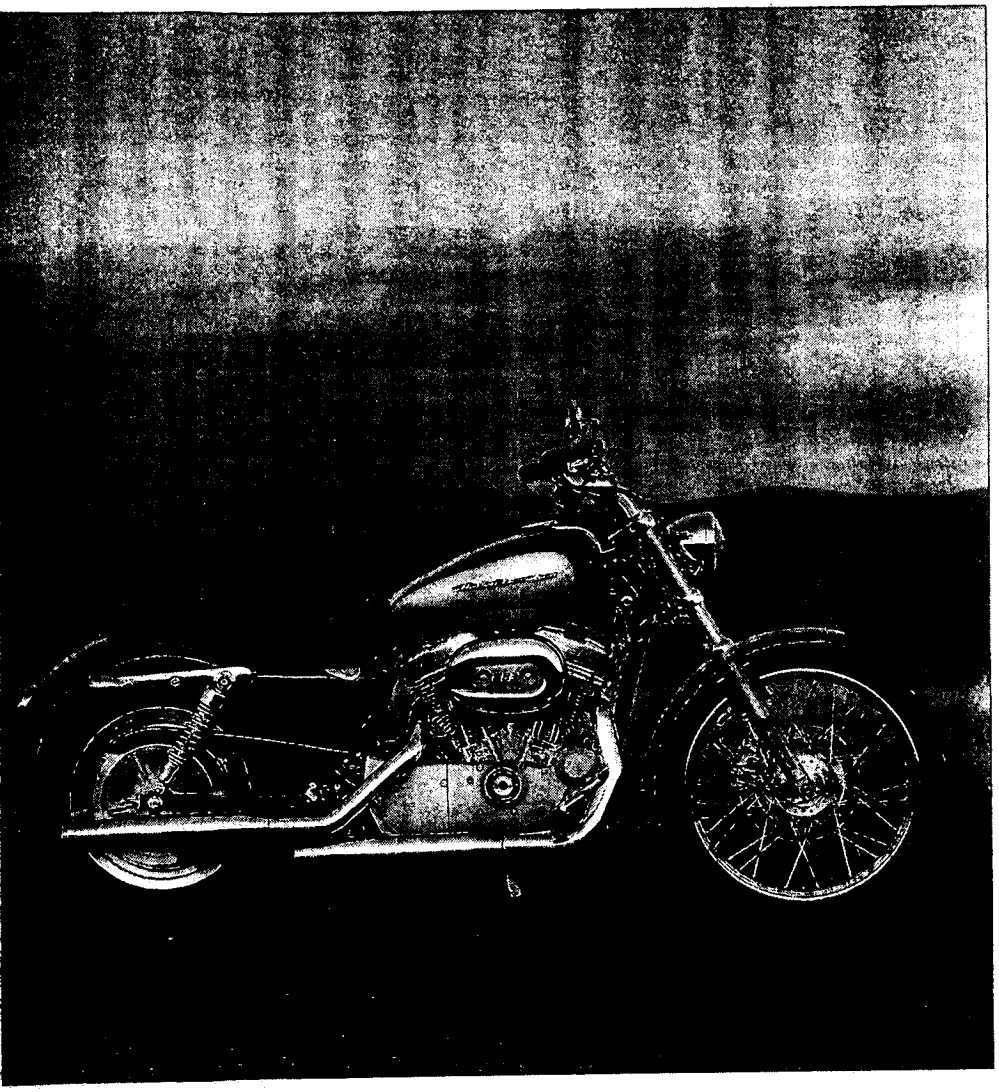
You'll notice two distinct tank profiles this year. The 883 Standard and the all-new, heritage-rich Sportster 1200 Roadster feature the classic shape. Custom models receive a larger, 4.5-gallon tank. All Sportster bikes receive a wider rear tire and fender. New graphics. And updated design on the air cleaner cover.

For 2004, the seat height is lowered. The ergonomics are better. And on 883 models, the clutch is easier to pull.

Sportster has always been a great value. This year it gets better, with a new two-year, unlimited-mileage warranty and extended recommended service intervals. And we now offer an optional security system. Because anyone who rides this Sportster is going to want to keep it.

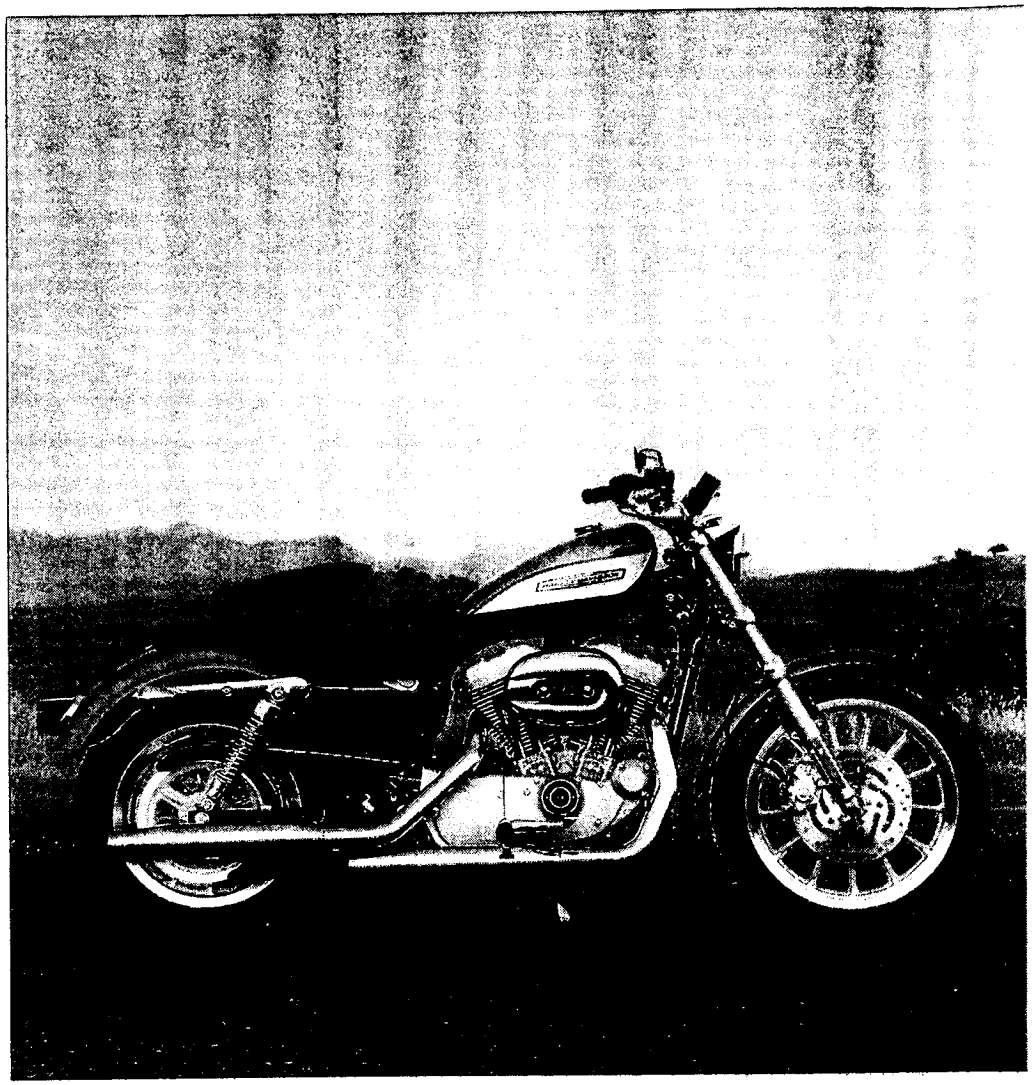


The rear tire on all Sportster® models is now 150mm wide. And the oil tank is further under the seat. It allows for a symmetrical look on both sides and sports a nifty push button dipstick.



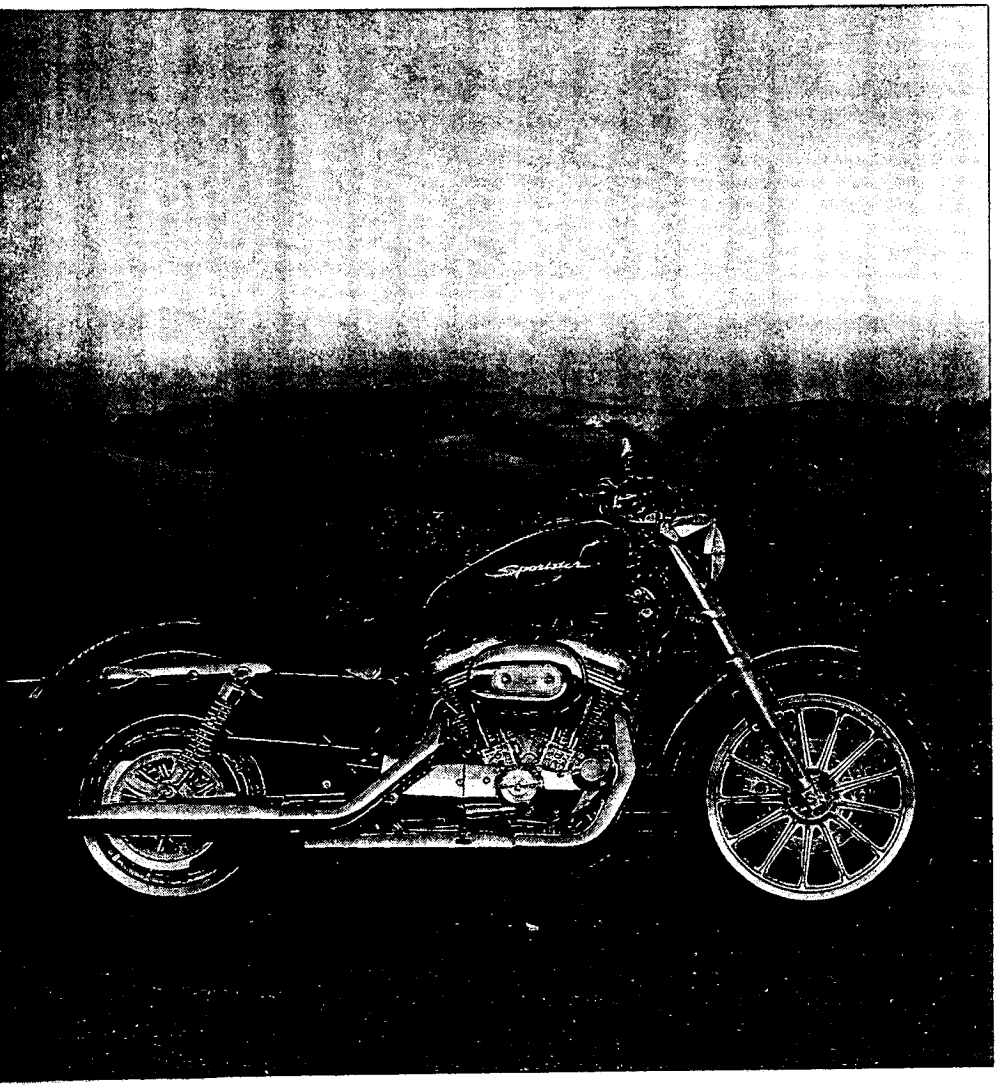
XL 883C SPORTSTER® 883 CUSTOM. SHOWN IN SIERRA RED & BRILLIANT SILVER

Take a look, then tell us if your socks are still on. Big 4.5-gallon tank. New handlebar and riser. Forward foot controls. 21" laced front wheel. Lowered suspension. It's Sportster,® still pure, but like never before.



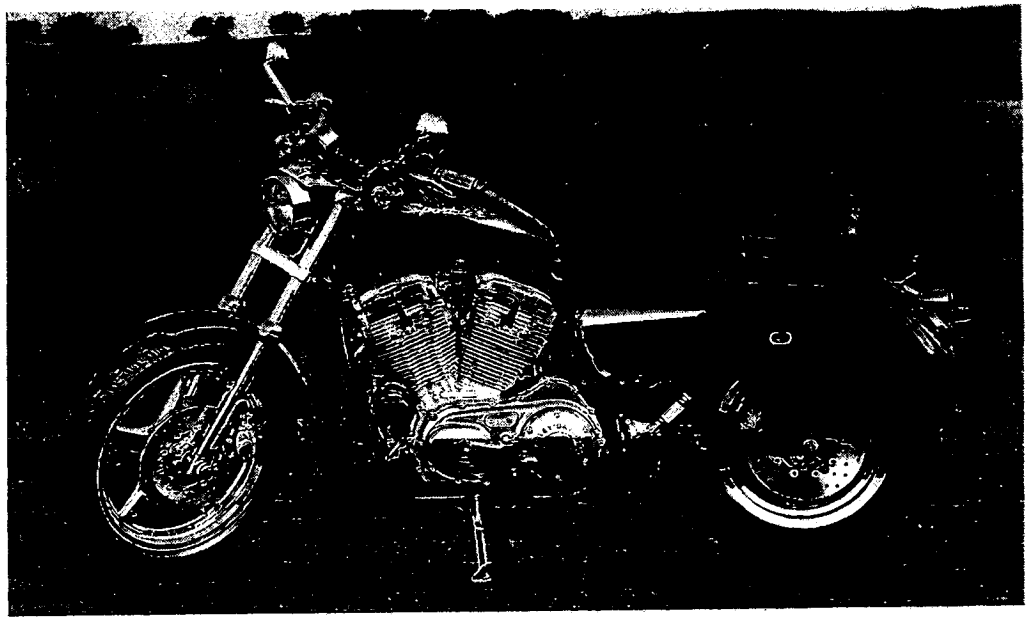
XL 1200R SPORTSTER® 1200 ROADSTER. SHOWN IN IMPACT BLUE

The high-compression, high-flow heads and performance cams make every trip through the gears pure excitement. And the agile, new frame makes every road an asphalt playground. It's the Sportster® 1200 Roadster.



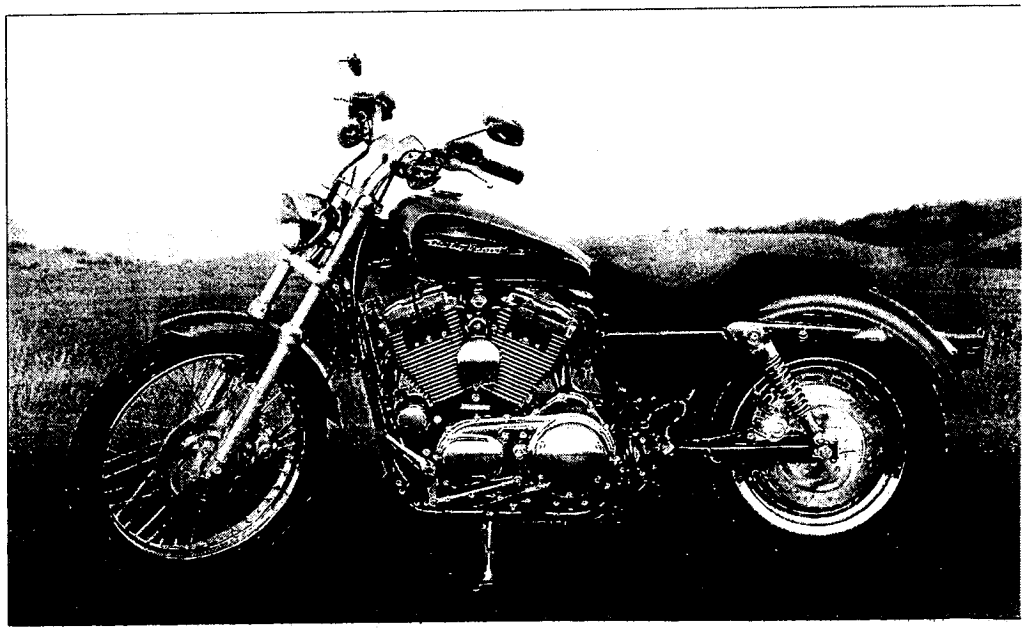
XL SPORTSTER® 883. SHOWN IN VIVID BLACK

Rubber-mounted Evolution® engine, loaded with plenty of response. Strong, simple styling. A price that will turn any heads that aren't already. The Sportster® 883. It's the leanest, cleanest street-eater around.



XL SPORTSTER® 883. SHOWN IN SIERRA RED WITH GENUINE MOTOR ACCESSORIES

Genuine Motor Parts and Genuine Motor Accessories transform any bike into not-just-any bike. Saddlebags, sissy bar and backrest, mirrors and custom wheels turn a stock machine into something even more special.



XL 1200C SPORTSTER® 1200 CUSTOM. SHOWN IN SMOKEY GOLD & VIVID BLACK

The all-new 1200 Custom is a unique blend of raw power and XL style, taken full-bore. For proof, see the big tank, wide rear tire, swept-back handlebar and riser, and performance-minded 1200cc Evolution® power mill.

DYNA GLIDE®

THE RESULT OF A CUSTOM TRADITION THAT REFUSES TO STAND STILL.

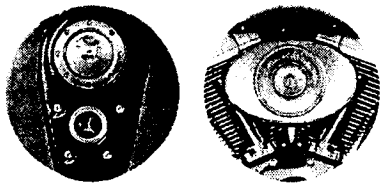
The year is 1971. And Willie G. Davidson gets an itch to build a different kind of motorcycle. Enter the FX Super Glide®. A groundbreaking bike that earned itself the honor of being called the first factory custom.

Three decades later, what began with the Super Glide is now the heart and soul of today's Dyna Glide line. Long, low, custom style. Powerful rubber-mounted engine. And an urge to never stop going new places.

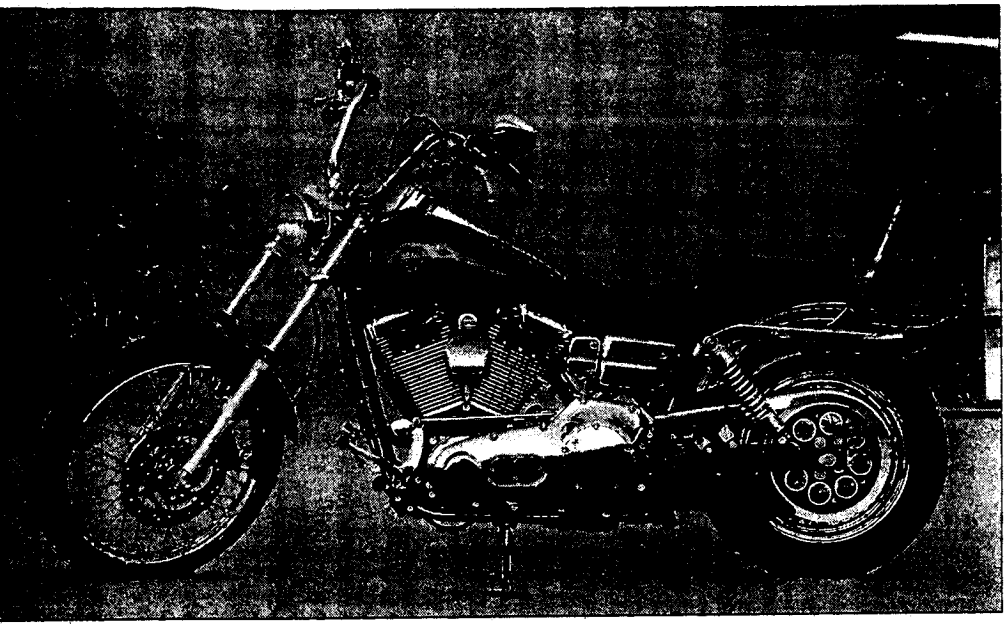
The custom theme on Dyna Glide machines continues to move forward for 2004. The tank gets a new stretched design. And we restyled the consoles and electric panel covers as well.

There's big news in the Twin Cam 88® engine. For the first time on Dyna Glide, we're offering our Electronic Fuel Injection (EFI) as an option. It allows for efficient running and smooth, futz-free starts. And it contains a heat management system that adjusts based on the conditions. It does all that while maintaining its soulful sound.

We put new clutch springs on to take pressure off the hands. And we doubled our warranty to a two-year, unlimited-mileage policy, to take pressure off the mind. If that doesn't work, a long stretch of asphalt and a handful of throttle ought to do the trick.

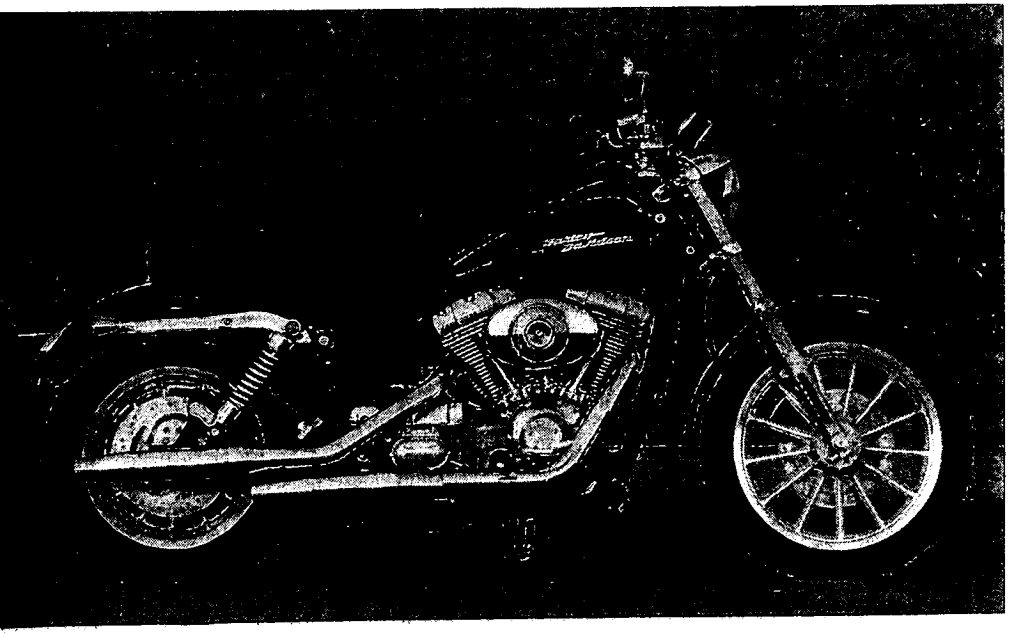


See the bold look of the aircraft-style fuel cap on Dyna Super Glide® and Dyna Super Glide® Sport consoles. Or feel and hear the smooth starts and rich, meaty sound new fuel injection gives all Dyna Glide® models.



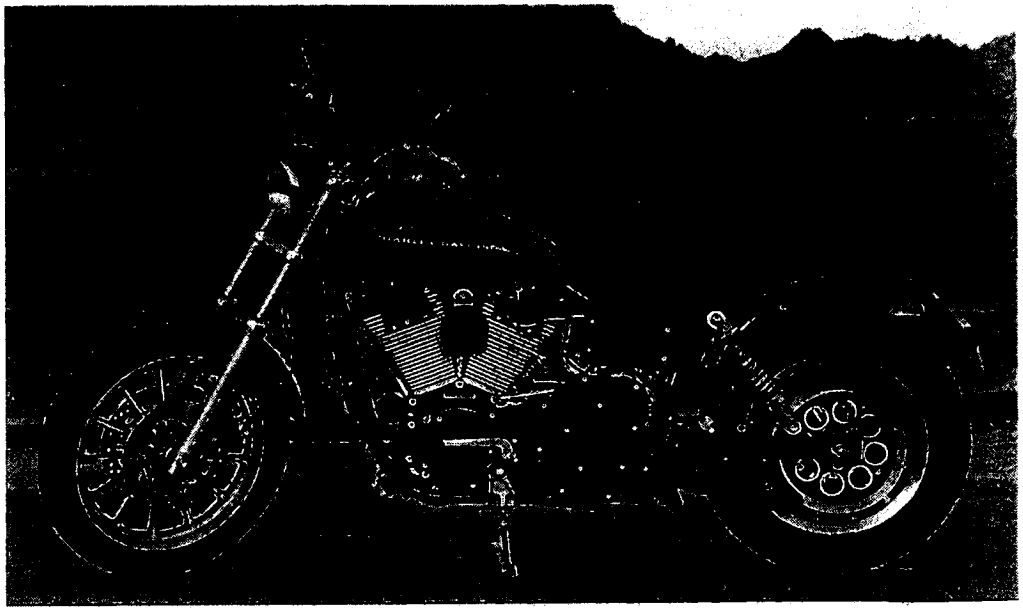
FXDWG/FXDWGI DYNA WIDE GLIDE.* SHOWN IN LUXURY BLUE & IMPACT BLUE

The factory ape hangers themselves will spark thoughts of early tricked-out choppers. The restyled, stretched tank, new 3-D Bar & Shield® with flame graphics, and raked fork tell you the custom story rolls on.



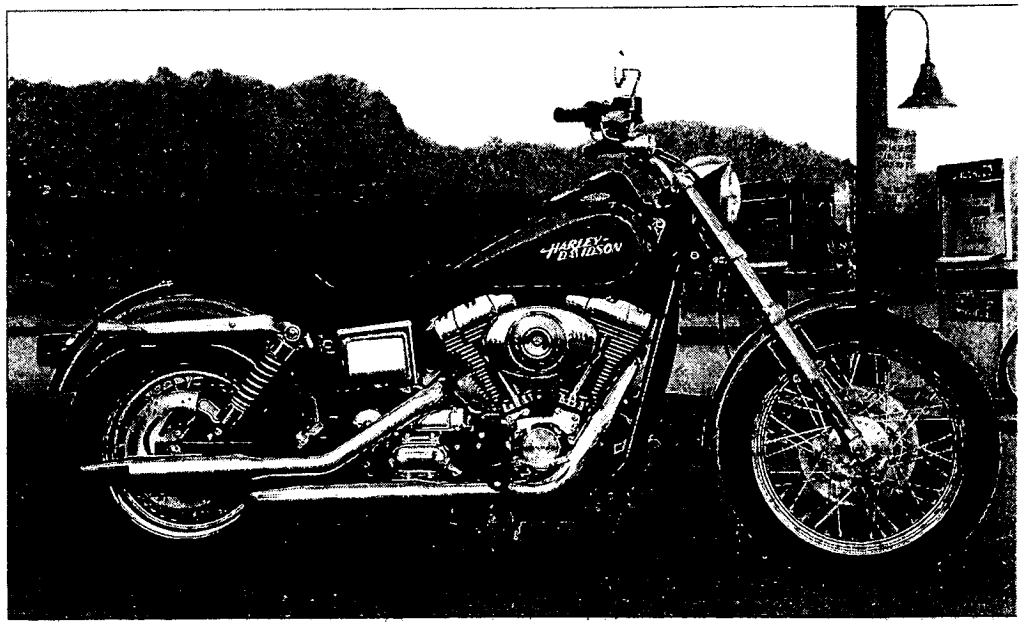
FXD/FXDI DYNA SUPER GLIDE.* SHOWN IN SIERRA RED

Motorcycling simplicity at its finest. Big, bold Twin Cam 88® motor. Minimal styling. A great starting point if you like to wrench with some Genuine Motor Accessories. Or a great starting point if you simply like road.



FXDX/FXDXI DYNA SUPER GLIDE® SPORT. SHOWN IN VIVID BLACK

A bike for those that dream of the not-so-straight and narrow. Adjustable rear gas-charged shocks, cartridge-type sport fork, brawny Twin Cam 88® engine. Sweet lean angle. Perfect for pegging the adrenaline meter.



FXDL/FXDLI DYNA LOW RIDER.* SHOWN IN SMOKEY GOLD & VIVID BLACK

Raked-out front end, lowered rear suspension, 25" seat height, highway pegs and pullback handlebar. The Low Rider® is everything that's good about a factory custom. As only the Harley-Davidson factory can build.

SOFTAIL®

NOT THE KIND OF HERITAGE THAT SITS AROUND GETTING DUSTY.

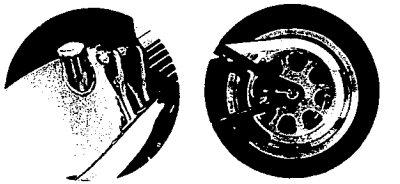
Take a gander at a Softail® motorcycle, and there's no denying it rides straight out of Harley® heritage. But with all due respect to yesteryear, we're not in the business of building replicas of antique motorcycles.

Look past the timeless style, and you'll find a machine as rich in modern day as it is good ol' day.

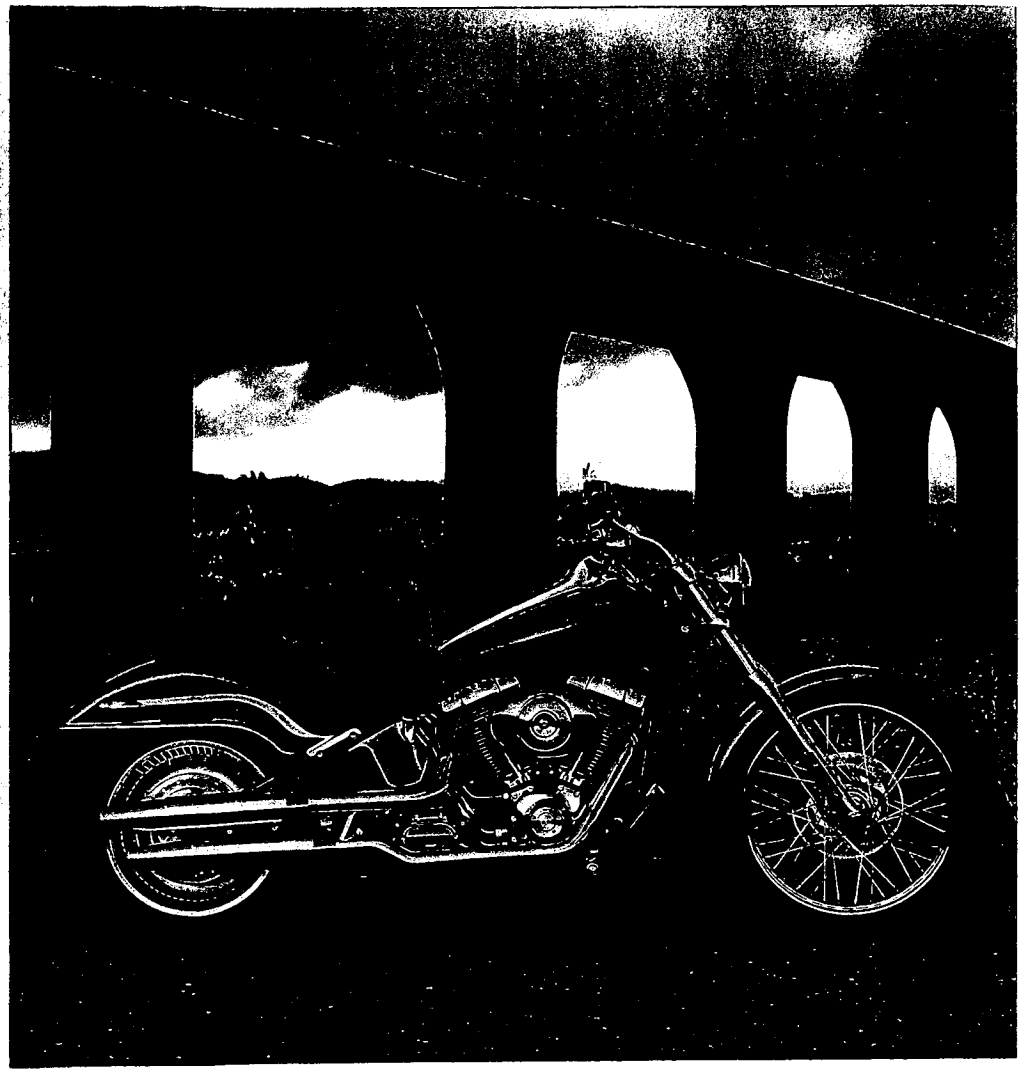
To build a motorcycle true to classic style yet make it one you want to ride all day was a challenge. We kept the rigid-mount engine design. Then devised two counterbalancers to soak up vibrations. Moving to the rear, you'll see nothing. That is, you won't see rear shocks. They're there, though. Two gas-charged shocks hidden underneath. But you'll know they're around when you find the unfilled pothole.

Powering Softail models is the Twin Cam 88B™ motor. It comes with a traditional carb or an Electronic Fuel Injection (EFI) version. It delivers smooth starts and efficient engine management, while making sure the exhaust note is pure Harley.

It's easier to grab the clutch. New springs reduce the effort it takes to engage. And now all new Softail bikes will be under warranty for two full years, for as many miles as you can ride. After all, a rolling Harley gathers no dust.

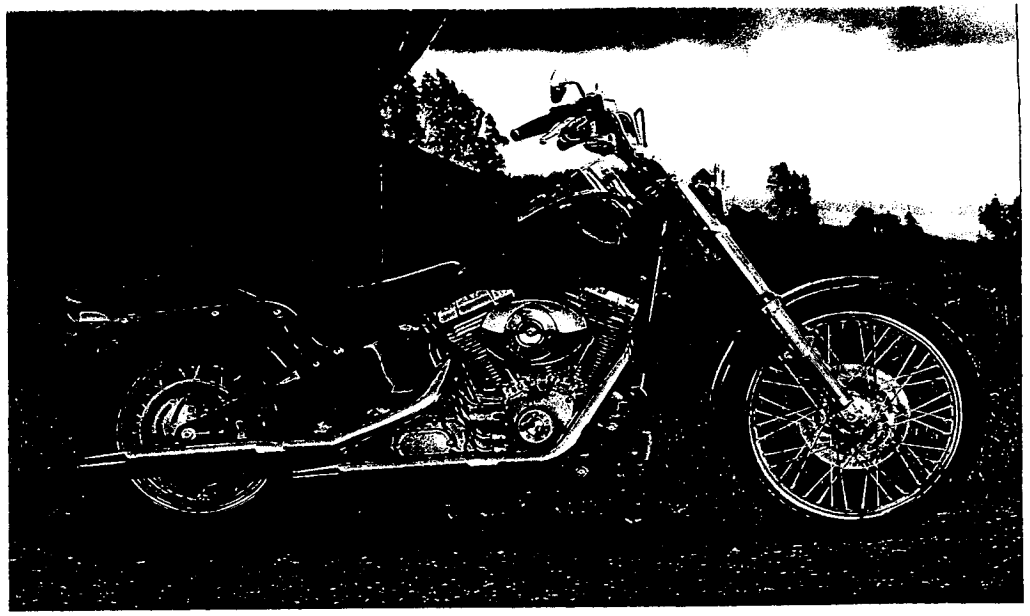


What's right is always right. Whether it's the classic look of the horseshoe oil tank, or seamless, clean hardtail style, provided here by the hidden rear suspension.



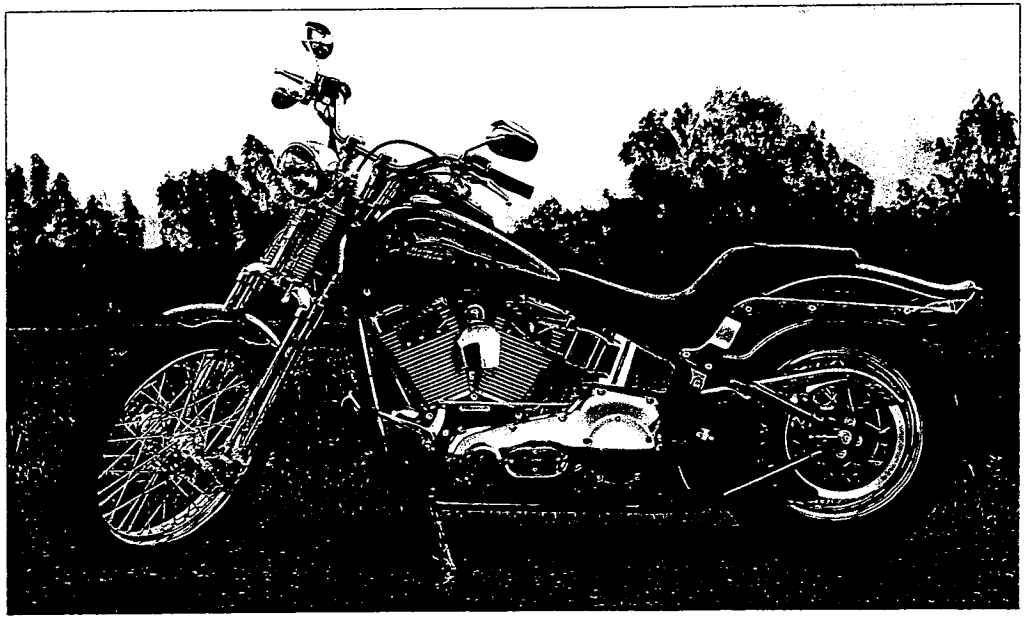
FXSTD/FXSTDI SOFTAIL® DEUCE™ SHOWN IN IMPACT BLUE

The folks in Milwaukee did the eyes a favor when they dreamed up this one. Raked front fork. Chrome riser. Stretched tank. A tough, straight-cut dragster profile rear fender. It's one fine work of chrome and steel.



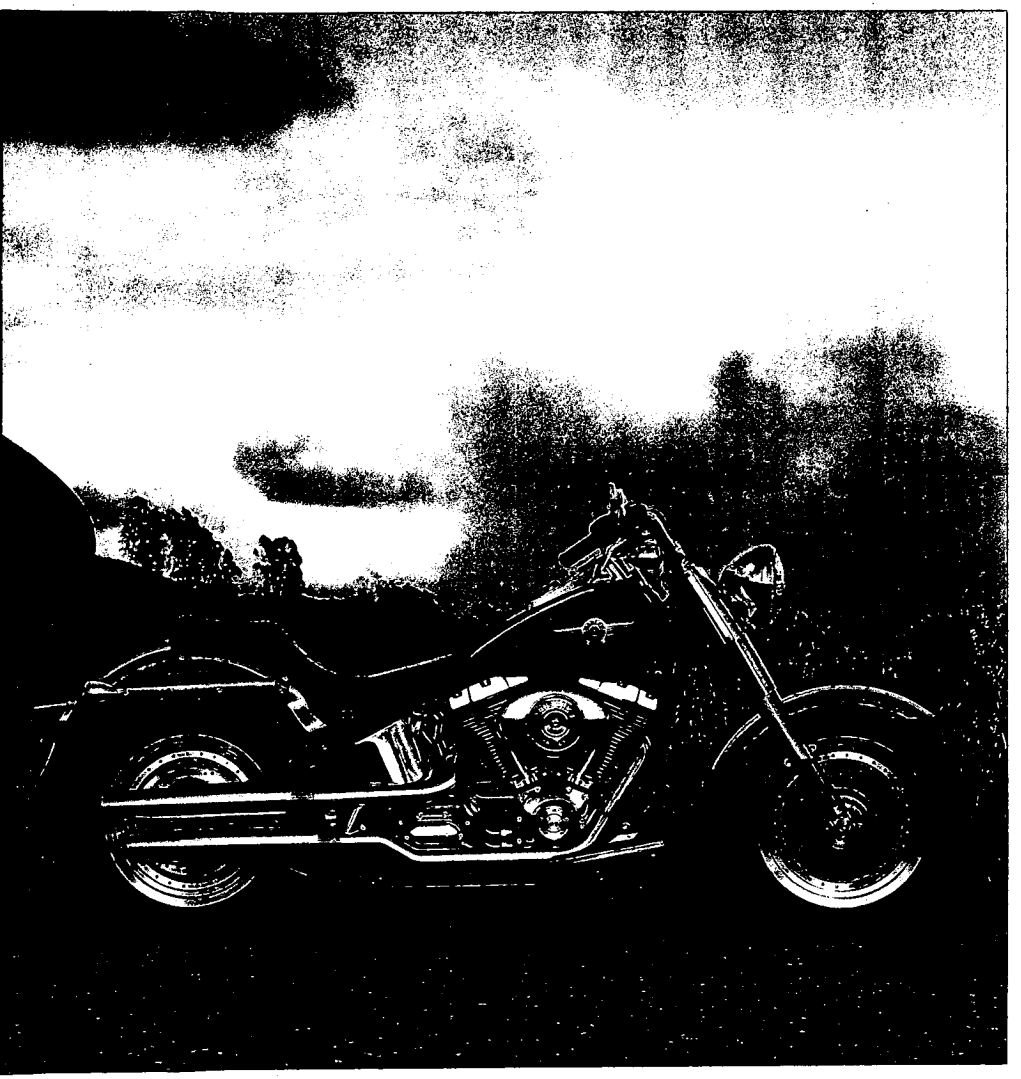
FXST/FXSTI SOFTAIL® STANDARD. SHOWN IN VIVID BLACK

In a world filled with flash and trash, it's good to know there's a pure machine like the Softail® Standard. Twin Cam 88B™ engine. Clean hardtail appearance. Beauty in its most basic and perfect form.



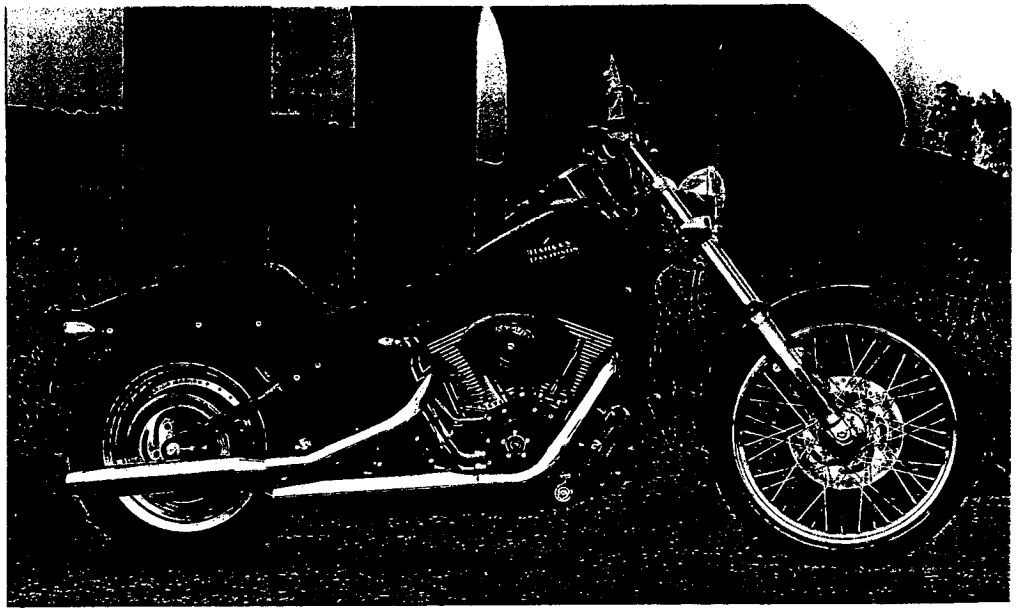
FXSTS/FXSTSI SPRINGER® SOFTAIL® SHOWN IN IMPACT BLUE & VIVID BLACK

The gorgeous, chromed, leading-link exposed-spring suspension of the Springer® Softail®. A favorite of styling traditionalists. Not to mention, a favorite of those liking a machine that rides unlike anything else.



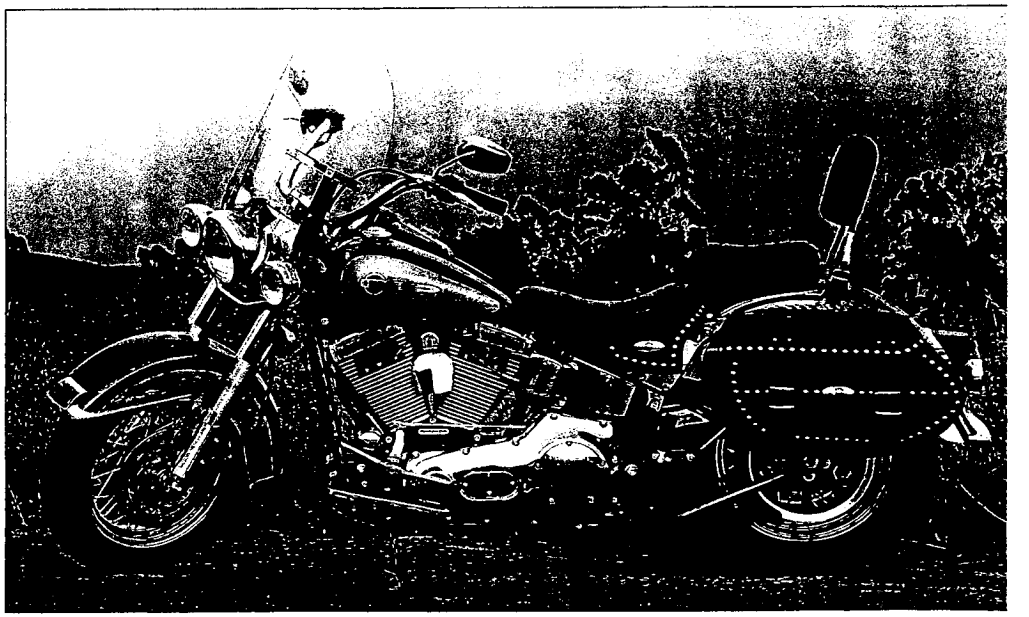
FLSTF/FLSTFI FAT BOY.* SHOWN IN SMOKEY GOLD

Big, solid and massive. Full metal fenders. Fork tubes like tree trunks. Chrome headlight the size of a boulder. Floorboards large enough for Big Foot-sized boots. A hearty V-Twin. Just what a motorcycle ought to be.



FXSTB/FXSTBI NIGHT TRAIN.* SHOWN IN LAVA RED SUNGLO

The blacked-out theme and stunning Lava Red Sunglo paint of the Night Train* are enough to pop any set of eyeballs from their sockets. But when you grab the drag bar and go, there's just no holding anything back.



FLSTC/FLSTCI HERITAGE SOFTAIL* CLASSIC. SHOWN IN LUXURY TEAL & BRILLIANT SILVER

For the rider who dreams of classic Harley* style, there could be nothing better. But with eighty-eight cubic inches of refined, counterbalanced Twin Cam 88B™ engine, there is a ton of modern-day machine to like here.

VRSC.

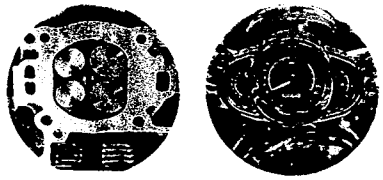
OUR NEWEST FAMILY GAINS A RADICAL ADDITION.

The VRSCA V-Rod® never set out to go the way anyone expected. So if we ever extended the family, the same would be true of any new member. Take a look at the new VRSCB V-Rod® model, and you'll see: mission accomplished.

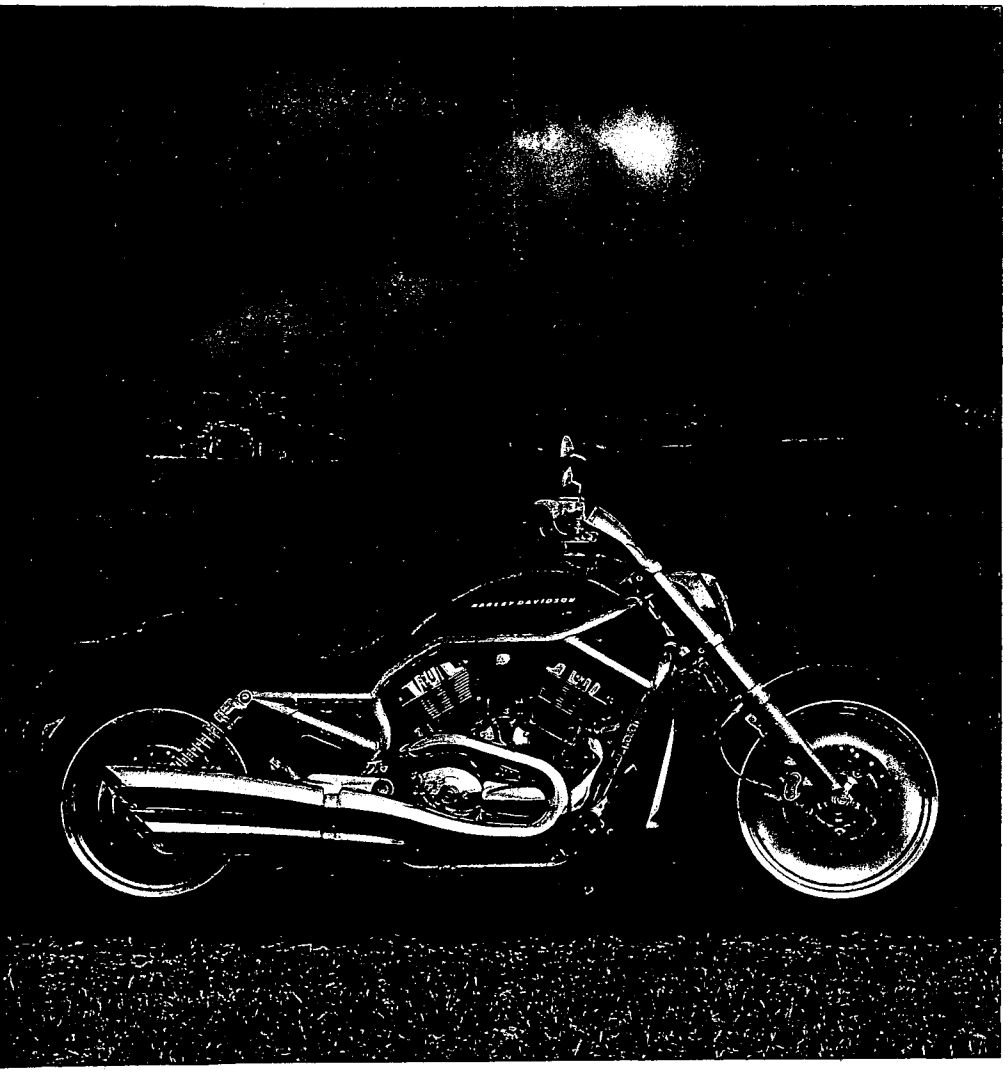
In creating the VRSCB, the raw, aggressive nature of the VRSC family was added to by subtraction. It starts with the same DNA – aluminum body parts, 115-hp, liquid-cooled, fuel-injected Revolution™ engine and endless power. But from there, it gets medieval. The frame is black. The powertrain is polished silver and black. And the components are kept minimalist.

The original V-Rod model is never one to be outdone. So it now wears some bold, new shades, including a shadowy good Vivid Black. We gave the frame a new silver-leaf powder-coating for a polished glow. V-Rod models also get a more user-friendly fuel readout. And we refined the final gear ratio, so more off-the-line jump can be achieved at lower RPMs.

Like all 2004 Harley-Davidson® motorcycles, both VRSC models carry a two-year, unlimited-mileage warranty. For unlimited custom options, check out the Genuine Motor Accessories available for both rides. You'll find they're truly radical additions in their own right.

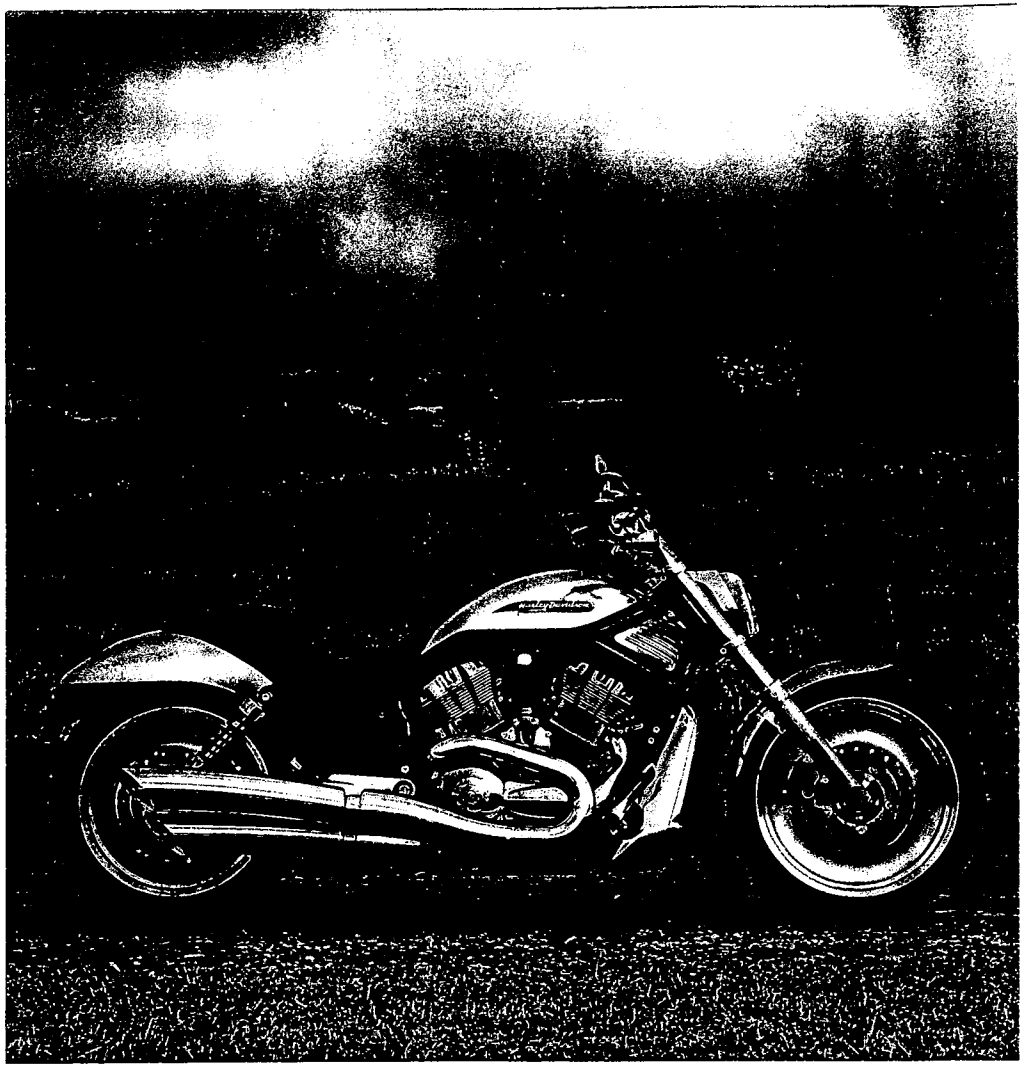


High-efficiency four-valve heads push more air into the chamber to make the Revolution™ a powerful beast. How powerful? We updated the instrument cluster with a new 150-mph speedometer.



VRSCA V-ROD.® SHOWN IN LAVA RED SUNGLO

For 2004, we ran the VRSCA V-Rod® through the paint booth. The Lava Red Sunglo here is just the start. The perimeter frame also has a new silver-leaf powder-coat for sheen. It's 115 horses of a very different color.



VRSCB V-ROD.® SHOWN IN ANODIZED ALUMINUM

The new VRSCB V-Rod.® Same hot rod genetics. More raw attitude. Black frame, silver and black powertrain, black components and adjustable handlebar. It's pure VRSC muscle, only more ornery than ever.

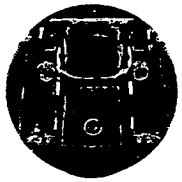
TOURING.

THE ONLY PROPER WAY TO SCRATCH THE GRAND AMERICAN ITCH.

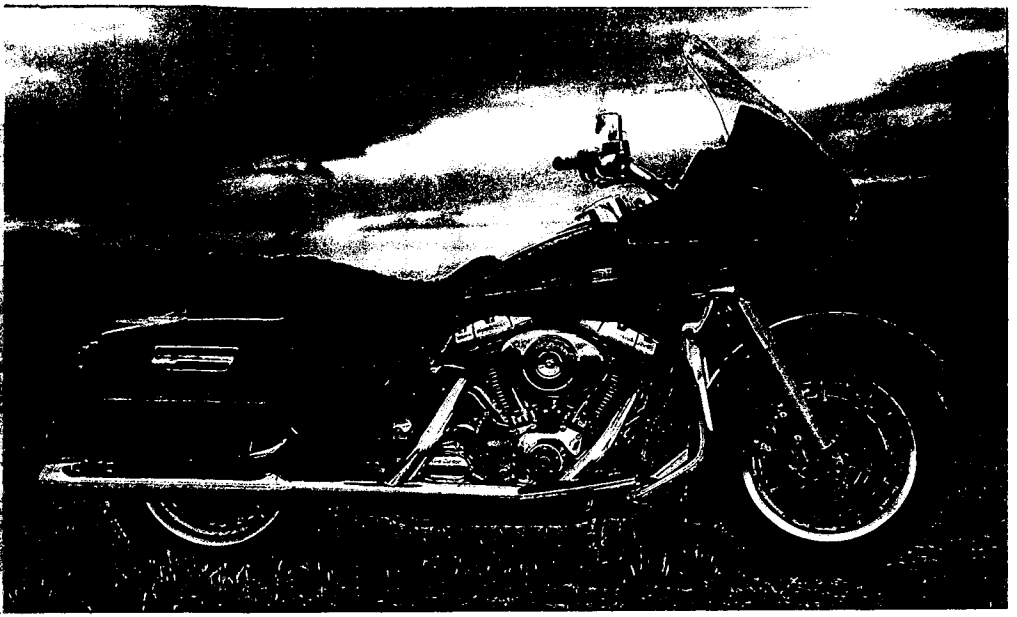
It starts as an itch in the boot. A fire in the belly. Before long, it's a full-grown burr under the saddle. The urge to go see this land. Once it hits, there is no denying it. So there's a whole line of Harley® bikes just to handle that yearning.

It starts with a Twin Cam 88® engine. Strong. Reliable. A tried-and-true traveling partner. Choose the EFI option, and you'll experience smooth, unwavering starting and operating – no matter the weather or the altitude. We rubber-mounted the powertrain. Then made some chassis improvements a couple years back that make the ride quality ultra plush. And the self-centering steering and low center of gravity make it an elite highway warrior that's equally adept at tight, in-town turning.

Like these machines, it seems we can never rest. So you'll notice some changes in the 2004 lineup. We redesigned the Road Glide® and built a new model, the Road King® Custom. And all touring machines benefit from some nice upgrades. We put new long-life tires on the back. And lightened the amount of force needed to pull the clutch. A two-year, unlimited-mileage warranty is now standard. Because when the itch hits, there's no telling how many miles it will take to properly scratch it.

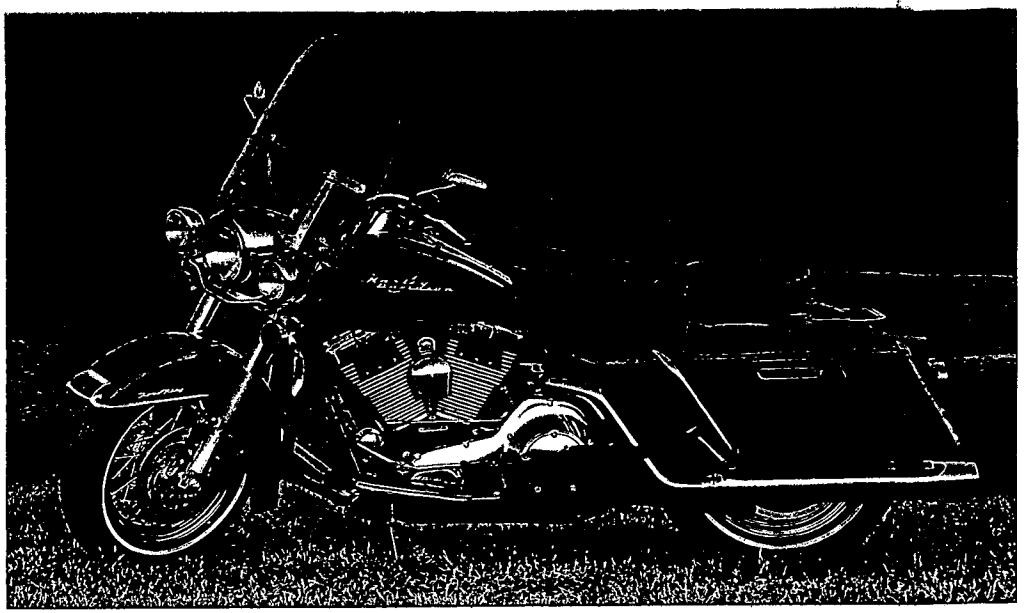


Details that command undivided attention. Like the streamlined floorboards on the Road King® Custom, or the sculpted turn signal light bar found on Road Glide® and Road King Custom models.



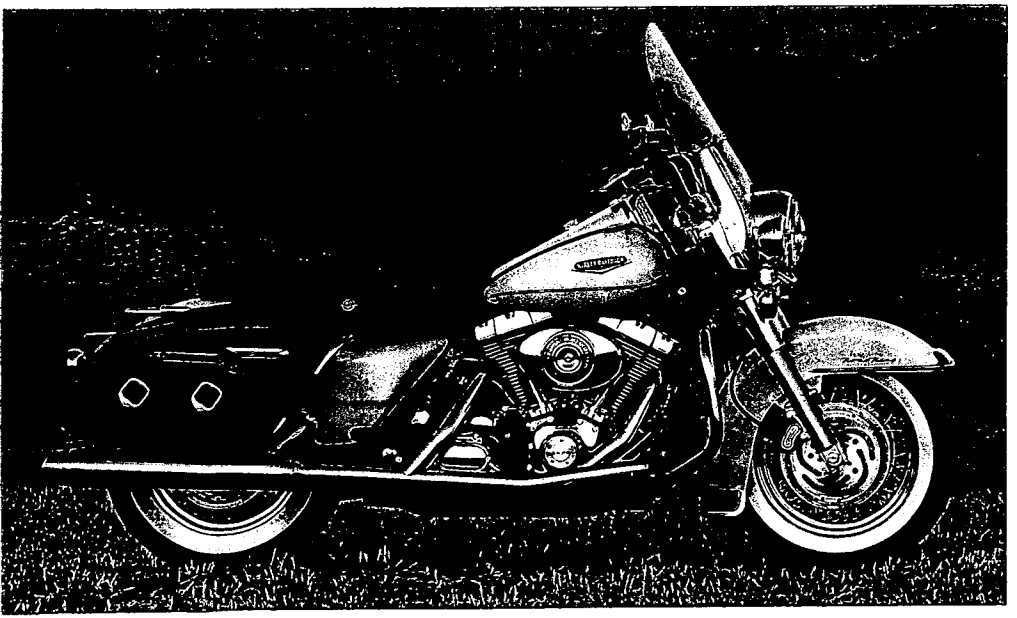
FLTRI ROAD GLIDE.® SHOWN IN IMPACT BLUE

Road Glide,® even more streamlined. Sleek windshield. Leaner, sculpted seat. Slashing broad-stripe graphics. And a new fairing to accentuate the shark-nose look. The bike that defined custom touring just got miles better.



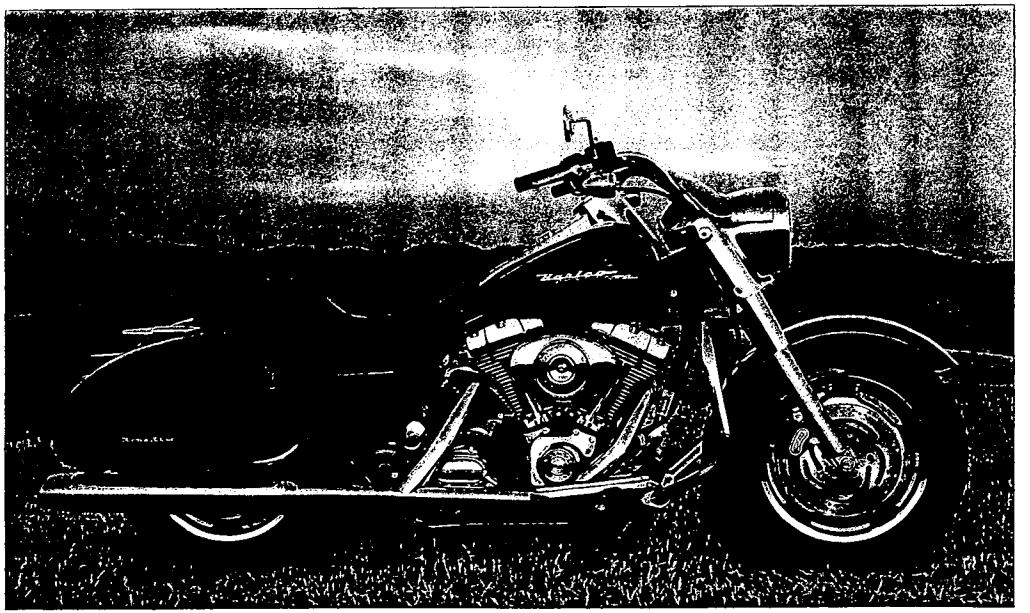
FLHR/FLHRI ROAD KING.® SHOWN IN SMOKEY GOLD

It inherits its style from a day when gas pumps dinged. See the strong lines and meaty fenders. But look further, and you'll find advanced touring here. A mighty Twin Cam 88® engine and a ride quality second to none.



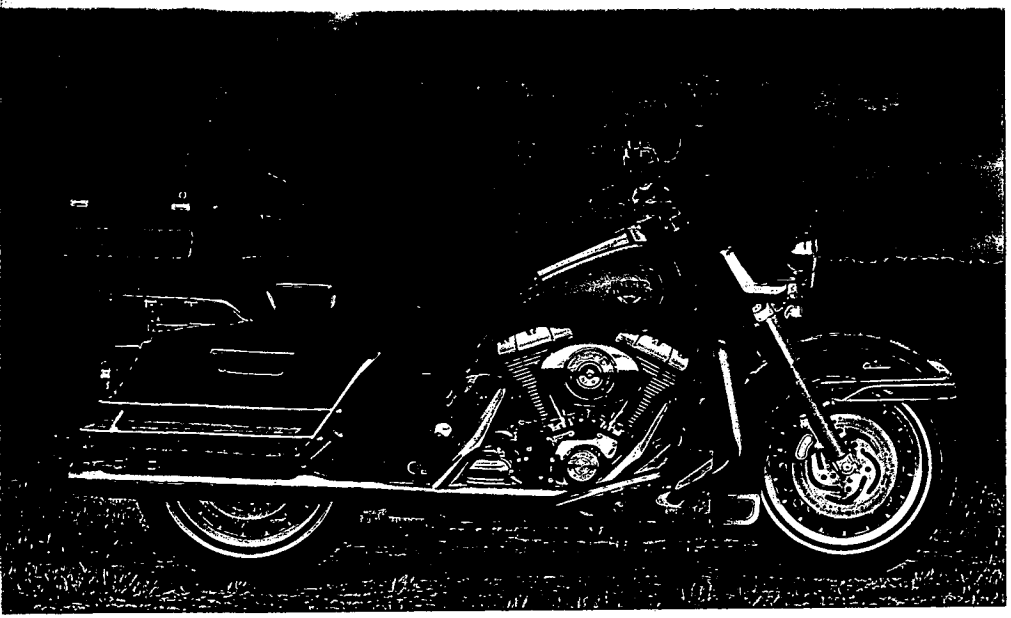
FLHRCI ROAD KING® CLASSIC. SHOWN IN GLACIER WHITE PEARL

Since chrome, leather, rich paint and whitewalls have a way of getting the blood racing, we figured we'd dial it up to the max. With full fenders, laced wheels, tooled leather seat and saddlebags, and a giant headlamp.



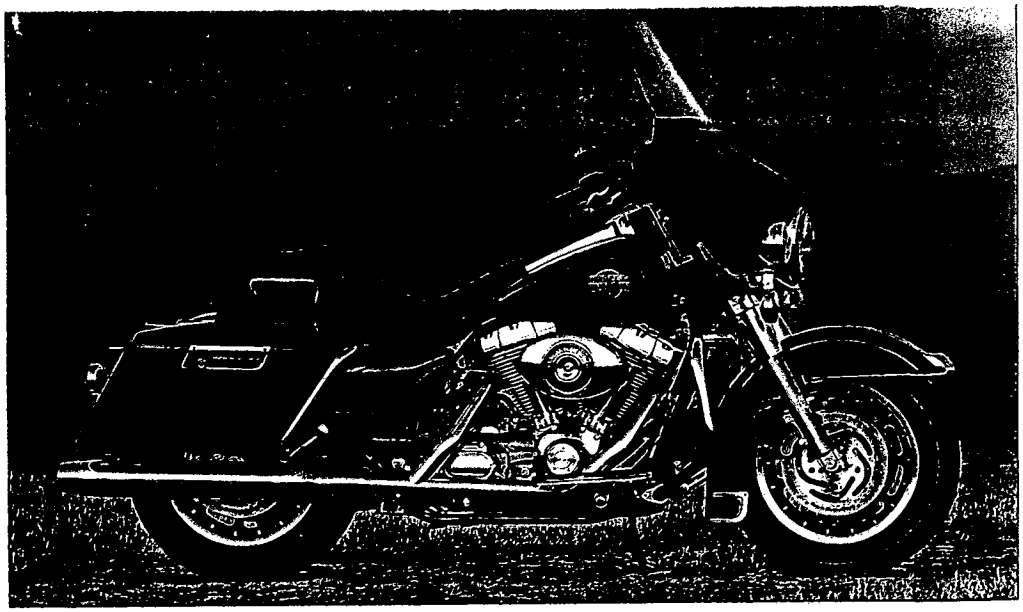
FLHRS/FLHRSI ROAD KING® CUSTOM. SHOWN IN REAL RED

With its pullback beach bars, low rear suspension and smooth style, this new Road King® model might remind you of the custom bikes native to California beaches. The kind that grab attention like a bull in a china shop.



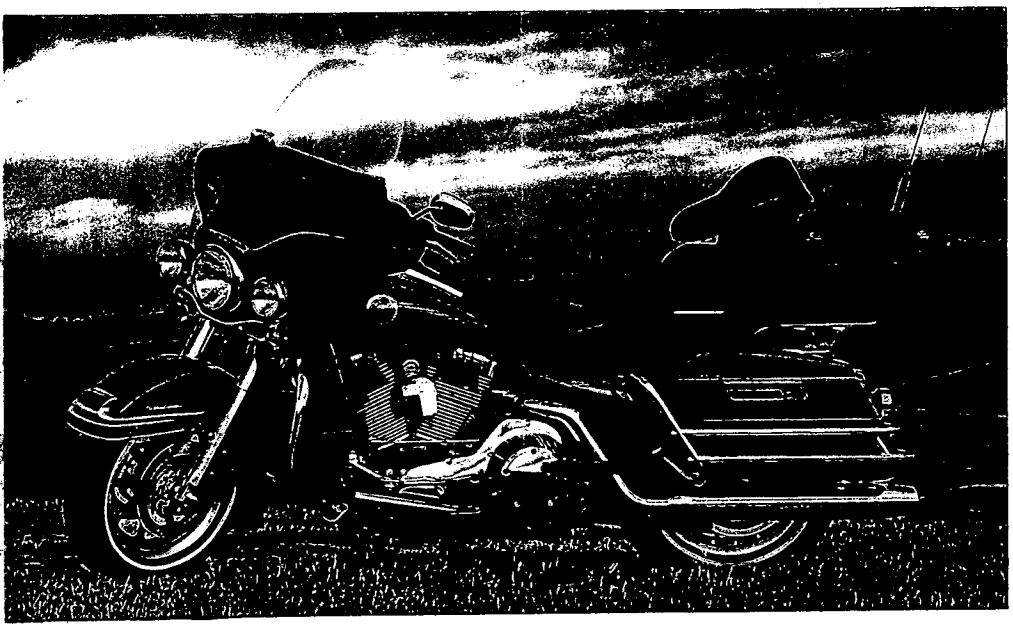
FLHTC/FLHTCI ELECTRA GLIDE® CLASSIC. SHOWN IN SIERRA RED & BRILLIANT SILVER

Go where the deer and antelope play, in high style. Provided by the batwing fairing, big floorboards, hard saddlebags, standard CD player and the steadfast reliability of an EFI or carbureted Twin Cam 88® powertrain.



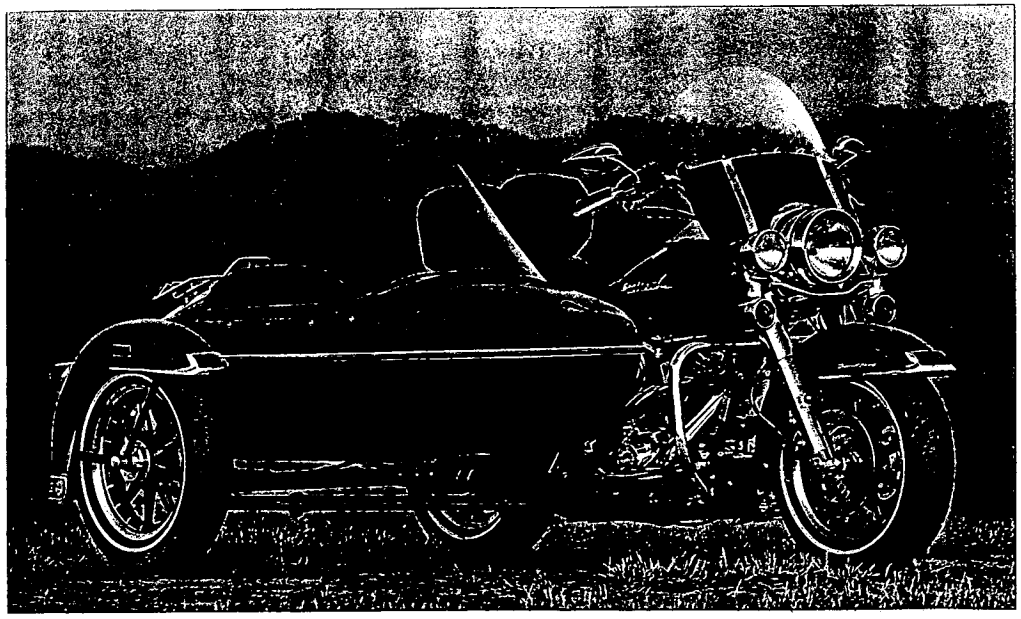
FLHT/FLHTI ELECTRA GLIDE® STANDARD. SHOWN IN VIVID BLACK

The rider who needs only a comfy seat, a place to store the odd belonging and something to keep wind off the chest will like what is here. A tried-and-true engine. Refined chassis. Clean style. What else do you need?



FLHTCUI ULTRA CLASSIC® ELECTRA GLIDE.® SHOWN IN SMOKEY GOLD & VIVID BLACK

Hard bags and King Tour-Pak® luggage box. Batwing fairing and lowers with storage. Cruise control. Premium sound with CD and passenger controls. Standard EFI. It's fully decked-out touring. As only Harley can do it.



FLHRI ROAD KING® W/SIDECAR. SHOWN IN LUXURY BLUE & IMPACT BLUE

With options like disc brakes, windshield, luggage rack, cast or laced wheels, factory-matched colors, and speakers and amplifiers, the sidecar might be the only thing worthy to ride side-by-side with your Harley.®

	XL 883 SPORTSTER® 883	XL 883C SPORTSTER® 883 CUSTOM	XL 1200C SPORTSTER® 1200 CUSTOM	XL 1200R SPORTSTER® 1200 ROADSTER	FXD/FXDI DYNA SUPER GLIDE®	FXDX/FXDXI DYNA SUPER GLIDE® SPORT	FXDL/FXDLI DYNA LOW RIDER®	FXDWG/FXDWGI DYNA WIDE GLIDE®	VRSCA V-ROD®	VRSCB V-ROD®
DIMENSIONS										
LENGTH (IN./MM)	90.1/2288.5	90.3/2293.6	90.3/2293.6	90.1/2288.5	91.0/2311.4	91.4/2321.6	94.0/2387.6	93.6/2377.4	93.6/2377.4	93.6/2377.4
SEAT HEIGHT (IN.[1]/MM[1]/MM[2])	27.3/693.4/744.2	26.3/668.0/713.7	26.3/668.0/713.7	28.1/713.7/759.5	26.5/673.1/698.5	27.3/693.4/711.2	25.2/640.1/665.5	26.8/680.7/706.1	26.0/660.4/688.3	26.0/660.4/688.3
FUEL CAPACITY (U.S. GALS./LITERS)[3]	3.3/12.5	4.5/17.0	4.5/17.0	3.3/12.5	4.8/18.2	4.8/18.2	4.7/17.8	5.1/19.3	3.7/14.0	3.7/14.0
WEIGHT DRY (LBS./KG)	555.0/252.0	558.0/253.0	554.0/251.0	557.0/253.0	622.0/282.0	632.0/287.0	673.0/283.0	639.0/290.0	596.0/271.0	596.0/271.0
RUNNING ORDER (KG)	261.0	263.0	261.0	262.0	297.0	302.0	298.0	306.0	280.0	280.0
POWERTRAIN										
ENGINE[4]	Evolution®	Evolution®	Evolution®	Evolution®	Twin Cam 88®	Twin Cam 88®	Twin Cam 88®	Twin Cam 88®	Revolution™	Revolution™
DISPLACEMENT (IN.³/CM³)	53.86/883	53.86/883	73.20/1200	73.20/1200	88.0/1450	88.0/1450	88.0/1450	88.0/1450	69.0/1130	69.0/1130
FUEL SYSTEM[5]	Carburetor	Carburetor	Carburetor	Carburetor	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Electronic Sequential Port Fuel Injection (ESPFI)	Electronic Sequential Port Fuel Injection (ESPFI)
MILES PER GALLON[6]	Carb: 57 hwy/48 city	Carb: 57 hwy/48 city	Carb: 52 hwy/45 city	Carb: 52 hwy/45 city	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	ESPFI: 47 hwy/37 city	ESPFI: 47 hwy/37 city
COLOR OPTIONS[7]	Vivid black, brilliant silver, sierra red, impact blue	Vivid black, brilliant silver, sierra red, real red, luxury blue, glacier white pearl, two-tone luxury blue and impact blue, two-tone impact blue and vivid black, two-tone sierra red and brilliant silver	Vivid black, brilliant silver, sierra red, impact blue, luxury blue, glacier white pearl, lava red sunglo, two-tone impact blue and vivid black, two-tone luxury teal and brilliant silver, two-tone sierra red and brilliant silver, two-tone smokey gold and vivid black	Vivid black, brilliant silver, luxury teal, smokey gold, real red, impact blue, lava red sunglo, racing orange	Vivid black, brilliant silver, sierra red, impact blue	Vivid black, brilliant silver, smokey gold, real red, impact blue, luxury blue, lava red sunglo	Vivid black, brilliant silver, sierra red, impact blue, luxury blue, glacier white pearl, lava red sunglo, two-tone luxury blue and impact blue, two-tone sierra red and brilliant silver, two-tone smokey gold and vivid black	Vivid black, brilliant silver, luxury teal, real red, impact blue, glacier white pearl, lava red sunglo, two-tone luxury blue and impact blue, two-tone luxury teal and brilliant silver, two-tone sierra red and brilliant silver	Vivid black, impact blue, lava red sunglo, two-tone luxury teal and brilliant silver, two-tone smokey gold and vivid black	Vivid black, anodized aluminum, racing orange
PRICING										
MSRP[8]										
VIVID BLACK	$6,495	$7,595	$9,425	$8,495	$11,995	$13,995	$14,995	$15,995	$17,695	$17,295
PEARL	$6,675	$7,775	$9,605	$8,675	$12,235	$14,235	$15,235	$16,235	$17,895	$17,395
TWO-TONE	N/A	$7,970	$9,845	N/A	N/A	N/A	$15,580	$16,580	$17,995	N/A
ANODIZED	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	$16,895
LACED WHEEL OPTION (IF APPLICABLE)	N/A	STD Front	STD Front	N/A	$320	$320	$320	STD	N/A	N/A
H-D® FACTORY SECURITY SYSTEM	$275	$275	$275	$275	$275	$275	$275	$275	STD	$275
ESPFI	N/A	N/A	N/A	N/A	$600	$600	$600	$600	STD	STD
CALIFORNIA EMISSIONS (CARB/ESPFI)	$120 / N/A	$120 / N/A	$120 / N/A	$120 / N/A	$290 / $100	$290 / $100	$290 / $100	$290 / $100	N/A / $100	N/A / $100
FREIGHT[9]	$185	$185	$185	$185	$215	$215	$215	$215	$220	$220

[illegible]

1 [illegible]

2 [illegible]

3 [illegible]

4 All [illegible] (R+M).

5 [illegible]

6 [illegible] on your personal [illegible] conditions [illegible] will vary.

7 Availability of colors may vary from [illegible] without notice.

8 Prices listed are the Manufacturer's Suggested Retail Prices for models offered in the United States. Prices do not include [illegible] taxes, license, registration, [illegible] or [illegible].

9 Freight charge applies to the [illegible] only.

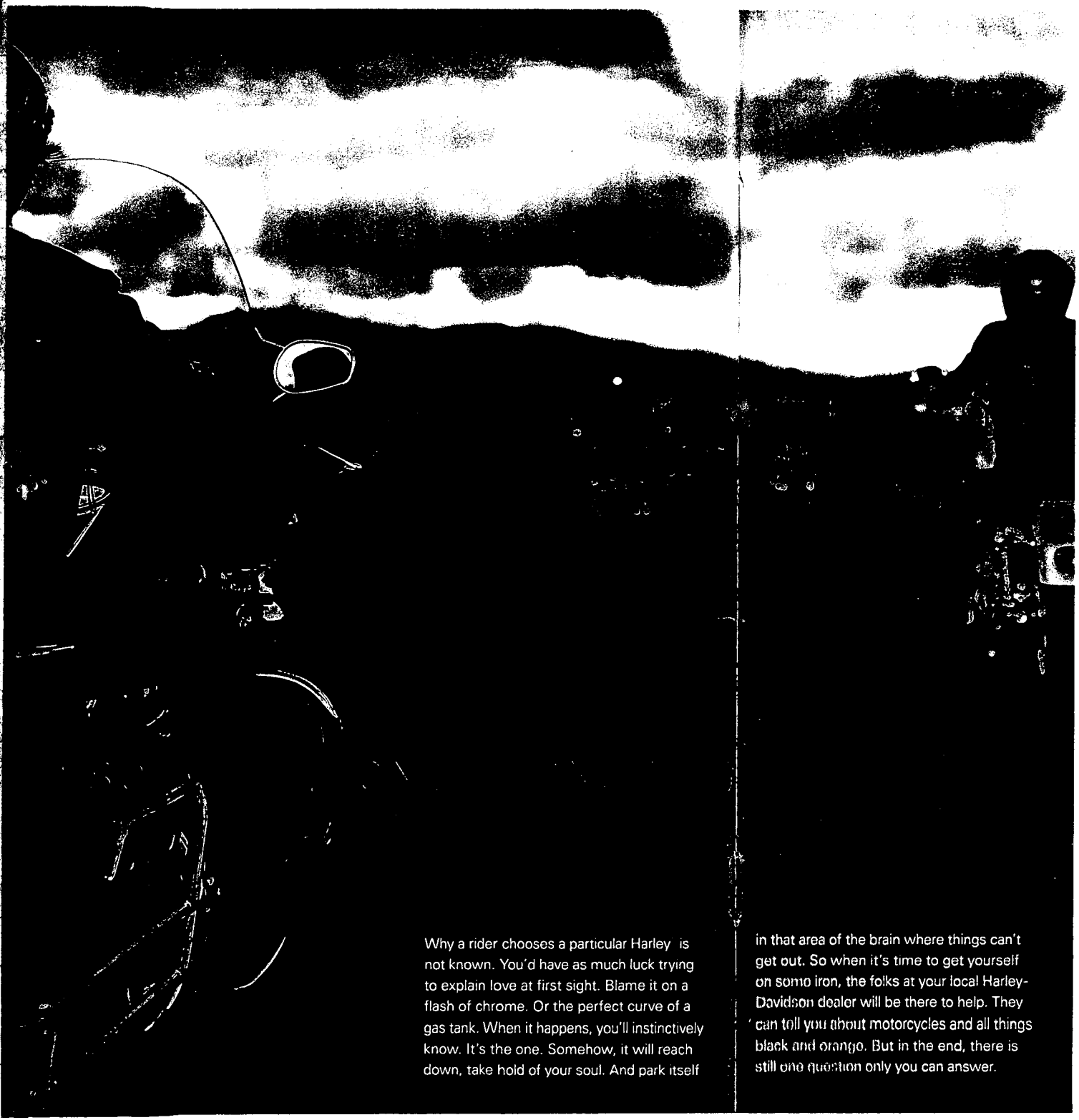
[illegible]

SOFTAIL FAMILY pgs 14-19

	FXST/FXSTI SOFTAIL® STANDARD	FXSTB/FXSTBI NIGHT TRAIN®	FXSTD/FXSTDI SOFTAIL® DEUCE™	FXSTS/FXSTSI SPRINGER® SOFTAIL®	FLSTC/FLSTCI HERITAGE SOFTAIL® CLASSIC	FLSTF/FLSTFI FAT BOY®
DIMENSIONS						
LENGTH (IN./MM)	95.0/2413.0	95.0/2413.0	95.4/2423.2	93.5/2374.9	94.5/2400.3	94.3/2395.2
SEAT HEIGHT (IN.[1]/MM[1]/MM[2])	26.1/662.9/718.8	25.2/640.1/680.7	26.0/660.4/696.0	25.2/640.1/701.0	25.5/647.7/696.0	25.4/645.2/698.5
FUEL CAPACITY (U.S. GALS./LITERS)[2]	5.0/18.9	5.0/18.9	4.9/18.5	5.0/18.9	5.0/18.9	5.0/18.9
WEIGHT DRY (LBS./KG)	629.0/286.0	630.0/286.0	645.0/293.0	653.0/296.0	696.0/316.0	666.0/302.0
RUNNING ORDER (KG)	305.0	306.0	311.0	315.0	335.0	320.0
POWERTRAIN						
ENGINE[4]	Twin Cam 88B™	Twin Cam 88B™	Twin Cam 88B™	Twin Cam 88B™	Twin Cam 88B™	Twin Cam 88B™
DISPLACEMENT (IN.[3]/CM[3])	88.0/1450	88.0/1450	88.0/1450	88.0/1450	88.0/1450	88.0/1450
FUEL SYSTEM[5]	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)
MILES PER GALLON[6]	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city	Carb: 48 hwy/41 city ESPFI: 48 hwy/43 city	Carb: 50 hwy/42 city ESPFI: 50 hwy/44 city
COLOR OPTIONS[7]	Vivid black, brilliant silver, sierra red, impact blue	Vivid black, lava red sunglo	Vivid black, brilliant silver, sierra red, impact blue, glacier white pearl, lava red sunglo, two-tone luxury blue and impact blue, two-tone luxury teal and brilliant silver, two-tone smokey gold and vivid black	Vivid black, sierra red, impact blue, luxury blue, lava red sunglo, two-tone impact blue and vivid black, two-tone luxury teal and brilliant silver	Vivid black, brilliant silver, sierra red, luxury teal, luxury blue, glacier white pearl, lava red sunglo, two-tone luxury blue and impact blue, two-tone luxury teal and brilliant silver, two-tone sierra red and brilliant silver, two-tone smokey gold and vivid black	Vivid black, brilliant silver, sierra red, smokey gold, luxury blue, glacier white pearl, lava red sunglo, two-tone impact blue and vivid black, two-tone luxury teal and brilliant silver, two-tone sierra red and brilliant silver, two-tone smokey gold and vivid black
PRICING						
MSRP[8]						
VIVID BLACK	$13,695	$14,995	$16,795	$16,495	$16,995	$16,245
PEARL	$13,935	$15,235	$17,035	$16,735	$17,235	$16,485
TWO-TONE	N/A	N/A	$17,380	$17,080	$17,580	$16,830
LACED WHEEL OPTION (IF APPLICABLE)	STD	STD Front	STD Front	STD	STD	N/A
H-D® FACTORY SECURITY SYSTEM	$275	$275	$275	$275	$275	$275
ESPFI	$600	$600	$600	$600	$600	$600
CALIFORNIA EMISSIONS (CARB/ESPFI)	$290 / $100	$290 / $100	$290 / $100	$290 / $100	$290 / $100	$290 / $100
FREIGHT[9]	$215	$215	$215	$215	$215	$215

TOURING FAMILY pgs 24-29

	FLHR/FLHRI ROAD KING®	FLHRS/FLHRSI ROAD KING® CUSTOM	FLHRCI ROAD KING® CLASSIC	FLTRI ROAD GLIDE®	FLHT/FLHTI ELECTRA GLIDE® STANDARD	FLHTC/FLHTCI ELECTRA GLIDE® CLASSIC	FLHTCUI ULTRA CLASSIC® ELECTRA GLIDE®
DIMENSIONS							
LENGTH (IN./MM)	93.7/2380.0	93.7/2380.0	93.7/2380.0	93.7/2380.0	93.7/2380.0	97.5/2476.5	98.3/2496.8
SEAT HEIGHT (IN.[1]/MM[1]/MM[2])	27.3/693.4/749.3	26.1/662.9/718.8	26.9/683.3/779.8	26.9/683.3/749.3	27.3/693.4/779.8	27.3/693.4/779.8	27.3/693.4/779.8
FUEL CAPACITY (U.S. GALS./LITERS)[2]	5.0/18.9	5.0/18.9	5.0/18.9	5.0/18.9	5.0/18.9	5.0/18.9	5.0/18.9
WEIGHT DRY (LBS./KG)	723.0/328.0	721.0/327.0	710.0/322.0	731.0/332.0	758.0/344.0	776.0/352.0	788.0/358.0
RUNNING ORDER (KG)	345.0	344.0	340.0	353.0	360.0	368.0	377.0
POWERTRAIN							
ENGINE[4]	Twin Cam 88®	Twin Cam 88®	Twin Cam 88®	Twin Cam 88®	Twin Cam 88®	Twin Cam 88®	Twin Cam 88®
DISPLACEMENT (IN.[3]/CM[3])	88.0/1450	88.0/1450	88.0/1450	88.0/1450	88.0/1450	88.0/1450	88.0/1450
FUEL SYSTEM[5]	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Electronic Sequential Port Fuel Injection (ESPFI)	Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Carburetor or Electronic Sequential Port Fuel Injection (ESPFI)	Electronic Sequential Port Fuel Injection (ESPFI)
MILES PER GALLON[6]	Carb: 46 hwy/37 city ESPFI: 46 hwy/39 city	Carb: 46 hwy/37 city ESPFI: 46 hwy/39 city	ESPFI: 46 hwy/39 city	ESPFI: 46 hwy/39 city	Carb: 46 hwy/37 city ESPFI: 46 hwy/39 city	Carb: 46 hwy/37 city ESPFI: 46 hwy/39 city	ESPFI: 46 hwy/39 city
COLOR OPTIONS[7]	Vivid black, sierra red, luxury teal, smokey gold, two-tone luxury blue and impact blue, two-tone sierra red and brilliant silver	Vivid black, brilliant silver, luxury teal, smokey gold, real red, luxury blue, lava red sunglo	Vivid black, brilliant silver, sierra red, luxury teal, glacier white pearl, lava red sunglo, two-tone luxury blue and impact blue, two-tone luxury teal and brilliant silver, two-tone sierra red and brilliant silver, two-tone smokey gold and vivid black	Vivid black, sierra red, luxury teal, smokey gold, impact blue	Vivid black	Vivid black, sierra red, luxury teal, luxury blue, lava red sunglo, two-tone luxury blue and impact blue, two-tone sierra red and brilliant silver, two-tone smokey gold and vivid black	Vivid black, sierra red luxury teal, luxury blue, glacier white pearl, lava red sunglo two-tone luxury blue and impact blue, two tone luxury teal and brilliant silver, two-tone sierra red and brilliant silver, two-tone smokey gold and vivid black
PRICING							
MSRP[8]							
VIVID BLACK	$16,395	$16,995	$17,295	$17,295	$14,695	$16,995	$19,595
PEARL	$16,660	$17,245	$17,545	$17,635	N/A	$17,335	$19,935
TWO-TONE	$17,055	N/A	$17,845	N/A	N/A	$17,805	$20,405
LACED WHEEL OPTION (IF APPLICABLE)	$320	N/A	STD	$320	$320	$320	$320
H-D® FACTORY SECURITY SYSTEM	$275	$275	$275	$275	$275	$275	$275
ESPFI	$600	$600	STD	STD	$600	$600	STD
CALIFORNIA EMISSIONS (CARB/ESPFI)	$265 / $100	$265 / $100	N/A / $100	N/A / $100	$265 / $100	$265 / $100	N/A / $100
FREIGHT[9]	$250	$250	$250	$250	$250	$250	$250



Why a rider chooses a particular Harley is not known. You'd have as much luck trying to explain love at first sight. Blame it on a flash of chrome. Or the perfect curve of a gas tank. When it happens, you'll instinctively know. It's the one. Somehow, it will reach down, take hold of your soul. And park itself in that area of the brain where things can't get out. So when it's time to get yourself on some iron, the folks at your local Harley-Davidson dealer will be there to help. They can tell you about motorcycles and all things black and orange. But in the end, there is still one question only you can answer.

VISIT YOUR LOCAL DEALER

The Harley-Davidson experience begins at your local dealer. Call 1-800-443-2153 (in the U.S. and Canada) or visit our Web site at www.harley-davidson.com to be introduced to one near you.

GENUINE ALL THE WAY

On our Web site, you can view MotorClothes™ Apparel & Accessories or select an e-dealer to shop online. You'll also find plenty of Genuine Motor Parts and Genuine Motor Accessories, the parts that keep a Harley® pure Harley.

THE ONE AND ONLY HARLEY OWNERS GROUP®

When you purchase a new Harley-Davidson® motorcycle, you'll receive a one-year membership in the Harley Owners Group® (H.O.G.®). It gets you invitations to club-sponsored rallies and rides, a subscription to Hog Tales® magazine, membership patch and pin, and more.

HARLEY-DAVIDSON® AUTHORIZED RENTALS AND TOURS

Experience the wind on a Harley-Davidson Authorized Rental. It includes everything you need to hit the road. Visit www.harley-davidson.com for a nearby operator.

HARLEY-DAVIDSON FINANCIAL SERVICES

Harley-Davidson Financial Services includes information on financing, service plans, insurance and the Harley-Davidson® Visa® card.* See www.hdfsi.com for details.

LEARN THE ROAD

Sign up for a Harley-Davidson Rider's Edge® New Rider Course at participating dealers (call 1-800-588-2743 for a dealer near you) or a Motorcycle Safety Foundation rider course (call 1-800-446-9227 for a course near you). That's where certified instructors and a nationally recognized curriculum help you learn the skills for when the open road calls.

*The creditor and issuer of the Harley-Davidson Visa card is U.S. Bank National Association ND.