

Gzbike

THUNDER DO...DER

No 366



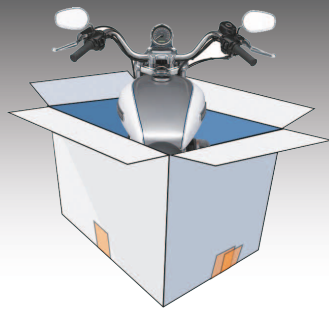
Rebels National Run
Frogs Hollow Bike Show
American Motorcycle Club
Roll the Dice Run
Ton-Up Boys
Rockers Ride



0 155436 000367

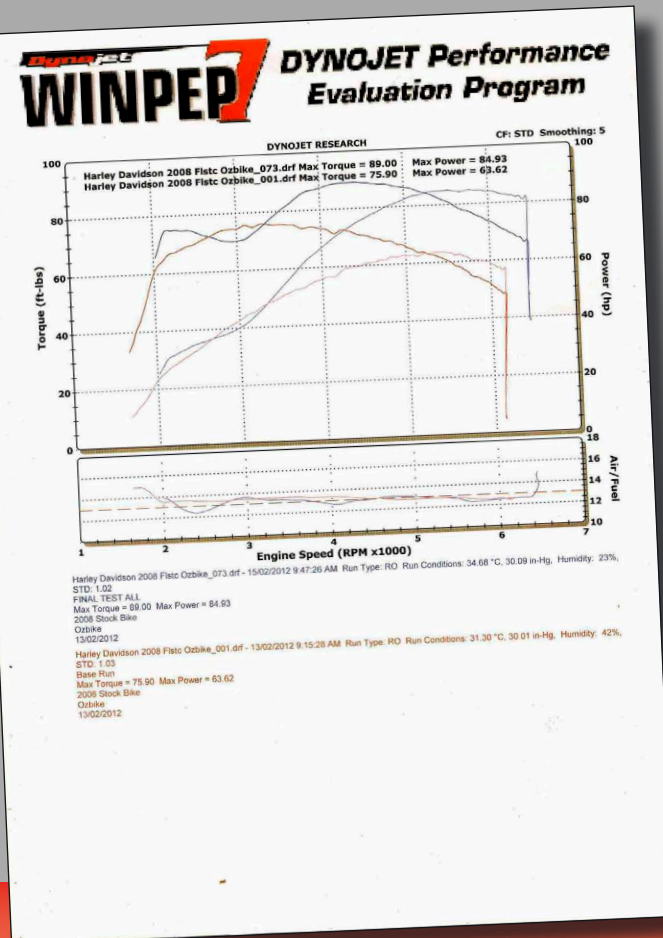
\$9.50 inc. GST

60



How would you like your stock 96 cubic inch Harley to gain almost an extra third of its potential horsepower with an affordable upgrade? Interested? Read on..

Feuling/Freedom Exhausts Softtail Upgrade

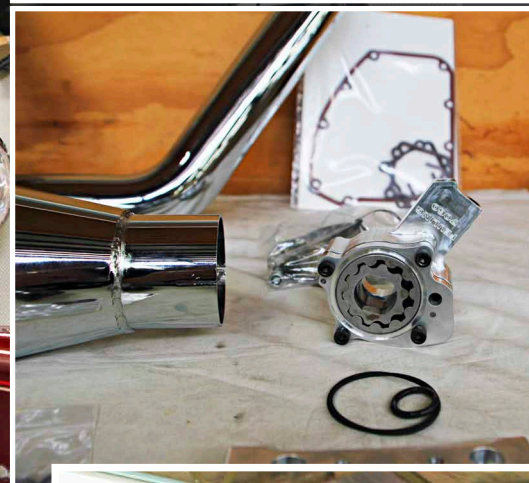


before and after dyno runs to compare any power gains and to fit all the required parts and hardware free of charge. Another boost of confidence from Rollie who stands behind the products he sells.

So with our 2008 Heritage Softail still warm from the ride to Rollies Speed Shop, Rob, the workshop manager, wheeled her straight up onto the dyno to get some readings before the bike got the royal upgrade treatment. An embarrassing 63 hp with 76 ft pounds of torque was all the

poor girl could muster and this was with a set of Screamin' Eagle slip-on mufflers and a high-flow air filter kit. Nothing to be real proud of there.

Once off the dyno and up on the stand, it was all systems go as Rob got stuck into the spanner work and stripped off the standard parts to make ready for her new, lumpier, bump sticks, etc. With the seat, pipes, right foot rest, spark plugs and air cleaner removed, the engine oil was draining as the standard pushrods got the quick release



... the standard pushrods got the quick release treatment... via a set of bolt-cutters



THE ORIGINAL email arrived from Evy at Ozbike some time ago. Feuling (one of the most respected aftermarket performance manufacturers in America) had offered a Stage Two Power Pack upgrade—cams, lifters, oil pump, pushrods, bearings, and a Dynojet Power Vision flash tuner—to some lucky bastard in exchange for a feature in the hallowed pages of Australia's best damn biker lifestyle magazine. Just so happens that Luke from Feuling was looking for a fairly stock 96 cube H-D for the parts to be fitted for evaluation.

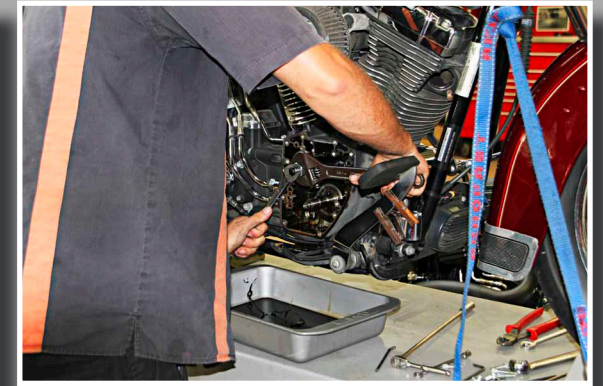
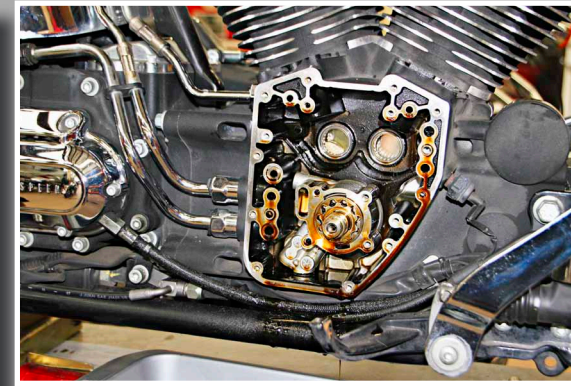
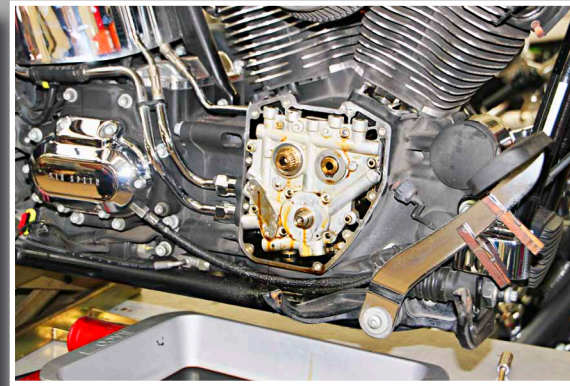
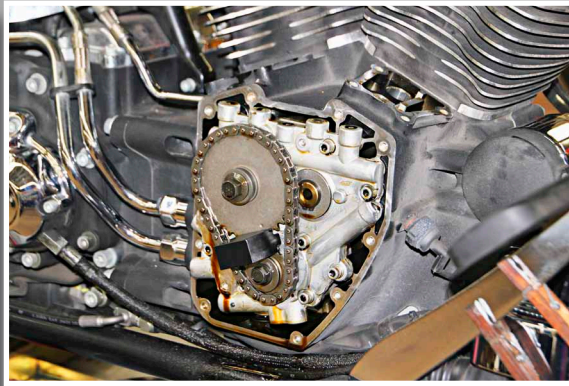
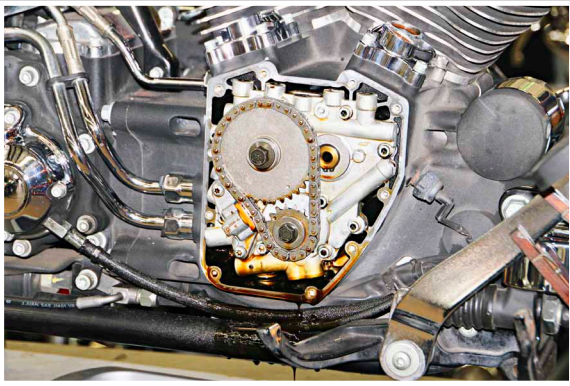
Here's where I come into this—lucky old me had just what the doctor ordered in the form of a 2008 Heritage Softail Classic that was crying out for some extra

horsepower.

The deal was done with some help from our good friends at Freedom Exhausts who supplied us with a Union 2-into-1 exhaust system.

I had met both Luke from Feuling and Martin from Freedom Exhausts at Rollies dealer/distributor expo late last year. Both these blokes were down-to-earth and great to do business with, and their knowledge and enthusiasm for their respective products was very confidence-boosting to say the least.

The third party to this project was none other than Rollies Speed Shop, the distributor for these and many other fine American V-twin products. Rollie agreed to do



treatment and were humanely put down via a set of bolt-cutters.

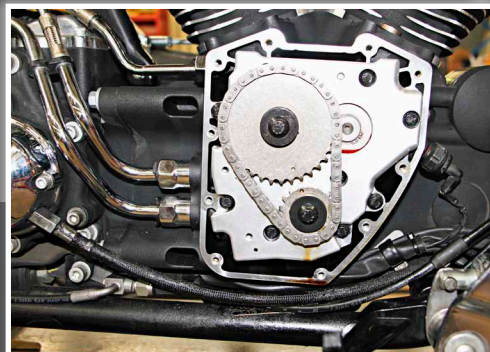
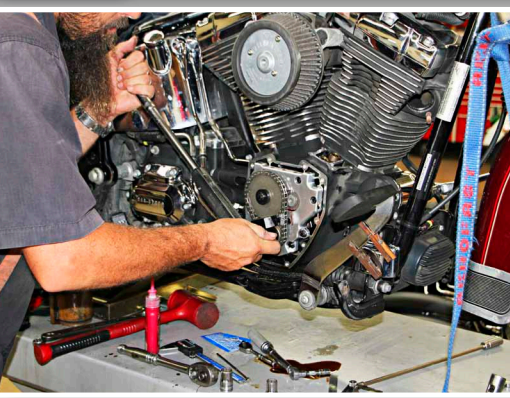
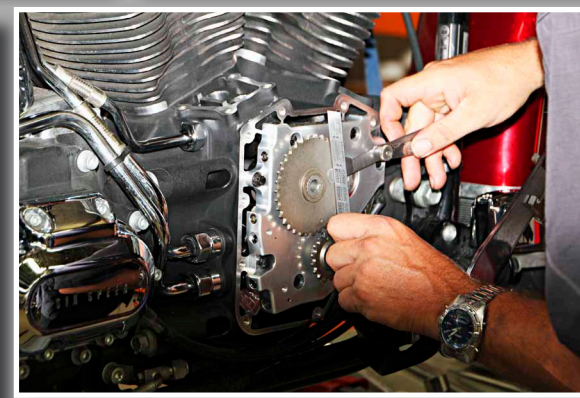
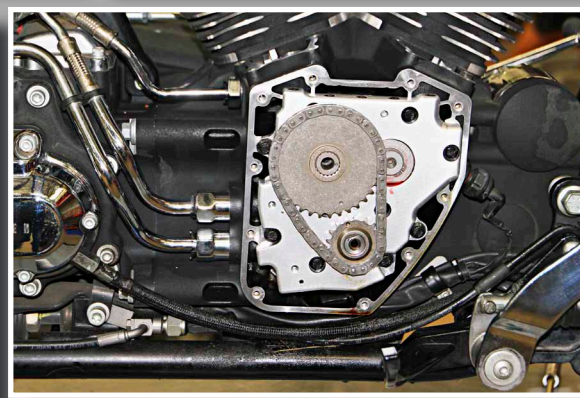
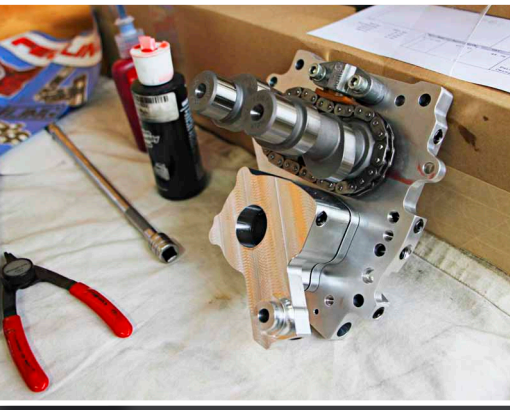
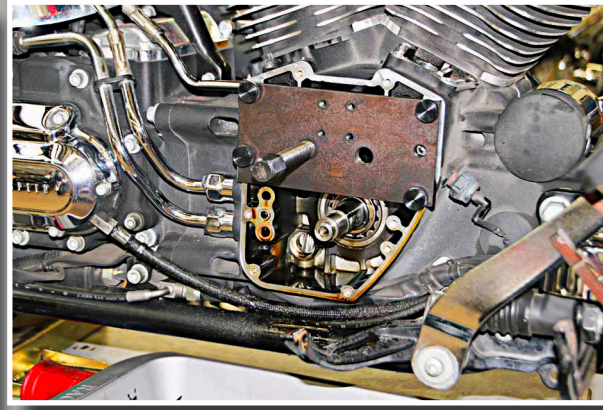
With the lifter blocks and cam cover out of the way, the cam and crank sprockets were chocked to keep them in place as the retaining bolts were cracked. The cam support plate came out next, closely followed by the cam roller bearings which are replaced by a set of 'full compliment' (which stands for a hell of a lot better than the originals) Timken roller bearings to better handle the load.

The Feuling Reaper 574 lift cams were fitted onto

the new, tougher-looking, cam support plate as well as the beefier, high-flow, Feuling oil pump. All this was assembled on the bench including the drive chain and hydraulic chain tensioner, before being re-installed in the cam chest after Rob gave it a thorough clean and liberal coating of engine assembly lube.

Once all the new gear was bolted into place, Rob checked the drive sprockets for alignment before the drive chain was re-fitted and the sprockets secured.

The cam cover was bolted back on only after



giving it another careful inspection to ensure that there is adequate clearance for all moving parts within the cam chest.

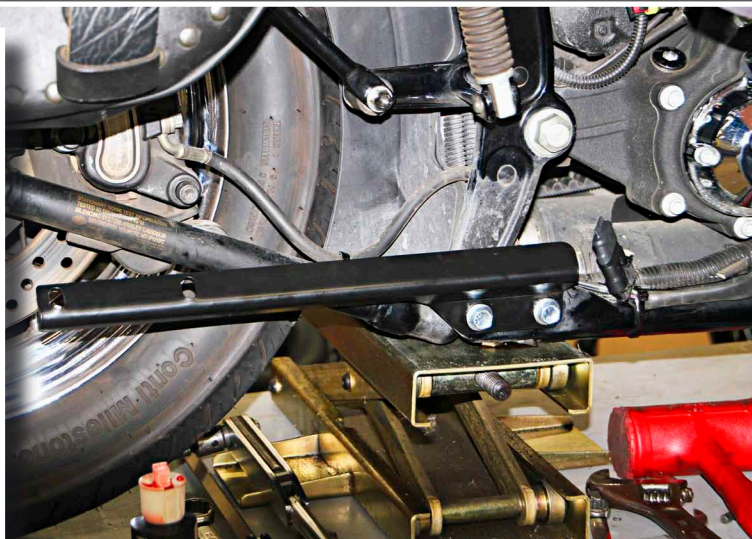
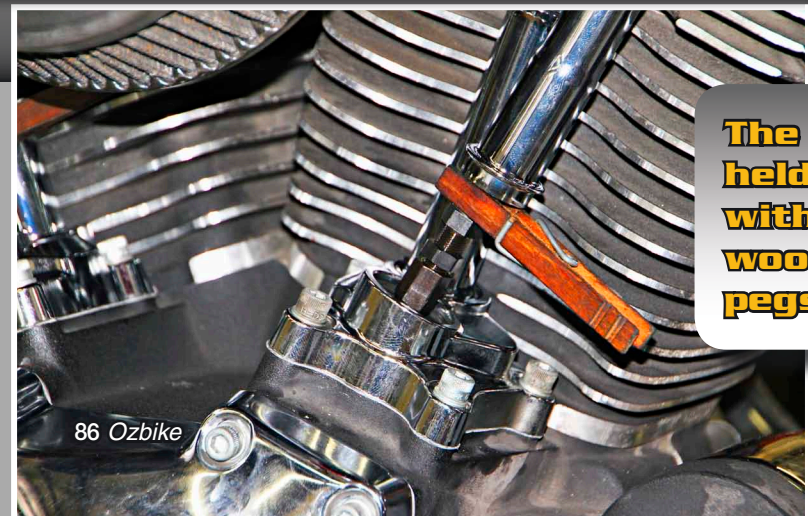
The lifter blocks were slotted into position and secured with the new pushrods and tubes partly assembled. The tubes are held in place with a pair of wooden clothes pegs as the new pushrods are adjusted to suit the cam lift.

With the engine all in one piece again, it was time to fit one of the smoothest looking exhausts that has ever been bolted to the side of a Harley. The Freedom Union 2-into-1 comes as a two-piece set-up and fitted perfectly

with hardly any fuss and swear words. A set of spacers comes with the kit to move the footboard out a few mil to allow more clearance. It's hard to describe the sound that these Freedom pipes omit, but in comparison, if a standard set of pipes were Mary Poppins, these Freedom pipes are Dirty Harry!

Fresh oil and a filter were added before the bike barked back into life, and it was time to wheel her up onto the dyno for a bit of fine tuning courtesy of Dynojet Power Vision flash tuner. Stay tuned (get it...TUNED) for a separate article on this amazing piece of kit next issue.

The tubes are held in place with a pair of wooden clothes pegs...

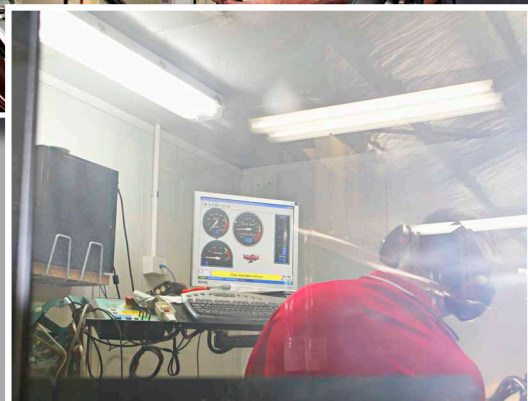




...the upgrades have converted the once sedated Heritage... with gobs more power to use in all the right places.



If we dont have it
You probably dont need it
www.rollies.com.au



After a few hours on the dyno and a lot of smiles and nodding of heads from both Rob and his good friend and dyno wiz, Mark Carlsson from Serco Engineering, the readings were now a very respectable 85 hp at 89 ft pounds of torque. Now that's more like it!

Okay, so it did take a few hours to get right, but this flash tuner is a new piece of equipment on the market, and as with any customer's bike that finds its way into Rollies workshop, it doesn't leave until Rob is confident the bike is 100 percent spot-on.


On the road, the Heritage now is strong. It feels like a completely different bike. Of course the first thing I noticed was the new throaty bellow that resounds out of the tough-looking Freedom Exhaust system. Or as it is now affectionately known as the Chrome Plated Bazooka.

A quick blast up the Gateway motorway had me sitting back in the seat as I accelerated up to the 100 km/h speed limit in no time flat in third gear; the bike relished its new found power through the mid-range power curve. The throttle feels so much more responsive and the upgrades have converted the once sedated Heritage into a more solid feeling machine with gobs more power to use in all the right

places. Can't wait till the next poker run!

Two-up is an absolute breeze. With a twist of the wrist we were slicing through the rubbernecks in busy city traffic or just ambling along at 110 km/h on the freeway in fifth gear. It doesn't get much better than this!

In a nut shell, for the average rider, this upgrade is a very affordable way to gain some good usable horsepower without the added expense of unnecessary headwork, etc.

I would like to thank Luke from Feuling and Martin from Freedom Performance Exhausts for supplying their fine products for evaluation and for their good faith and patience. To Rollie and Rob, at Rollies Speed Shop, for giving me free rein in the workshop as I bugged Rob and photographed his every move for near on eight hours (you're a patient man, Rob); and Mark Carlsson from Serco Engineering for his expertise when it came to dyno-tuning the bike. A great group of people and thoroughly professional to boot. So get on Down to Rollies Speed Shop and check out these and the other top quality products to awaken the sleeping giant that lives in you stock H-D. The possibilities are endless! 



Professional Quality Bike Lifts



Phone Free Call 1800 TUFFLIFT (1800 88 33 54)
email enquiries@tufflift.com.au web www.tufflift.com.au

Pro-Cycle XLT

Pro-Cycle XLT is made by Direct-Lift. It is produced to strict industry standards and meets or exceeds the quality of other comparable lifts. All Direct lifts are manufactured in an ISO 9001 certified factory. The lift is powder-coated black and the table is diamond plate steel.

Pro-Cycle XLT is easily moved on the built-in rollers and wheel dolly. It fits comfortably into the bed of a standard pick-up truck.

The lift is air operated, minimum 90-100 psi and is controlled with a foot pedal which can be located on either side of the lift. It comes equipped with a standard vice and approach ramp.

In addition, the XLT includes two 12 inch removable side extensions that double the table's width to 1200 mm.

The Pro-Cycle XLT carries a 1-year manufacturer's warranty.



\$1950



\$1650



\$250

BlackJack

Optional accessory to the Pro-Cycle XLT & DT

Pro-Cycle DT

- 2300 mm table length
- Diamond plate surface
- Vice included
- Powder coated
- Extended length standard
- Air operated
- Fits almost all choppers
- Foot pedal included



Please support the UMCWA in its fight against anti-association laws that will affect all West Australians if not all Aussies around our great country. Help in the fight for your rights of freedom of association and speech by becoming a member of the UMCWA.

Please visit our website at www.umcwa.org for more information regarding this important change in your lifestyle. Membership and merchandise can be purchased online and keep up with all the news and coming events regarding the UMCWA. Join the fight for your rights now before it's too late.

Ozbike The Movie

The most outrageous biker footage ever shot in Australia is now available on DVD.

See & hear the wildest parties, the hottest ladies & the most incredible motorcycles. Experience the work of some of the best tattooists, rage to some great Australian music, & laugh your head off with Animal Quack & a host of our most original comedians.

Admittedly, the footage is from 1990, but it never ceases to amuse.

People have been asking when the original VHS videos would be available on DVD. Well, we finally copied the three Ozbike Video Magazines to DVD.

The DVDs are \$30 each (includes postage).

FREE! Got an old VHS player? We have a small stock of old Ozbike #2 VHS videos. Cover the \$7.50 postage and we'll send you a FREE copy.

Purchase online: www.ozbike.com.au

