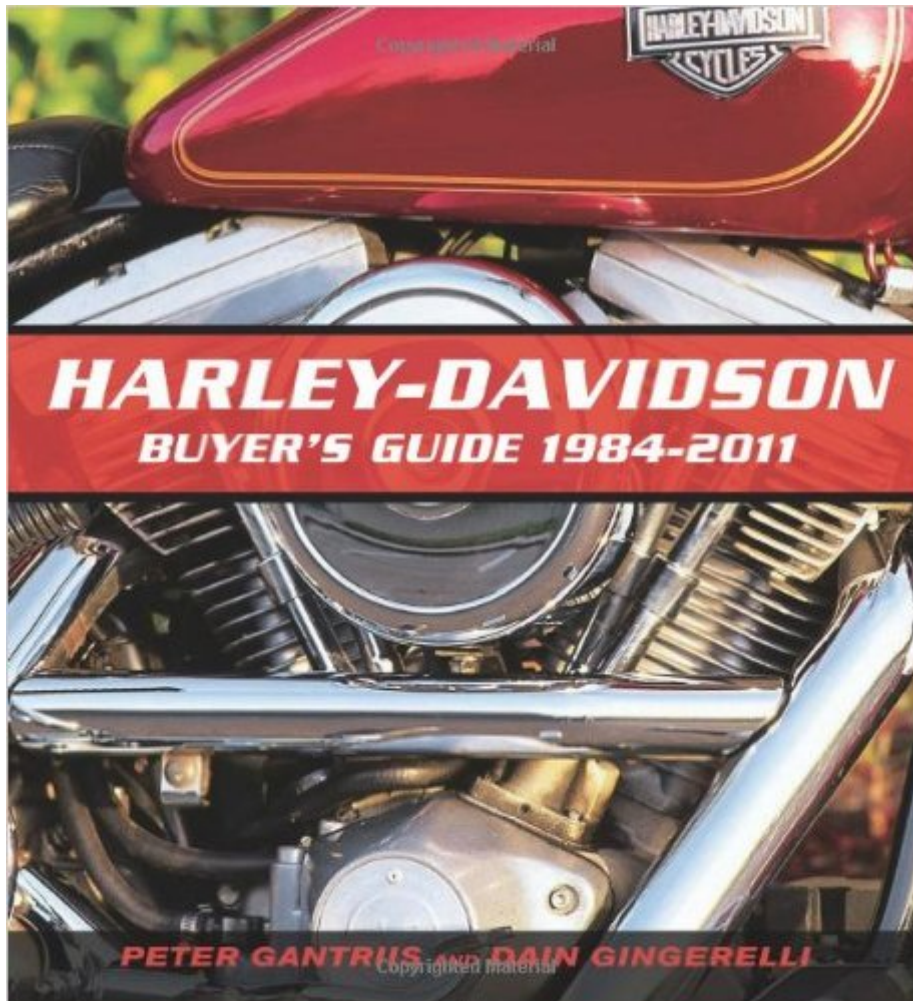


The book was found

Harley-Davidson Buyer's Guide: 1984-2011



Synopsis

Perhaps the greatest appeal of the motorcycles that Harley-Davidson manufactures is that they are not throwaway machines. With proper care and maintenance, a modern Harley can outlive its owner. Most of the Harley-Davidson motorcycles built over the past 25 years are still on the road, which means there are many, many used Harleys bought and sold every day. This book provides a practical guide to purchasing the most common Harleys on the used-bike market: the aluminum-engine machines built since 1984, the Evolutions (Sportsters and Big Twins), Twin Cams, and liquid-cooled Revolution bikes (the V-Rod models). These are the bikes being bought and sold, and these are the motorcycles most widely used as daily riders. Harley-Davidson Buyer's Guide provides everything a reader needs to know to purchase a sound, reliable, enjoyable Harley-Davidson Big Twin motorcycle.

Book Information

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Customer Reviews

Disappointing read. Real information is very scant, and is sometimes incorrect. Several errors were noted. The authors even left out a review of the FLHTCU line after 1998. Also, there were very few real warnings regarding areas of concern other than the most obvious and highly publicized problems were provided. They even created "defects" for their "Garage Watch" section, such as, every H-D needs an upgrade to Gel Cell Battery; while it may be a good idea to move to this technology when the time comes, like when you need a new battery, it shouldn't be presented as a clear and present danger. I'd recommend following the online forums to prospective buyers instead

of wasting money on this book.

I love motorcycles, all of them. I also love Harleys. I am not an expert but I didn't agree with the author on some issues. I also found the book repetitive, you know base gaskets will leak, blah, blah, blah. A specific example of disagreement was the collectability of kickstart Harleys. In my experience, they should be. You have a factory transmission melded to a factory motor, everything fits. Yet, it's not collectible. However, custom builders will spend thousands for kick start transmissions to build "old school" bikes. And as I pointed out, according to the author some of these actual "old school" bikes are not collectable. Like I said, I'm not an expert and this is just my two cents.

The guide is ridiculously repetitive. They keep stating the same issues for the same motors. They show several bikes which use the same motor and "reveal" the same issues for "each" bike. I feel as though this was just a piece of slapped together crap made just to cash in on the author's names and the brands popularity. it's relatively worthless as a buying guide in my opinion.

Good information on the early EVOs.

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