72 ironhead

I get a lot of emails asking questions, this is the short list of the most frequently asked. I will usually try to answer any question I am sent. However, if you ask a question that has already been asked and answered or is easily found in the factory manual, expect to either get no answer or a smart ass answer. I don't have time to help people who are just too lazy to help themselves a little bit first. Question: Hey there! I have recently stumbled upon your site just google-ing Sportster clutches. And I must say that your site is awesome. It seems that you know what the hell you are doing with Sportster so I thought I might ask you a question about my late 84 XLX I'm kinda paranoid about the oil flow. Is there a trick that you might know about testing your oil pump and the flow. I know if it ain't broke don't fix it, but I'm trying to learn a little here. Not used to Harleys. Answer: These are the questions I love to answer, a little sucking up goes a long way. To check whether oil is reaching the farthest parts of the engine, the rocker boxes, take the socket cap plugs out of the rocker-boxes and see if oil dribbles out while the engine is running. Also take the cap off the oil tank and look for return flow, in both cases oil flow will be sporadic at idle and increase as the engine is revved. Question: I have a 74 that ran up until last weekend. Now when I turn over the starter, oil comes gushing out the breather. Big problem or little problem? Answer : Actually, oil coming out the breather may not be a problem at all. The check ball on the oil pump may stick or leak allowing oil from the tank to fill the crankcase. When you crank or start the engine oil is then forced out the breather. As long as it stops after a minute or two you are probably OK. The longer the bike sits between starts the more oil there will be. Put a clean container under the breather and just pour the oil back into the tank. Question: I have a 74 Ironhead, I changed out the head gaskets, the lower engine ones and decided to put new rings in. Now after about 15 minutes of running oil wells up over the push rod covers. Any ideas? Answer: Too much oil or too much pressure in the crankcase. Were the holes in the head gaskets for the oil drain backs correctly aligned with the holes in the barrels and heads? If they weren't the blockage would fill the rocker boxes with oil that would eventually have to drain back down through the push rod tube covers. You could have very poorly fitted rings that are allowing a lot of blowby into the crankcase thus over pressurizing it; oil will eventually leak from everywhere. Question: How do I hook up my oil lines? By far the most commonly asked question. Answer: See the pictures below:. Answer: Manual or automatic advance? Are the valves adjusted correctly? Are the points set right? Is the timing set right? Are you absolutely sure it is set right? Old gas? What kind of carb? Does the intake leak? Cracked coil? Clogged low speed jet? Clogged fuel filter? Dirty plugs? Bad plugs? Check all that shit out, let me know what you find and then get back to me. Or else just wave a magic wand over it while sprinkling fairy dust If you want a better answer you need to be more specific about what the problem is and what you've done so far to correct it and what kind of shape the bike is in. Vague questions get vague answers Question: I have a 69 Ironhead electric and kick start. Do you have any suggestions? We put new points condenser and spark plugs. Answer: When is the last time it ran? Did you ever have it running? Manual or automatic advance? Question: I recently bought a Ironhead sporty with a cc. Its kick only and hasn't been tinkered with too much. I tried to kick it over but with no success. Any tips on what might be going on? Answer: When asking for technical help you must always be very specific. What do you mean "I tried to kick it over but with no success. The kick lever goes down and it doesn't engage the engine? The kick lever goes down, engages the engine, the engine rotates normally and it just won't start? Or my leg is broken and I've had no success trying to kick it? I'm not trying to be a smart ass, but any of the above are possible and they all have many different causes and solutions. Reply: No sweat man, I know you have to get a lot of stupid as fuck questions all the time. The kick lever goes down all the way and engages the engine the engine rotates normally it just wont start. Answer: Always go back to the basics, fuel, spark, compression and timing. First of all take off the air cleaner and make sure the accelerator pump squirts gas; if it doesn't suspect a fuel supply problem. Even if it does, the jets in the carb can be plugged with crud. Take the plugs out and stick your thumb over the spark plug hole while you're kicking it, the compression should blow your thumb off. If it doesn't the valves may be adjusted too tight or you've got serious internal damage, bent valve, hole in a piston etc. While the plugs are out, plug them back into the lead, lay them on top of the engine and kick, you should see a spark do this in a garage; a bright sunny day will make the spark hard to see , if you don't you've got bad plugs, bad coil, bad leads, bad points or condenser or some kind of wiring problem. Get yourself a manual, and learn how to do a down and dirty check on the timing, make sure the points are adjusted correctly. Its been my experience the timing can be off a tad and the bike will still run basically fine. Question: I'm starting with my own 74 project so far so good until I got to the swingarm. The threads are screwed up from the person before me. I'm not sure how the bike was ridden as the swingarm bolt was missingll I'm a bit on the cheap side and really do not with to but a new one, any taps this size are around bucks might as

well buy a swingarm. Any suggestions??? Answer: As a matter of fact I do have some suggestions. Get a couple of the big swingarm bearing retainer jamb nuts, make sure the threads are good, clean them up with a thread file if need be. Get something sharp and pointy and drag it through the thread valleys on the swing arm, you'll be sort of re-cutting the threads by hand. Hopefully at least the last thread or two on the swing arm is good so you can at least start the big nuts. Then, assuming you can at least start one of the big nuts, get some fine valve grinding compound and lather up the threads on the nut and swing arm, then start working the nut in, back and forth, back and forth, and you just might get the threads cleaned up. It takes a while so be patient, I've saved a few swingarms that way. Question: I rebuilt the swing arm bearings and installed them with the races to the inside, wide open end facing outward, then the bearings with narrow end inward to the races just like in a wheel, right? Answer: This is how the swingarm bearings are supposed to be set up Your description sound like yours are in backwards Question: I am wanting to swap the rear over to disc and just need to find a decent priced floating rear caliper. I haven't been able to find a 79 swing arm and don't want to rigid it. Any suggestions would be awesome thanks man. Answer: Although the 79 swingarm makes a better installation, it is not absolutely necessary. Most disk brake calipers can be modified to bolt to a bracket that will fit over the axle and can be anchored with a torque rod bolted to the side opposite the caliper and the other end of the torque rod bolted to boss welded to the stock swingarm, you'll have to fabricate something. Question: My son got a 72 Ironhead for his 18th birthday and has rebuilt it and been riding for this past year, we got all the bugs worked out and now we would like to go with disc brakes on the rear, he is in need of a new wheel and we figured we should get the brake setup and wheel all together. If you know the combination needed to do this conversion and possibly have all the necessary components. Answer: There is no kit available for such a conversion, the rear wheel and brake off of a 79 and later would be a good starting point. The biggest part of the problem is that your bike is a right side shift and the disc brake set ups are all for right side brakes. So you'd have to figure out how to mount the master cylinder and pedal on the left side of the engine. Answer: This should help:. Question: I have a Sportster electric start, can you install a kicker also? Question: This may be a stupid question but I will ask it anyway. I have a XLH that needs to be rebuilt. I am tearing the engine down and am at the point of removing the engine sprocket nut and the clutch hub nut. Do those two nuts have traditional threads or are they reverse threaded? Question: Do know what size rod bearing, race, and crankpin that will work together. Answer: The pin and the bearing races do not come in different sizes. The bearings do come in different sizes. The races are hand lapped to get the best fit using the lapping tool. Fitting rod bearings is on the advanced list of Harley mechanicing. No offense intended, but if you are having to ask questions like this you probably are in a bit over your head. Answer: The forked rod is for the rear cylinder. Answer: Of course the smart ass answer is the parts book. You'd best buy a manual to figure out how to install the clutch cable Question: Do you have any tips for fixing a stripped out sight hole for the timing marks on the flywheel? Answer: Those are a bitch to fix without taking the engine apart. The stock plug for that hole is not as long as the hole is deep a lot of the time there might be 5 or 6 good threads at the bottom of the hole. Make sure the plug is not too long or it will hit the flywheel. Be aware that most standard bolts are not threaded all the way to the head, a standard bolt will need to have the top of the threaded part relieved on a lathe so that it will bottom out on the case. Some auto parts stores sell a self tapping oil drain plug used for fixing stripped threads in oil pans, that might be your best option until you have to split the case for some reason Question: I have a custom Ironhead, and I am trying to figure out how to hook up a speedo. Does it hook in to the trans or do I just have to go with one that goes on to the axle that acts as a spacer. Answer: There is no drive gear on an 81 trans, you'll have to hook it up to the front wheel Question: I have a Ironhead and the previous owner welded shut the speedo sending unit hole. I want a speedo on my ride. Any idea what I can do? Answer: You are better off with that hole welded shut, that is a very weak area of the case and the hole makes it even weaker. Get yourself a speedo drive that works off the front wheel, they are commonly available and will work fine. Question: I am turning a 74 Sportster into a old skool bobber. The front is too tall with the stock narrow front end with the stock 19" wheel with stock tire. Could you give me a couple of ideas how to lower the front. We thought about cutting the fork springs but don't know what that will do to the ride. Answer: Cutting the fork springs will make the fork bottom out and the ride will suck. They can shorten the tubes to whatever length you want, you can then cut the springs to match the tubes. Question: Can you answer this question? Answer: Yes I can. Nope, an EVO engine is about 1. Question: I just bought a Sportster Sport and the previous owner laid the bike down and scraped the left bottom shock absorber. Can you take the shocks apart to replace the scraped part? Answer: Yes you can take them apart. I don't know for sure but I bet Harley won't sell the piece parts, they'll try to make you buy a whole

shock Answer: This is what I come up with. There are two types of 12 volt coils, they can be either The 6 volt coils should be 3 ohms. Question: I miss measures on the different tools, especially the tool used for locking the clutch basket and the engine sprocket the 2 plates with bolts and pipe pieces through I need the exact length and width of the plates. I have no tools that can measure that space Answer: The tool you need to measure the space between the sprockets is a fucking ruler. That's what I used. Any of the stuff on my website take a certain amount of mechanical aptitude. If you don't have enough mechanical aptitude to figure out how to lop off two chunks of flat stock, you probably don't have enough aptitude to be working on the bike. So get a ruler and figure it out Question: I'm I've been getting used to it and now I think it's time to do some needed care and modifying. I've talked to many people who also had a Sporty as their first bike and, of course, did some things to get more power out if it. I'm on a really tight budget but would love to work with you you have a good rep. A guy who named his bike "Big Twin Killer" told he had his cc Ironhead "same as mine" bored out. If I bored my jugs. Can I get a few basic tips and advanced list of things on how to get some more horses out of my Sporty? My bottom line is, "what can I do? To and from school, on the highway. Answer: Grasshopper, one must learn to walk before one can run. I've been working on these things for 35 years and still don't know all there is to know about just keeping them running. So I know you have a lot to learn about the basics. You have a motorcycle that is 26 years old. Every movable part on the machine needs to be taken apart, cleaned, checked and re-greased. Wheel bearings, steering bearings, swingarm bearings etc. The oil tank needs to be cleaned out and 26 years worth of sludge needs to be scraped off the bottom of the tank. The front forks need to be cleaned out, the brake fluid needs to be flushed out, etc, etc. You should go over the wiring harness and look for chaffed areas and electrical tape covering up bad wire splices. You need to refine your technique for installing the intake manifold so that it doesn't leak. You need to refine your technique for adjusting push rods trust me on this a little too loose is better than a little too tight. You must refine your technique for peering into the timing plug hole to check the timing. You must refine your technique for jetting and adjusting finicky old carburetors. Did I say "refine your technique" about four times. I'm sorry, you'll have to develop a technique first. For years Harley owners have been bent over peering into the timing plug hole, getting sprayed with hot oil, while checking and adjusting the timing. Welcome to the club. Seriously, the first step to high performance is to make sure you are not giving away any HP because the basic machine needs attention somewhere. Once you know how and have done all the stuff I have talked about, then and only then will you need to look elsewhere for more power. Stock, that bike is probably good for 60 horse. Throw away a couple horse for timing that is off, a couple more for a little intake leak, another pony or two for a carb that needs some rejetting. Hopefully you get the idea. Now consider that old crud and pieces of metal floating up out of the sludge in the bottom of the oil tank and tearing up the engine a little at a time. Maybe your chain is too tight and every time the swingarm bounces up and down you tear up the trans main shaft bearing and race. Or maybe your swing arm doesn't bounce because the bearings are all rusted and pitted. Don't be too pissed off at me, I am serious about the advice I just gave you. You really do need to become one with the machine first To answer your question, boring the jugs. Unless of course the jug has damage, scoring etc. A good valve job is always nice and may actually get you a pony or two. Pretty much all Sportsters are Big Twin Killers. The BT guys won't admit it, but most of them will loose to a Sportster every time That sprocket is available with anywhere from 19 to 24 teeth. You'll have to grind some metal out of the sprocket cover to make the 24 tooth fit. Believe me 2 teeth makes a big difference. It doesn't change the HP any, but it makes a world of difference in the way the bike performs. Frequently Asked Questions With Answers I get a lot of emails asking questions, this is the short list of the most frequently asked. It Runs Crappy. Answer: Yep, that bike can be kick and electric Answer: Conventional threads, NOT left handed. Question: Which way do the connecting rods go in? Speedo Drive, Other Stuff. Images are general in nature and may not reflect the specific vehicle selected. The fabled Harley-Davidson Sportster was developed from a smaller and fairly unpopular Harley called Model K that was built from It was aimed at the European imports but failed to gain favor as did similar efforts by Indian. The 45 cubic inch side-valve V-twin engine developed 30 bhp, and despite being lightened it was difficult to reach 80 mph. The issue of performance was very much resolved in , however, with the introduction of the overhead-valve XL Sportster. The cc engine now produced 40 bhp and the engine and gearbox were unit construction, with the latter easily accessible through a side cover. The rear shocks were of the automotive type and even gave enough travel for off-road use. Further improvements in to the engine included higher compression, domed pistons, larger ports, and larger valves. By , high-lift cams could push a Sportster to mph, and the quarter mile was possible in under 14 seconds. In , Hi-Fi colors offered endless combinations, and staggered shorty exhausts arrived in Fork brackets and

motor mounts were available in alloy in , and alloy front hubs were fitted in In , the Sportster got a volt ignition, and electric start and new front forks followed in That year the motor produced 58 bhp. A wet clutch followed in and the V-twin was punched out to 1,cc in , approaching 70 bhp. The image of a low-slung sportster cruising the Interstate is about as American as apple pie. For all Hagerty Insurance clients: The values shown do not imply coverage in this amount. In the event of a claim, the guaranteed value s on your policy declarations page is the amount your vehicle s is covered for, even if the value displayed here is different. If you would like to discuss your Hagerty Insurance policy, please call us at Cruiser 2-cyl. Get a Quote. Model Overview Images are general in nature and may not reflect the specific vehicle selected. History of the Harley-Davidson Sportster The fabled Harley-Davidson Sportster was developed from a smaller and fairly unpopular Harley called Model K that was built from Make Harley-Davidson. Model Sportster. Bought in I am the original owner. Excellent condition. Please feel free to contact me with any specific questions. I am not riding as much as I would like to and I'm looking to offload. Make an offer. Here is a Harley Davidson Sportster with only miles on it! It has upgraded Vance and Hines pipes and has been kept safe in a garage. Also comes with a full bike cover. This motorcycle is in excellent condition, I'm only selling as I'm relocating and unfortunately cannot take it with me. Current state inspection. Open to offers, do not hesitate to contact me! Financing through Harley Davidson is available. Thank you,Brad. Black Denim Sold Her New.. This is a bike featuring authentic '70s chopper attitude met with modern power and premium H-D styling. It is a bare-bones, low rider-inspired radical custom. Bike has just over 2, miles. This will continue to rise as I am always on the bike every chance I get. This bike is in near perfect mechanical and cosmetic condition. Featuring a hard candy garnet and black paint job that is a stunning beautiful. The pictures do not do it justice, if you come check out this bike you will fall in love with it. I get compliments everywhere I ride. This is a very tastefully designed bike that looks as if it was heavily modified but is actually completely Harley-Davidson stock. Clean and clear title in hand. You put cash in my hand, I put the keys in yours for a test drive. You damage it, you buy it. I have a motorcycle history report on it to prove, no wrecks, theft, or damage. If you have any questions at all or would like to come check them out feel free to shoot me a text, email or call. If my ads are still up the item is still for sale. I will take them down immediately upon sale. If you email me asking I will not respond. If you have any questions or need pictures of anything specific, please call Chris Rey at We are more than happy to do an over the phone walk around of the motorcycle and answer any questions you may have. We are very easy to work with and will do everything that we can to accommodate your needs. We have a shipping company that can deliver your motorcycle right to your front door and we would be more than happy to help set this up for you. If you have any questions we encourage you to call or email with your questions or concerns. For eBay related questions call Chris Rey directly at Chris Rey is our eBay specialist and can handle any and all your questions. Please call to discuss!! This motorcycle is for sale on our showroom and we reserve the right to sell the motorcycle outside of eBay. Please call Chris Rey at with any questions. If you choose to finance, you MUST be approved before bidding or making an offer. Please keep this in mind when bidding or making an offer. It will be added on top of your selling price. This is not negotiable and applies to everyone dealers, wholesalers, individuals, etc. An unpaid item case will be opened with eBay and you will have an unpaid item against your eBay record. If we are not paid in 3 days from the time the listing ends an unpaid item case will be opened with eBay and you will have an unpaid item against your eBay record. Full payment must be in the form of cash in person, certified check, credit card, or bank to bank wire transfer preferred. We do not accept Paypal. Out of state customers registration and tag transfers will be handled by us. This eliminates a trip to your local DMV. Keep this in mind when placing a bid or making an offer. List your items fast and easy and manage your active items. The condition of the bike is like new. The original owner purchased it then had to have back surgery and could no longer ride. All applicable state taxes and fees will apply depending on where you intend to title the bike. We cannot ship the bike. Local pickup only. For sale is a Harley Davidson sportster custom, model '72'. Color is factory custom Gold Metal Flake. The classic appearance and ride is enhanced with: 2. Includes original parts plus HD two up seat. This bike has been meticulously maintained and serviced. No dings, dents scratches. Welcome to J and J Motors Inc. We also specialize in late model clean used bikes! This price will be good till end of listing only. You only pay once Ohio just handles the collection of the appropriate tax and passes it on to your state Arizona If not paid in full within 7 days all deposits will be forfeited. This sportster classic 72 cc is ready to roll. Listing by Auction Preferred Method:PhoneEmailMessage:Complete and submit the form below to send a link and your message to a friend. Please do not bid if you're not seriously interested or financially able to purchase this vehicle. Bruno's Powersports reserves the right to;Obtain and verify the registered information of all users who bid on this auction. Cancel any

and all bids at our discretion, or end the auction early if necessary. Bidders Age: You must be 18 years of age or older to Bid. Special eBay Bid Retraction Rules: If you place a bid before the last hour period of the auction: You may retract that bid before that last hour period but only for exceptional circumstances. You will not be allowed to retract that bid during the last hour period of the auction. If you place a bid during the last hour period of the auction: You will be allowed to retract the bid for exceptional circumstances but only if you do so within one hour after placing the bid. Methods of Payment: For any questions please or phone Hazelle at prior to bidding. Methods of payment include cashiers check, bank wire, money order or personal check. Any item paid with a personal check wil be held for 14 days. Buyers Inspection: Bruno's Powersports has done our best to disclose all information known about this vehicle for auction. 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While we usually have all titles in our possession at closing, there are occasions where we may be waiting for them to arrive. If payment is made by cashier's or personal checks we will hold all titles for 14 days and until funds have cleared. For listings where Free Shipping is offered, Bruno's Powersports reserves the right to use UPS Freight services or another shipping service as specified. Bruno's Powersports will help with shipping arrangements but will not be responsible in any way for claims arising from shipping damage! Any shipping arrangements provided by Bruno's Powersports in these cases are as a courtesy. Any claims or other communication regarding shipment of vehicles will be between you and the shipper, not with Bruno's Powersports. The amount of time it takes for delivery is dependent on the carrier, but is generally days from the date the vehicle is picked up from our facility until it is delivered to your destination. Verify with the shipper for an Estimate Time of Arrival to be sure. This fee is for all units, whether sold with a title or Bill of Sale only. This fee includes all work that is performed to ensure a unit is free and clear of any and all prior ownership before the unit is listed on eBay. Successful high bidder MUST communicate with Hazelle at Bruno's Powersports by or phone within 24 hours of the auction ending to make arrangements to complete their transaction. If we cannot confirm your intention to buy or the sale is not completed within 5 days, we reserve the right to relist this vehicle or sell to any other qualified buyer. Within 72 hours of bid closing, Buyer must send balance of funds by bank wire transfer, cash in person, or bank certified funds to Seller. Furthermore, before said vehicle is released for shipment to Buyer, all other Sale related and title related paperwork must be signed and returned complete to Seller. Auction, Inc. However, Auction The purchaser or prospective purchaser should verify with the Seller the accuracy of all the information listed within this ad. Selling a Vehicle? Create Professional Listings Fast and Easy. Click Here! Image Hosting and Counters by: Auction A true Harley Sportster custom motorcycle, just a little fatter and a little more custom than the other Sportster models. The fat front tire wrapped around a inch wheel gives it a cool custom look and offers nimble handling. Stylistic components including new rear lighting, chrome 5-spoke cast wheels, and an old school looking pull-back handlebar give the Sportster Custom motorcycle unique H-D style with modern motorcycle functions. A two-up custom seat gives you just enough room to bring a passenger along on your journey. For , the Sportster Custom model comes in a limited, serialized th Anniversary Special Edition, featuring exclusive commemorative anniversary styling elements and premium features that make it a top-of-the-line model and a true work of living art, with finely forged finishes that age and transform in a manner unique to each vehicle. The Harley Sportster Custom model, like all H-D bikes, comes ready to be modified and accessorized to fit your body and personal style. The black powder-coated Evolution cc engine is rubber-mounted and air-cooled, featuring aluminum heads and cylinders for a lighter load and electronic fuel injection. Day Heights, OH. Lawrenceville, GA. Eau Gallie, FL. Dix Hills, NY. Laguna Niguel, CA. Morristown, TN. Alpharetta, GA. Alert Successfully Created. Save search. Motorcycles for Sale 72 Harley Sportster. Augustine, Florida. Category - Engine Posted Over 1 Month. Charles, Illinois. ZIP Code. Year minYear Apply Filters Clear Search. Daily Weekly No Emails. Submit Cancel. Make Custom Built Motorcycles. Model Chopper. I have been working and riding this bike for about 3 years. I bobbed the rear fender, cut the struts and did miltary modifications. It has been tuned recently and runs like a banchee.

Many extra parts are included, tank, bags, pipes, lights ect. Mileage is a guess. I was told the bike was built by Arlen Ness when I got it. The front end and tank definately have his style from the 70,s, but after talking to several collectors the rear end is in question, still looking for original photos. I did cut the rear fender and the struts also adjusting the seat position, planning to put the bobber seat on the bike eventually. The original parts pictured where on the bike. The spare parts pictured are included in the sale. Bike is located in Santa Cruz and is for sale locally also. Make Harley-Davidson. Model Sportster. Up for your consideration is a numbers matching Harley Davidson Ironhead sportster cc basket case. Been collecting parts for a while but too many projects so gonna sell off a few. Engine cases are split, have been repaired blasted by a shop specializing in engine case repairs starter went out on P. Crank has been trued, 4 speed trans is intact and was checked for factory tolerances, cams and lifters are in good shape. Frame is in great shape, no molested or chopped in any way. Have both the original swing arm and a 84 disk break swing arm as I was going to run disk in the back and no front brake. Cylinders could use a hone but bore not required, was going to clean up hone and re-ring pistons for reassembly. Heads are original, everything had good compression before tearing down for case repairs. Valve covers have pitting and case covers a small amount as well, was planning on sanding and repainting anyway so never bothered finding nicer chrome. Clutch was working fine. No starter, as the old one detonated. Fork seals are decent. Generator included, unknown condition. New coil pack includedNew points cover includedNo Tins, no wheels. I'm sure there are a few parts I am forgetting, if you have any questions shoot me a message. Don't waste my time with a super low offer, not hurting for cash. Buyer pays shipping, may be willing to deliver within miles for a small fee. Ride safe. Runs great! Carb was just rebuilt by a local shop. They also welded a starter ring gear in case the addition of a starter is wanted. Starts in kicks. I have built this Harley from nothing, to what you see in the pictures. Comes with a clear title. New gaskets, bolts, washers the works. The generator has new brushes as well. The voltage regulator is new as well as the battery. New plug wires and plugs. There are many new parts all around. Any old part that I felt to be unsafe or not working correctly was replaced with a new one. I spoke directly with him about this build and it is designed specifically for this bike. The rigid frame extends overall length five and a half inches longer than stock which means the chain is brand new as well. The tires are in good shape with a lot of tread left and minor weather checking. As you see in the pictures I have added 2 mini LED brake lights under the fender for added safety. Although the 32 coupe light works and looks great I wanted more for the folks behind me! The added chrome "toppers" on the fork tubes as well as the triple tree bolt decoration are just that All of the aluminium has been hand polished by my self in shop. The tank is a 2. It does have some run marks from gas on the top of the tank from a bad gasket that used to be in the cap which also has been replaced. The frame does have some scratches from normal use but the overall paint job is pretty good as you can see in the pictures. The oil tank was ordered from a custom shop and features the inward domed ends. All paint was done by me in shop. The motor is the The bike has been minimally ridden since the build that was completed in May It does have a small oil leak due to a bad seal on the gear shift rod. Cheap easy fix. Be prepared to talk to a lot of strangers when riding cause this bike demands a lot of attention. I have a basket full of parts and a couple sets of bars and misc that will come with it too. I do have the manuals for the motorcycle as well as the carburetor. Comes as is where is. Runs great starts fine turn key and enjoy!! Buyer is to arrange all shipping. Thank you for looking. I am very sorry for the listing drop.. Ebay said I had it in the wrong catagory and was trying to cheat them of money I had no clue but here it is again I hope!! Listing by Auction This is a hard to find Motorcycle. An old Iron Head, and it fires right up. It has a headlight fairing, solo seat with passenger pad, straight exhaust, spoke front wheel, alloy rear wheel, and Kickstart! Watch the video and hear the Exhaust! 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Special eBay Bid Retraction Rules: Please read eBay's "Retracting a Bid" If you place a bid before the last hour period of the auction: You may retract that bid before that last hour period but only for exceptional circumstances. You will not be allowed to retract that bid during the last hour period of the auction. If you place a bid during the last hour period of the

auction: You will be allowed to retract the bid for exceptional circumstances but only if you do so within one hour after placing the bid. Buyers Inspection: Renegade Harley Davidson has done our best to disclose all information known about this vehicle for auction. Renegade Harley Davidson welcomes a buyers inspection. If you plan to have a buyers inspection, please make sure you inspect the vehicle prior to the auction ending. Inspection fees if any are Buyers responsibility. Representations and Warranties made by seller: This vehicle is being sold "as is". Manufacturers warranties may still apply. Extended warranty may be available, e-mail or phone Contact First Name Placeholder at for details. No representations or warranties are made by seller, nor are any representations or warranties relied upon by bidders in making bids. Taxes and Registration fees: Out of state buyers are responsible for all state, county, city taxes and fees, as well as title service fees in the state that the vehicle will be registered. All taxes and fees must be paid in full in order for vehicle to be titled and registered. Title Information: Vehicles titles may be held by banks or lenders as collateral for loans. In many cases there is a delay in receiving the original instruments up to 21 days from the time we pay a vehicle off. While we usually have all titles in our possession at closing, there are occasions where we may be waiting for them to arrive. If payment is made by cashier's or personal checks we will hold all titles for 10 days or until funds have cleared. Renegade Harley Davidson will help with shipping arrangements but will not be responsible in any way for claims arising from shipping damage! We assume no responsibility for damages incurred after the vehicle leaves our showroom. All shipping arrangements are provided by Renegade Harley Davidson as a courtesy. We are not affiliated with any carrier. Any claims or other communication regarding shipment of vehicles will be between you and the shipper, not with Renegade Harley Davidson. The amount of time it takes for delivery is dependent on the carrier, but is generally days from the date the vehicle is picked up from our facility until it is delivered to your destination. Verify with the shipper for an Estimate Time of Arrival to be sure. Finalizing your Purchase: Renegade Harley Davidson will contact the successful high bidder by e-mail after the auction closes. Successful high bidder MUST communicate with Contact First Name Placeholder at Renegade Harley Davidson by e-mail or phone within 24 hours of the auction ending to make arrangements to complete their transaction. If we cannot confirm your intention to buy or the sale is not completed within 5 days, we reserve the right to relist this vehicle or sell to any other qualified buyer. Within 72 hours of bid closing, Buyer must send balance of funds by bank wire transfer, cash in person, bank certified funds to Seller. Furthermore, before said vehicle is released for shipment to Buyer, all other Sale related and title related paperwork must be signed and returned complete to Seller. Auction, Inc. However, Auction The purchaser or prospective purchaser should verify with the Seller the accuracy of all the information listed within this ad. Selling a Vehicle? Create Professional Listings Fast and Easy. Click Here! Image Hosting and Counters by: Auction For sale is a an Original Paint Harley Sportster. This bike runs incredible, starts up with ease and idles nicely. I drove it about miles and loved it. I purchased this from a friend who ran into the side of a car that pulled out in front of him. The fender has some dents. The forks and the wheel were replaced. Since it was involed in an accident, I always recommend having the bike checked for straightness. It will come with a PA Salvage title. Please ask any questions prior to bidding. Item is for sale locally. Bike located in West Chester, PA. Please read all descriptions thoroughly and ask all and any questions prior to bidding. Parts are used unless noted and wear should be expected with age. Always have trained proffesionals install your parts, and always consult with an expert prior to bidding or purchase. I am not responsible for incorrect fitment. I do my best to describe all items honestly and to the best of my ability. This item may fit a variety of models, so please check with your local parts expert prior to bidding. It was in a fire and will need to be completely rebuild, but it does have a clean and clear PA title. A friend removed the front head and cylinder to inspect it and I never got it back. If I get it the ill include it. The front forks look extended. May have been a chopper. Engine has less than miles on performance rebuild with top end bored. Entire bike gone through professionally. Professionally painted. Lots of chrome. Custom exhaust. Custom drag bars. Custom speedo. Custom headlight. Updated dual front disc brakes. Bike has been professionally lowered. Has removable back seat, pannier rack, leather saddle bags, and handlebar bags not shown in picture. Turn signals removed for cleaner look. More pictures will be available soon. Model Sportster Will trade for running Shovelhead or big twin Evo. Electric and Kick start. Needs solenoid to get electric start to work. I have the solenoid. Kick start works. Runs great. Engine doesn't knock or smoke it runs strong and its very loud. I have clear title in my name. I bought as a running project but I really don't have time to work on it right now. Need a little TLC. All lights work. Would make a great custom chopper or Bobber project. Or ride as is. Previous Owner said bike was garage kept and he was the 2nd owner he bought in Bike is loud. Comes with misc parts and service manual. Electric start and kick start. And oil filter. Grants Pass, OR. Bayfield, CO.

2014 chevy impala headlight bulb
electric load detector
pontiac g6 radiator cap