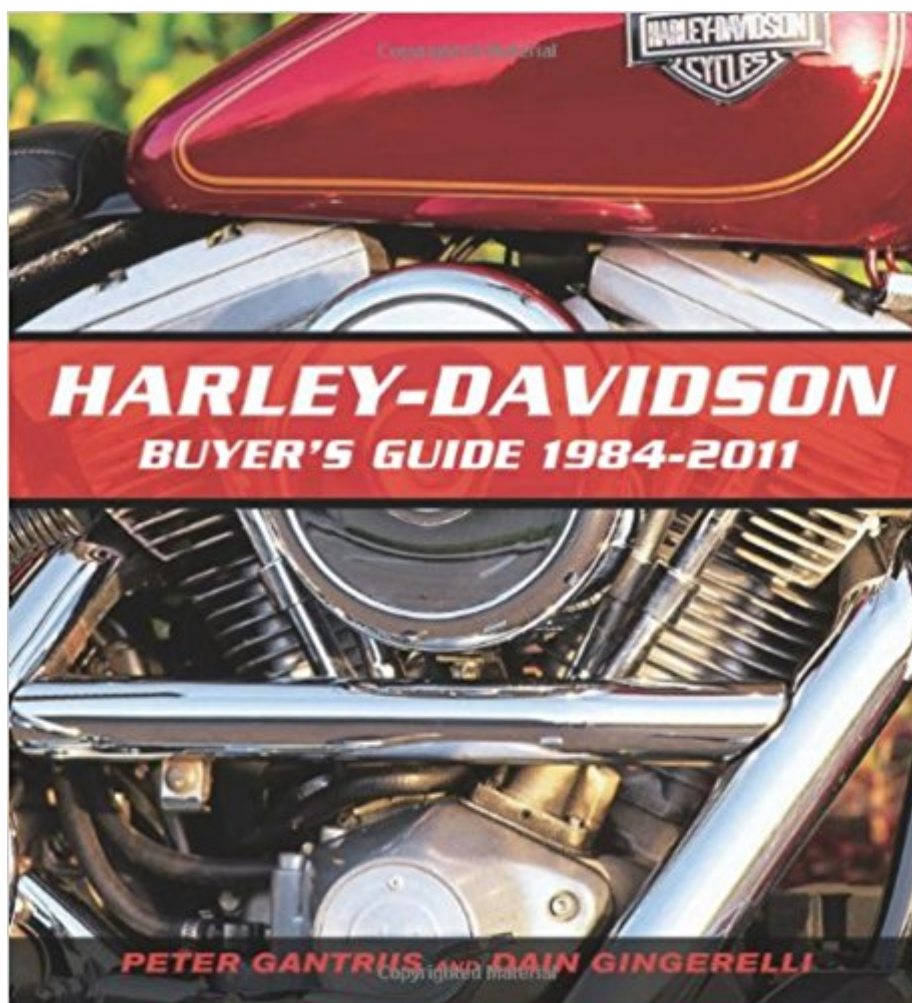


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# Harley-Davidson Buyer's Guide: 1984-2011



## 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.

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## Customer Reviews

Perhaps the greatest appeal of Harley-Davidson motorcycles is that they are not throwaway machines. With proper care and maintenance, a modern Harley can outlive its owner. Many 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. *Harley-Davidson Buyer's Guide: 1984-2011* provides a practical reference for purchasing the most common Harleys on the used-bike market: the aluminum-engine machines built since 1984. This book provides full details on the following engine families: Evolutions (Sportsters and Big Twins)Twin

CamsRevolutions (liquid-cooled V-Rod models) – Harley-Davidson Buyer's Guide: 1984 – 2011 provides all the information a Harley shopper needs to know to purchase a sound, reliable, enjoyable Harley-Davidson Big Twin motorcycle.

Peter Gantriis is founder and president of RPM Research, LLC, a market research and consulting firm that works with the world's leading automotive and powersports manufacturers. Peter has an MBA from the University of Minnesota and is an avid motorcycle and car enthusiast. He lives near St. Paul, Minnesota, with his wife and three children. When he's not using his free time writing for Motorbooks, Peter enjoys boating, skiing, and investing in slow racehorses. Official Website: [www.motorcyclemarketresearch.com](http://www.motorcyclemarketresearch.com) On Twitter:

@rpm\_research Dain Gingerelli began writing for motorcycle and automotive magazines in 1970. He's been an editor for six motorcycle magazines, and he's authored numerous hot rod books for Motorbooks. His motorcycle titles include 365 Motorcycles You Must Ride and Harley-Davidson Museum Masterpieces. Doug Mitchel is one of the industry's hardest-working motorcycle writers and photographers. He has written several motorcycle books, including the best-selling Harley-Davidson (Motorbooks, 2007), a celebration of 100 years of America's iconic motorcycle. Greg Field has written a number of books on the subject of motorcycles, including several volumes dealing with Harley-Davidson, including Harley-Davidson Knucklehead, Harley-Davidson Panhead, Harley-Davidson Century, Harley-Davidson Evolution Motorcycles, Harley-Davidson Softail, Original Harley-Davidson Knucklehead, and Original Harley-Davidson Panhead. Most recently he contributed several chapters to Harley-Davidson Motorcycles: A Complete History.

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.

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.

DON'T waste your \$. Book is described as a buyer's guide. it's NOT!!! It features several selected models only, not the complete lines as others books do. And it doesn't do a very good job describing them either. There are several other books that are MUCH better and would accurately be described as buyer's guides. go elsewhere. I returned the book too.

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.

Many facts were incorrect . Some pictures with incorrect explanation . Cant believe I know more than the author .

Good information on the early EVOs.

nice guide that list recalls and problems to look for when buying used bikes. Does not give price information but other valuable info is here.

Interesting book, great illustrations. Helpful if you are looking for a used or new Harley Davidson motorcycle. I finally decided on the bike I wanted and I appreciate the guidance from this book.

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