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'58 FL

Well, Sort of...

BY STEVE BOHN • PHOTOGRAPHY: STEVE BOHN

There we were, cruising Beach Street in Daytona last year when we pulled up on these two guys stopped at a signal. A quick glance over the shoulder revealed one of the guy's rides to be a sharp-looking Duo Glide decked out in a turquoise and cream paint scheme. As the light changed, we stayed up with the two and studied the lines of the old FL. It looked really good, and yet, it just wasn't quite right. Other than the obviously redone exhaust, the lines of the bike, although well done, were off. Over the course of the next couple of traffic signals we went back and forth, switching lanes from side to side, when we noticed the bike was not flaunting the regulation Cold War Era swingarm or chain drive. By that point, our curiosity was starting to get the better of us.

By the time we reached the next light, we had had enough. We talked the two into pulling over so we could ask them a few questions. Pulling into the parking lot of a local watering hole, we parked next to them and introduced ourselves. Our initial introduction didn't include that we are with a magazine, we just explained that we were wondering about how the bike ended up looking the way did. The reaction on the rider's face told us he'd heard that question too many times before. With that, we offered to buy them a drink and went inside.

It turns out these two characters went by the names of Jerry Jackman and Mark Pfeister. The pair was down from Gaithersburg, Maryland, enjoying a welcome break from the last remnants of winter blowing through the Washington D.C. area. Jerry, the one with the expression, began to tell us about how he and Mark, partners in Jackman Custom Cycle Inc., a 4,800-square-foot shop, wanted to build a bike that would attract attention, as it did with its vintage looks, while at the same time supplying the reliability of today's Harleys.

Jerry and Mark's story is not unlike many others we hear in the motorcycle business. Jerry had been wrenching on motorcycles for something like 15 years in his backyard shop before he and his boyhood friend Mark decided to hang a sign on the wall and open a shop in a commercial building. That was five years ago, and the two have not looked back for even a moment. Riding the crest of the popularity of Harley-Davidsons has served them well. Over the past 20 years Jerry has become quite the craftsman, as ▶



Tech Chart	
Bio	Owner.....Mark Pfeister/ Jackman Custom Cycle
	Year/Make/Model.....'58/FL Fabrication.....Jerry Jackman Assembly.....JCC Phone.....(301) 519-9234
Engine	Year/Type/Make.....'01/S&S Pan/88-inch Assembler.....Jerry Jackman
	Cases.....S&S
	Flywheels.....S&S
	Rods.....S&S
	Pistons.....S&S
	Cylinders.....S&S
	Heads.....STD
	Valves.....Kibble White
	Pushrods.....JIMS
	Lifters.....JIMS
Cam.....S&S	
Carb.....S&S	
Ignition.....Dyna	
Exhaust.....JCC	
Trans	Type.....Five-speed
	Case.....S&S Gearset.....JIMS Primary Drive.....H-D/BDL Clutch.....BDL
Frame	Year/Type/Make.....'58/H-D/FL
	Rake.....Stock Stretch.....None
Suspension	Front Builder.....H-D Length.....Stock Triple Trees.....H-D
	Rear Swingarm.....H-D Modified Shocks.....Progressive
Wheels Front	Builder/Size.....H-D/16x3-inch Tire.....Avon 130/90/16
	Brakes Caliper.....H-D Rotor.....H-D
Wheels Rear	Builder/Size.....H-D/16x3-inch Tire.....Avon 130/90/MT/90H16
	Brakes Caliper.....H-D Rotor.....H-D
Essentials	Handlebars/Risers.....H-D/White Brothers
	Hand Controls.....H-D
	Foot Controls.....H-D
	Foot Boards.....H-D
	Headlight.....H-D
	Taillight.....H-D/Hitec
	Front Fender.....CCI
	Rear Fender.....CCI
	Fuel Tank.....CCI
	Oil Tank.....H-D
	Mirrors.....H-D
	Gauges.....H-D Electronic
	Molding.....None
	Painter.....Dean Cline
	Color.....Turquoise/White
Graphics.....H-D	
Seat.....H-D	

'58 FL

he has honed his craft performing tasks as simple oil changes and tune ups, to ground up custom bike builds. These days JCC pays the bills with a steady diet of service, fabrication, and 12-15 custom builds a year.

This particular bike began life some 47 years ago, rolling off the H-D assembly line outfitted with what was at the time a major advance from prior models, a rear swingarm connected to the top rear of the frame with a pair of shock absorbers. The bike belonged to an old customer of Jerry's who had fallen on some lean times, requiring he sell the bike. Since Jerry had kept the bike running for this guy for so long, he thought it only fair Jerry get the first crack at it. Soon afterwards Jerry found himself in possession of the motorcycle. Over the next bunch of years the FL found itself in various forms, with changes taking place with the engine and chassis on a regular basis.

The last time Jerry made over the bike he swore it would be the last — where have we heard that before? What he had in mind was to play Dr. Frankenstein by morphing the FL with a recently crashed '00 Heritage Softail that Mark had gotten a hold of. JCC's plans called for the FL frame to hold an S&S alternator/generator-style Panhead engine, while being outfitted with many parts of the Heritage to provide reliability.

Jerry began assembling the engine by enclosing the 4-1/4-inch stroke flywheel inside the era-specific cases. Prior to bolting up the cylinders, Jerry chucked them up in a lathe and machined somewhere around 0.150 inch to bring the compression to 9.5:1. This in itself created another problem as he bolted the STD Pan heads on the cylinders. Since he removed so much material from the bottom of the 3-5/8-inch bore cylinders, he would need the guys at S&S to make him a custom intake manifold that would fit properly across the longer span. In the cam chest resides an S&S 514 cam with 246 degrees of duration, which actuates a quadrant of JIMS hydraulic lifters and pushrods, in turn activating Accurate Engineering rockers, and finally Kibble White valves. An SRS Super E carb, Dyna ignition, and a set of Jackman's own pipes bolted up with three-bolt flanges finishes things off.

This is where things start to get interesting. In order to connect the engine to the five-speed in a four-speed case by S&S, Jerry got his hands on an inner and outer primary from an '82 Harley. Stashed inside was a belt-drive designed to spin the BDL clutch. Other modifications included the machining of a transmission pulley for clearance reasons, as well as resplining its hub to fit the transmission output shaft. All of



this was done in an effort to run a 1-1/2-inch final drive belt instead of the customarily chain found on older bikes.

Many of the '58's chassis components were tossed in favor of newer pieces removed from the Heritage. These included the entire front end, complete with a 16-inch spoke wheel, Avon Roadrunner 130/90/H16 tire, H-D rotor and four-piston caliper. The backend saw major changes as well with the fitment of a modified swingarm from an early '80s bike, a matching 16-inch wheel, a 130/90/MT/90/H16 Avon Roadrunner, and updated brakes to match the front. Adding comfort to the back of the bike are a pair of Progressive Suspension's 11-inch-long 412 shocks.

With the sheetmetal in a state of serious disrepair, Jerry decided it would be best to retire it to a shelf in the shop till a time where he had more time to properly attend to it. In its place are a set of flat-side tanks and CCI fenders only requiring minor modifications to mount a '58 H-D taillight. Rounding out the metal for the project was the oilbag from, you guessed it, the '00 Heritage.

The bike was finished off with a myriad of parts mostly from H-D and included foot controls, hand controls, risers, a sprung seat, and a speedometer.

Painter Dean Cline did a masterful job applying the finish as he had so many times before for JCC. This time Mark's choice was a turquoise and white he selected from an '84 Ford chip book.

By the time we had a couple of drinks put away, Jerry was done with the tale of the FL. It was at that point we told him the guys wanted to shoot it for the magazine and asked them if they were interested. With that, Mark grabbed the bill from the edge of the table and said loud and clear, "You bet we are." **HRB**

