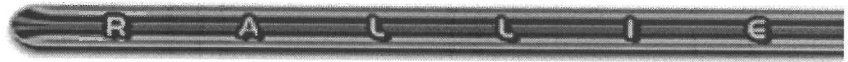


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The New Deuce FXSTD: First Impressions Part 1 In The Showroom

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My local Harley-Davidson dealer called me up to let me know that a new bike had arrived, and it was to be their demo. Would I like to help break it in? I think so! Duh!" I said.

I've never donned leather jacket, shortie helmet, and gloves faster than I can get on my trusty old Harley ride, and before my HD guy put his phone down, to sign those waivers. You know, the ones that say if you die on the road, we'll have your bike in exchange.

"Loud," they said. "this bike has only five miles on it. We want to break it in through 1,000 miles of break-in instead of the 500 miles recommended for the Evo." "Ok. Uh huh. Ok," I said. This is something I have been hearing about twin-cams. Longer maintenance intervals, but also more break in time.

Let's check out the new Harley-Davidson 2000 Deuce.

There it was, glistening on the HD showroom floor was the first Deuce I had ever seen in hand. Sure, I've seen the HD product line brochures. The bike does not look like those brochures. But, I was not expecting to have my boots knocked off at first sight. The Deuce has to rank as one of the most beautiful bikes I have ever seen.

If you are into chrome, it will be love at first sight for you too. On a bike that is not chromed, it is powder-coated. The tank and fenders on this bike are not usually a guy that goes for purple bikes. When I see purple grapes. But this big purple bike was beautiful. I could live with a purple bike if it were a Deuce.

The gas tank is stretched extending down to meet snugly against the extended teardrop look of the tank is striking. The old tank looks so different in comparison.

The first thing most of us do upon buying a new Harley is to buy a new seat from any of the excellent after market seat builders. In the case of the Deuce, the seat for me would be better spent on #1 gal, as this is the first Harley seat I've ever ridden on.



what made this seat so good. But, the padding seems firmer, and than stock Harley seats I am familiar with.

Comfortable aftermarket seats are usually more firm, and wider, than stock Harley seats. Presumably the folks at HDI (what Harley Davidson Corporation is on the New York stock exchange) gear their seats to the novice that is going to sit on a Harley for the first time in the showroom and will be attracted to a narrow soft-seat. A narrow seat can let you plant your feet more firmly on the ground. To ride 500 miles with a narrow seat your concern will shift to how you are going to be cleaved.

The seat would indicate that the Deuce is not targeted to the first time rider. Instead, it is targeted to those that have ridden Harleys and know what they are doing. Thinking of bolting to a Titan, a more expensive ride that comes with a lot of aftermarket stuff already bolted on. Oh yea, my butt likes this seat.

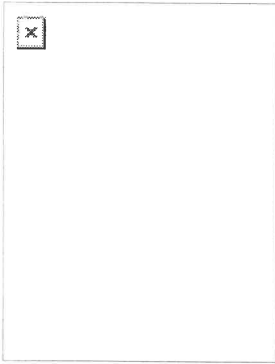
Next lets look at the handlebars. They are a modified form of the classic Harley handlebar, with a slight pull back and slight bend upwards. I am sure my arms are longer than average as determined by the fact that if I buy motorcycle button cuffs, I normally leave the cuffs unbuttoned. Sitting on the Deuce, reaching the handlebars is a task. For me it is a straight-armed seat that is great for posing down Main Street, suggesting again to whom this bike is targeted. So now we have a old time Harley rider, who is also a Modern Harley rider. The stock controls on the bars are the standard type that date back to the 1950s. This was my regular ride, I would keep the seat but replace the handlebars with a set that allowed my hands to naturally fall without effort to the controls. As cool, but I want to be cool and comfortable. Still, these bars do look good.

The handlebars connect to a neck with a 34 degree angle. This places the front wheel way out there. This makes for a very stable ride. Translation: this bike to be nimble in the twisties or at slow parking lot speeds. A steep head angle will hate this. But, I like the ride of a shallow head angle. A 32 degree Low Rider. A shallow head angle demands that you can handle the requirements of steering at speed with a shallow head angle requires your butt." Your whole body needs to be involved in the steering when the front wheel is way out there. When you are not turning, the bike just wobbles down the highway in a straight line. That is not for everyone, but it is an indication of who this bike is targeted to: old time riders that know what they are doing, the turns, and they ride distances normally do so on Federal Interstate highways.

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The New Deuce FXSTD: First Impressions Part 2 In The Showroom continued.....

What you see looking down the front tubes confirms your impression from looking at this bike from the side: acres of chrome. There is a lot of metal for this bike. The down-tubes are chromed, as are the triple-tree where chrome is concerned, this bike has been designed with an overall sense of minimalism. And the chrome parts are molded to flow with the look of the bike. The front fender is mounted to the front forks – you don't see it. Looking forward you also see the beautiful – chrome of course – dual exhaust extending from the speedometer down to your crotch, running the length of the long stretched tank.

I am getting more and more stoked about this bike, and I am still in the dealership showroom. Before I take it out I have to first take a gantry wheel. You can get the exact numerical specs elsewhere. My first impression is that the rear tire is wide; the tire is wide and the fender is wide. Not just a little wider than the stock big twin rear end – but way wider, approaching the width of the Buell sitting next to the Deuce in the showroom. Buell does actually look a wee bit wider.

Willie G's bike design team HDI even paid attention to the details of the front strut. No slap on deal here. It is molded and formed to flow just as well as the wide rear fender.

This bike is all about creating the right new look for Harley for the future. Everything looks purpose built to add to the total effect and grace of the Deuce. For my taste preferences, this bike is the most radical bike Harley has produced since the first Low Rider. And, for my taste preferences, this is the most beautiful to ever come off the Harley-Davidson production line. Period. No words, I know. But, when you fall instantly in love as I did with this bike, your rational sense leaves.

What could be a next iteration for this bike? What comes to mind is a bike that would look with springer front forks. Perhaps this bike will provide the blueprint for a more updated springer look.

The owner of the shop is holding the front door open wondering when I will be moving it out for my ride. But, right now, I am content just looking at it under the showroom lights.

I actually do eventually move the bike out of the showroom, and to

country ride. I will tell you about that ride in my next article.



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