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California (San Jose, Fremont, and Morgan Hill dealers) the rates vary from 85 to 95 dollars per hour (approximate). Would like to see what your local dealer's hourly charges are to watch oil drain into a bucket, to check air in your tires, to check bike's fluid levels, or rebuild your engine.

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his fifth volume on

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Harley-Davidson's labor motorcycles, Donny Petersen, who studied privately with Harley-Davidson engineers, shares practical knowledge and streetwise tips on the Shovelhead motorcycle. Donny presents what Harley-Davidson has to say through the myriad of service bulletins back

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Davidson in everyday language. He also uses his extensive practical experience to constructively critique the official line, offers additional hard-earned information, and then shares what he does to his own bikes. He provides • solutions to fix the Shovelhead's teething problems; •

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Harley's responses to ongoing problematic aspects of vibration, as well as the aftermarket's cures; • tips on working with the Shovelhead's carburetors and five ignitions; starter and charging systems, electrical switches, circuit breakers, and relays; and • best practices for

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Lubrication, as well as the progression of front forks and shocks, brakes, wheels, and tires.

Written in straightforward language, this guide offers step-by-step instructions to help all levels of enthusiasts, from novices to expert mechanics. In his usual forthright

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manner, Donny
makes technical
issues

understandable,
interspersing
explanations with
entertaining stories
about the lifestyle that
comes with being a
Harley rider.

Put a veteran
mechanic on your
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celebrates these
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resource for die-hard
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the world. When most people close their eyes and imagine a motorcycle, that motorcycle looks very much like a Harley-Davidson. That's because Harley builds the archetypal motorcycle, the mythic bike that exists beyond the input provided by our traditional senses.

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This is what the labor

philosopher Kant

called a priori

knowledge,

knowledge we can't

learn but only intuit.

That makes a Harley-

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motorcycle. The

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Motor Co. builds

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the way the primordial

biker inside each of

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us feels a motorcycle should be built. This is why Harley-Davidson defines the very word motorcycle for so many people. In The Harley-Davidson Source Book, acclaimed Harley-Davidson historian Mitchel Bergeron covers every motorcycle the company has built,

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Davidson's very first labor prototype to the Silent Gray Fellow to the latest CVO Electra Glides and Softails. They're all here—the Knucklehead, the Panhead, the Pea Shooter, the KR, the Sportster, the XR750, the Shovelhead, the Evolution, the Twin Cam, the V-Rod, and all the rest. An

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noted Harley-

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complemented by

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photography and

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materials make this

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maintenance to the
finer points of altering
gearing, upgrading
ignition, and making
the changes that
make a bike unique.

"This book is more
than a how to?its part
of a plan for you, a
friend or a family
member to start a
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Removal is indeed an Art. There are

however many myths and legends which over simplify the process making it look like a hoax. Some of these Myths include taking a Hail damaged vehicle to Florida and leaving it set in the sun which will magically remove

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the Hail damage.

There are numerous myths surrounding dry ice or liquid nitrogen magically removing dents from vehicles.

Some of these processes are possible to remove some very unusual dents that could easily be removed by your bathroom plunger or a five dollar suction cup

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from your local auto parts store. This is however not Paintless Dent Removal from a professional standpoint"--From publisher web site.

Many people modify their Harley-Davidson engines—and find the results disappointing. What they might not know—and what this

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book teaches—is that emphasizing horsepower over torque, the usual approach, makes for a difficult ride. Author Bill Rook has spent decades perfecting the art of building torque-monster V-twin Harley engines. Here he brings that experience to bear, guiding motorcycle

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enthusiasts through the modifications that make a bike not just fast but comfortable to ride. With clear, step-by-step instructions, his book shows readers how to get high performance out of their Harleys—and enjoy them, too.

In the late 1980s,
Harley-Davidson beat

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back an assault by Japanese competitors and engineered a remarkable financial turnaround. But it subsequently faced an even more formidable challenge: maintaining and improving on its success in the absence of an external crisis. To answer this challenge,

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then-CEO Rich

Teerlink, partnering
with organizational

consultant Lee Ozley,

threw out the top-

down strategies that

had just saved the

company and began

building a different

Harley-one that would

be driven not by top

management, but by

employees at every

level. What happened

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Davidson is the stuff of
turnaround legend.

More Than a

Motorcycle is the
story behind the story
of the purposeful
transformation of an
American icon, as told
by the two individuals
most deeply involved
in that decade-long
process. The book
chronicles the
victories and setbacks

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along Harley's difficult journey from a traditional "command-and-control" culture to an open, participative learning environment. Teerlink and Ozley deliver three fundamental messages: people are a company's only sustainable competitive advantage; there is no

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"quick fix" to effect lasting, beneficial organizational change; and leadership is not a person, but a process to which everyone must contribute. They provide practical, reality-tested prescriptions for critical tasks like developing employee alignment, building

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structures that support participation, and implementing effective reward programs. Finally, they draw lessons from the Harley experience-lessons about values, trust, and community-that apply broadly to any business. An against-the-odds story of a business road less

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leaders to look around
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