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Harley–Davidson Panheads are very popular machines built with precision engineering to ensure a long life on the road. With the help of the Clymer Harley–Davidson H–D Panheads 1948–1965 Repair Manual in your toolbox, you will be able to maintain, service and repair your vintage motorcycle to extend its life for years to come. Clymer manuals are very well known for their thorough and comprehensive nature. This manual is loaded with step–by–step procedures along with detailed photography, exploded views, charts and diagrams to enhance the steps associated with a service or repair task. This Clymer manual is organized by subsystem, with procedures grouped together for specific topics, such as front suspension, brake system, engine and transmission It includes color wiring diagrams. The language used in this Clymer repair manual is targeted toward the novice mechanic, but is also very valuable for the experienced mechanic. The service manual by Clymer is an authoritative piece of DIY literature and should provide you the confidence you need to get the job done and save money too.

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Go on a 60–year ride with Harley–Davidson's Sportster Things got a little weird in the American motorcycle industry after World War II. People hungered for new motorcycles, buying just about everything manufacturers could build. But on rare occasions a manufacturer produced a machine that nobody wanted. Such was the case with the Harley–Davidson Model K. The Model K had most of the features buyers wanted in a modern machine, like hand–operated clutches, foot–operated shifters, and cool–running aluminum heads, but it lacked perhaps the most important technological upgrade: a modern overhead–valve valve–train design. The Model K retained the antiquated side–valve design because of arcane AMA racing rules written when Harley–Davidson and Indian competed head–to–head on American racetracks, but by 1952 Indian was on its last legs. This should have made the Model K a massive sales success. What nobody counted on was the British bike invasion. Thanks to their modern overhead–valve engines, the lightweight British bikes humiliated the side–valve Harleys on the track and on the street. Upgrades to the Model K didn't help; Harley finally relented and introduced a new overhead–valve middleweight for the 1957 model year. Dubbed the Sportster, it was everything the Model K was not. More importantly, it was faster than the British competition. Thus began the Sportster's sixty–year reign. Harley–Davidson Sportster: Sixty Years tells the complete Sportster story. Noted Sportster expert Allen Girdler covers all the bikes–the XLCH, Caf_ Racer, XR1000, XLX, 883, Iron, Forty–Eight, Seventy–Two, and Nightster–that have made the Sportster one of the most iconic motorcycles on earth.

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