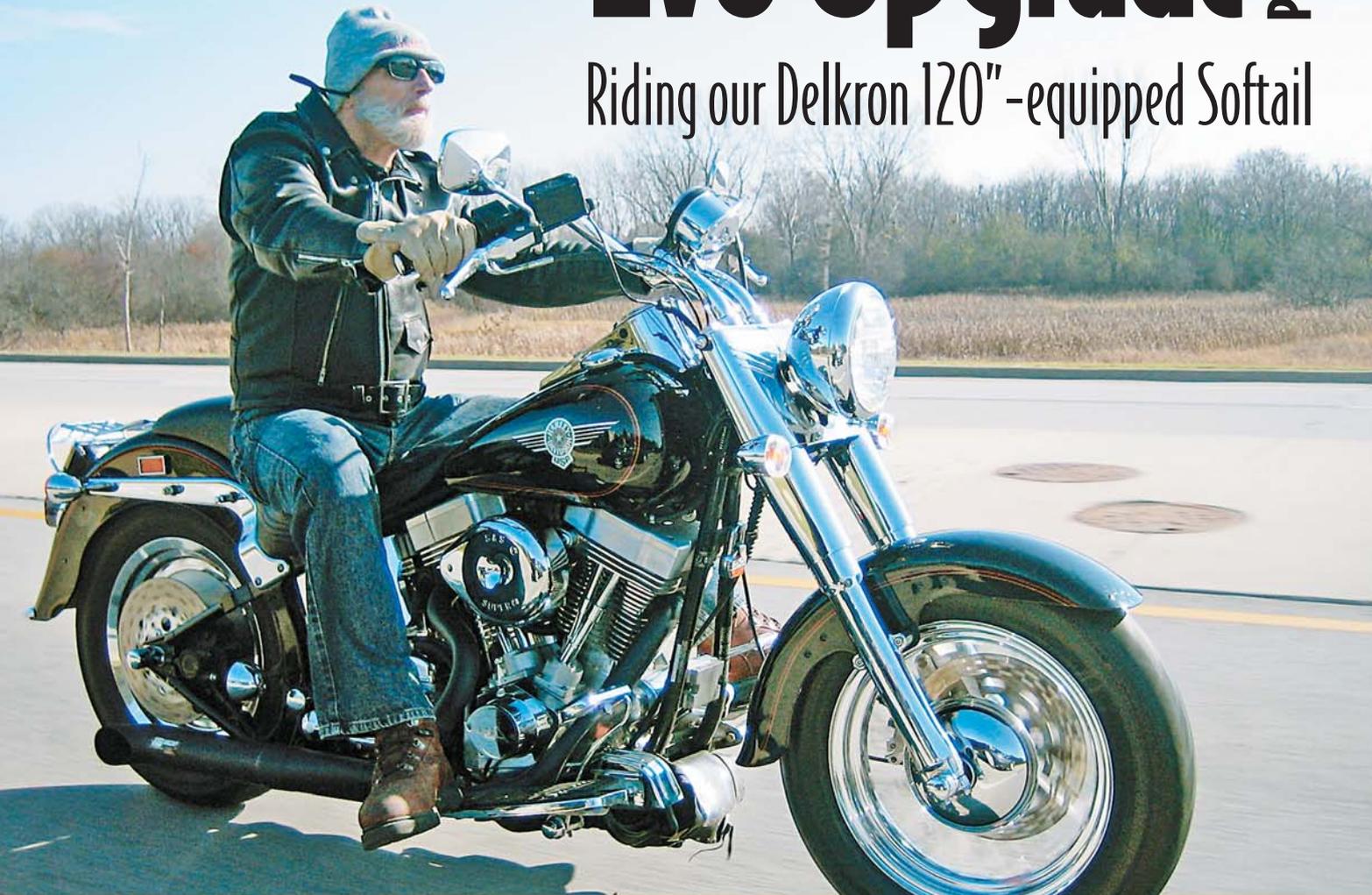


# Evo Upgrade <sup>Part 3</sup>

## Riding our Delkron 120"-equipped Softail



story by Eddie "Smooth Talker" Larson  
pictures by Paul and Betty Holdsworth

Over the past couple issues we've chronicled the drivetrain upgrade of a 1993 Fat Boy. The old Evo-powered bike was getting long in the tooth, so its owner, Freez, looked for alternatives. Rather than rebuild the tired and aging engine, he opted to give it a complete heart transplant, replacing the 80-inch Evo with a new Delkron 120-cubic-inch engine. This represents Delkron Inc.'s new street engines that bring the go-fast knowledge learned on the racetrack to the roads of America. Freez also upgraded the transmission, deep-sixing the old 5-speed box for a new Baker 6-speed overdrive transmission.

Now that the bike is ready to ride and Freez and his wife Pam have put

a few miles on it, I asked them what the single most defining aspect of the new motor and another gear in the transmission seems to be. Both replied as if rehearsed: "Smooth!"

Actually Pam's first word to describe the riding experience was *Wow!* No rough spots and it was obvious from the get-go that the Delkron 120 guaranteed plenty of power on tap. Despite the abundance in power, she claims that the bike is easy to ride, and the Baker box shifts smoothly through the gears.

Freez had a similar reaction. He's yet to accumulate the 1,000 break-in miles (Chicago's brutal winter weather kept the bike off the streets longer than expected so a dyno pull remained out of the ques-



tion as of this writing—stay tuned, we'll print them in a future issue) but he too reported smooth, deceptive power delivery. No muss, no fuss, just a great growl from the ex-

*continued*

haust, and a greater push from the rear wheel. After a single dash that pegged the speedometer needle past 100 mph while still in fourth gear, Frees commented, "It was just no big deal for that motor, and I had two more gears!" It's important to note, too, that he equipped the engine with a 28-tooth sprocket. He says the engine loafs along at about 2000 RPM (indicating 60 MPH on

the speedo) in top gear.

For the record, Frees is no stranger to solid-mount Harleys. His '70 FLH had taken him over 350,000 miles, so he's well aware how important it is to find the engine's comfort zone for cruising if you're going to last long in the saddle. But given the Delkron's smooth power delivery, coupled with the Baker overdrive tranny, he feels there'll be no need to locate the comfort zone for this bike.

At this point in the break-in period, fuel economy hovers in the mid-to-low 30 mpg range. Frees reports that the odometer usually indicates about 120 miles traveled when the tank calls for reserve. The oil temperature has been indicating about 230 degrees, that with about 500 miles on it.

I asked him if he was to give the bike a nickname,

what it would be. "I'd call it the Flat-Lander!" he replied flat out. "No matter what hills there are, this bike don't notice, it pulls like all the roads are flat!" And that's the flat truth. **IV**

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