

List of Harley-Davidson motorcycles

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A list of motorcycles produced under the Harley-Davidson brand.

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Pre-war

Model	Engine	Years	Notes
Models 0, 1 (Named retroactively in 1908)	24.74 cu in (405.4 cc) IOE single	Construction began in 1903; sold as production models in 1904–1905	Single-downtube bicycle-like frame, direct leather belt drive, rear coaster brake.
Models 2, 3 (Named retroactively in 1908)	26.8 cu in (439 cc) IOE single	1906–1907	Featured a dual-spring front-end suspension.
Model 4	26.8 cu in (439 cc) IOE single	1908	Larger front fork, tires, and fenders.
Models 5, 6	30.16 cu in (494.2 cc) IOE single	1909–1910	Models 5 and 5A had 28-inch (71 cm) wheels, the former with battery ignition and the latter with magneto ignition. 5B and 5C models offered the same choice of ignitions, with 26-inch (66 cm) wheels for shorter riders. Model 6 series added an idler arm.
Model 7D	49 cu in (800 cc) 45° IOE V-twin	1911	

Models X8D, X8E	60.32 cu in (988.5 cc) 45° IOE V-twin	1912	"X" model name designated rear-wheel clutch. "D" indicated belt drive; "E" introduced chain drive for the first time. The frame was redesigned to be lower-slung and had a spring suspension in the rear downtube.
Models 9A, 9B	34.47 cu in (564.9 cc) IOE single	1913	Model 9A was belt-drive-equipped; 9B, chain-drive. The updated single-cylinder motor used a mechanical intake valve, like that first introduced on the V-twin model.
Model 10F	49.48 cu in (810.8 cc) 45° IOE V-twin	1914	The two-speed transmission was introduced and showcased on this model, along with a step-starter, enclosed intake valve, a primary chain drive, and optional sidecar.
Model 11F	61 cu in (1,000 cc) 45° IOE V-twin	1915	Three-speed transmission and electric head- and taillights debuted on this model.

Hummer/American Lightweight

Main article: Harley-Davidson Hummer

Model	Engine	Years	Notes
Model 125	125 cc two-stroke single	1948–1952	Copy of DKW RT 125 given to Harley-Davidson as war reparations. More than ten thousand were sold in the first year of production.
Model 165	165 cc two-stroke single	1953–1959	Replacement for the Model 125, with larger engine.
Hummer	125 cc two-stroke single	1955–1959	Redesigned "B" engine with the old 125 cc capacity. Extremely basic specification: no battery, horn operated by rubber bulb, no turn signals, no brake light. Last 125 cc American Lightweight.
Super 10	165 cc two-stroke single	1960–1961	Replaced Model 165 and Hummer, used 165 cc version of the "B" engine.
Topper	165 cc two-stroke single	1960–1965	Scooter with fiberglass body, pull-start "B" engine, and continuously variable transmission, but no engine fan.
Ranger	165 cc two-stroke single	1962	Off-road motorcycle without lights or front fender. Extremely low gearing. Made one year only.
Pacer	175 cc two-stroke single	1962–1965	175 cc replacement for the Super 10. A new frame with rear suspension was introduced in 1963.

Scat	175 cc two-stroke single	1962–1965	Dual-purpose motorcycle based on the Pacer. The Ranger's low gearing was optional. Was switched to the sprung frame along with the Pacer in 1963.
Bobcat	175 cc two-stroke single	1966	Last American Lightweight, made one year only. Only American Lightweight made with a standard dual seat. One-piece ABS resin bodywork covered the tank and rear tyre and supported the seat.

Aermacchis sold as Harley-Davidsons

Aermacchi motorcycles sold in US with Harley-Davidson badging.

Model	Engine	Years	Notes
Sprint	250 cc OHC single	1961–1968	Sold in "C" and "H" versions.
M-50, M-50 Sport	50 cc two-stroke single	1965-1966 (M-50) 1966 (M-50 Sport)	Urban commuter bikes. M-50 was a single-seat step-through, M-50 Sport had a conventional gas tank and a dual seat.
M-65, M-65 Sport	65 cc two-stroke single	1967-1972	Enlarged versions of M-50s.
Rapido	125 cc two-stroke single	1968-1972	
SS350	350 cc OHC single	1969–1974	Sprint with larger engine.
SX350	350 cc two-stroke single	1975-1978	Two-stroke replacement for the SS350

Touring

Main article: Harley-Davidson FL

Model	Engine	Years	Notes
FL Hydra Glide	1,200 cc	1949–1957	Discontinued after nine years in production.
FL Duo Glide	1,200 cc	1958–1964	Discontinued after seven years in production.
FLH Electra Glide	1,200 cc (1965–1980), 1,340 cc (1978–1993)	1965–1993	Fitted with the Panhead engine in the first year of production with an electric start, the Shovelhead engine in the second year of production, and the Evolution engine after 18 years in production.

FLHS Electra Glide	
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45 / K-series / Sportster

Main article: Harley-Davidson Sportster

Model	Engine	Years	Notes
D-series (45 solo)	739 cc flathead	1929–1932	First H-D 45 cubic inch motorcycle, first H-D flathead motorcycle.
R-series (45 solo: R, RL, RLD,)	739 cc flathead	1932–1936	Second series of 45 solo
W-series (45 solo: W, WL, WLA, WLC, WLD, WR)	739 cc flathead	1937–1952	Recirculating oil system introduced on all H-D engines in 1936, R became W to denote this. WLA and WLC were military models, WR was a racing model
Servi-Car	739 cc flathead	1932–1936 (R-series engine) 1937-1973 (W-series engine)	Discontinued after 42 years in production. From 1964, the first Harley-Davidson to receive electric starting. ^[1]
Model K and KK	750 cc flathead	1952–1953	Last 45 street solo, all-new engine, first civilian H-D with rear suspension
Model KR	750 cc flathead	1953–1969	Racing Only
Model KH and KHK	883 cc flathead	1954–1956	KH-series: K series with increased displacement.
XL, Ironhead	883 cc, 1,000 cc (1972–1985)	1957–1985	The first year of Sportster, a development of the KH with overhead-valve engines and cast iron heads. The engine was updated after 29 years. ^[2]
XR-750	750 cc	1970–1985	Overhead-valve engines, iron heads (1970–1971), alloy heads (1972–1985)
XLCR	1,000 cc	1977–1978	Discontinued after two years in production, overhead-valve engines, iron heads, solo seats, snake exhaust, also includes reverse shifting pedal, and rear pegs.
XR1000	1,000 cc	1983–1984	Street model using XR racing cylinder head and other XR engine parts.
XL, Evolution	883 cc, 1,100 cc (1986–1987), 1,200 cc (1988–)	1986–	The first year of the new Sportster to have the Evolution overhead-valve engine, alloy heads, (known to many as the "Evo")

XL883N, Iron	883 cc	2009–	A "baby" version of the popular 1,200 cc Nightster, it comes with more black and cast wheels.
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FX/FXR/FXD/Dyna

Main article: Harley-Davidson Super Glide

Model	Engines	Years	Notes
Super Glide	1,200 cc (1971–1980), 1,340 cc (1979–1998), 1,450 cc (1999–2005), 1,584 cc (2007–)	1971–	First custom ever designed by Willie G. Davidson for the Dyna Glide family series.
Low Rider	1,200 cc (1977–1980), 1,340 cc (1979–1998), 1,450 cc (1999–2006), 1,584 cc (2007–)	1977–	Second custom designed for the Dyna Glide family series.
Fat Bob	1,200 cc (1979–1980), 1,340 cc (1979–1986)	1979–1986	Discontinued after seven years in production.
Wide Glide	1,340 cc (1980–1986), 1,340 cc (1993–1998), 1,450 cc (1999–2006), 1,584 cc (2007–2008)	1980–1986, 1993–2008	
Sturgis	1,340 cc	1981–1992	Discontinued after eleven years in production.
Super Glide II	1,340 cc	1982–1985	Discontinued after three years in production.
Sport Glide	1,340 cc	1984–1993	Discontinued after nine years in production.
Low Glide	1,340 cc	1984–1985	Discontinued after two years in production.
Street Bob	1,450 cc (2006), 1,584 cc (2007–)	2006–	First "Dark Custom" designed for the Dyna Glide family series.

Softail

Main article: Softail#Harley-Davidson Softail

Model	Engines	Years	Notes
Softail		1984–?	First model in the Softail series.
Heritage Softail		1986–	Second entry in the Softail family.
Springer Softail		1988-2003	The third version of the Softail series sporting the retro Springer frontend.
Fat Boy		1990-	
Bad Boy		1995–1997	

Softail Standard		1998-	
Softail Deuce		1999–2005	
Night Train		1999–2009	
Softail Deluxe		2005–	
Softail Custom		2006–2010	
Cross Bones		2008–2011	
Rocker C		2009–2011	
Fat Boy Lo		2010–	
Blackline		2011–	

Military

Model	Engine	Years	Notes
WLA	45 cu in (740 cc)	1940–1945, 1949-1952	WLA was the U.S. Army version of civilian WL; WLC was the Canadian Army version
XA	45 cu in (740 cc) flat-twin	<i>circa</i> 1942	Tactical motorcycle for desert warfare. Based heavily on BMW and Zündapp designs. Featured a flat-twin engine with a longitudinal crankshaft, a gearshift pedal, shaft drive, and plunger rear suspension. Approximately 1000 produced for testing. Not used in combat nor ordered in volume.
MT350E	Rotax 348 cc OHC single	1993–2000	A development of the Armstrong MT500 dual-purpose military motorcycle.

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- ↑ Backus, Richard (March/April 2010). "1972-1985 Harley-Davidson Sportster 1000" (<http://www.motorcycleclassics.com/motorcycle-reviews/harley-davidson-sportster-1000.aspx>) . Motorcycle Classics. <http://www.motorcycleclassics.com/motorcycle-reviews/harley-davidson-sportster-1000.aspx>. Retrieved 2009-05-21.

External links

- Official website (<http://www.harleydavidson.com/>)

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