



Justyn Amstutz, partner at National Powersport Auctions had a blast picking out everything he wanted to trick out his Supercharge Bagger.

paint from Kenny Reynolds originals; Renegade Cheyenne wheels, rotors and pulleys; HHI Calipers; Barnett Platinum Cables; PM Grips; a Kuryakyn Corsair High Flow Air Breather; the JVC combo navigation system/DVD player; and a Boston Acoustics speakers and amp — all rolling on Avon's Venom tires. Did you catch all that? Look closer, 'cause this bagger is sure to blow you away! It was Dyno tuned by Speeds at Daytona Bike Week and delivers a whopping 171 hp at the rear wheel. Besides the companies we nod to on the next page, we can't forget to mention a few people who lent their expertise to make this build possible: Thundermax Closed Loop fuel management systems and James Ramesy: Kenny Reynolds Originals — one sick paint kid; Speeds Dyno Tuning at Daytona Bike Week; the entire crew at NPA for getting this thing across the country five times in three weeks and Scott Cox for shooting it all for you to see!

— Justyn Amstutz

Photos by Scott Cox

I've gotten a lot of response to this bagger project: people ask if they can take a picture of my bike; they ask if it's really an H-D that I just rode a wheelie on, and their jaws drop as they ask me if that's really a supercharger on a motorcycle? I laugh and think about the original conversation I had with my friend and customer Craig Collins, owner of American Cycles in Chattanooga, Tenn. (see the Destination Dealer

piece on American Cycles on page 58 of the July issue). I said, "Build me a clean and simple bagger that is quick, and all I ever have to do is turn the key and push the start button. I want something that looks good and is reliable enough to ride from San Diego to Sturgis this year." Boy did that project ever change! We ended up with a bike that got "arrested" for riding wheelies on Florida state highways and was featured on the Internet before I even got to

Daytona. Thanks to people I'll mention later, some of whom I'm not afraid to call friends, your customers can have a comfortable, crowd-gathering ride that pushes 180 ponies on the dyno with well more than 165 ft. lbs. of torque, and they can watch *Scarface* on the DVD player to boot. This "simple" bagger boasts a full complement of essential (well, maybe not quite essential, but totally kick-ass) add-ons like Walt Sipp's ProCharger;

Roland Sands Design

When Craig built the bike originally, there was a bit of a difference in opinion when it came to color of the wheels/tires set-up. However, with the bike safely on a truck pointed towards So Cal, I put an end to the controversy with a quick call to my brothers Roland, Doug and Jason at RSD and voila: I swapped our original setup for this sick set of Black Contrast Cut RSD originals with brakes, discs and calipers to match. The gang even made sure I had the 180 PhaTour kit laced with some new Dunlops to fill in the fender. The crew's current availability of stylish gear is one way to set your stock apart quickly.

For more info: Roland Sands Design, 6511 Martin Circle, LaPalma, CA 90623; (800) 479-4037; www.rolandsands.com



FBI

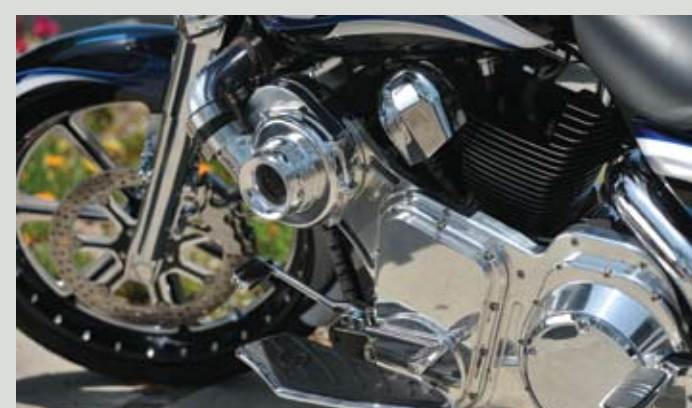
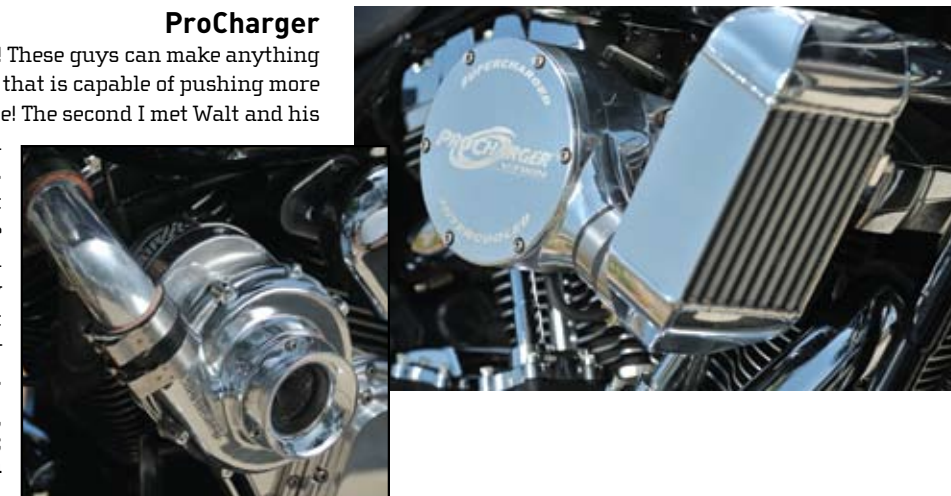
Gary Chipp and the boys at FBI are absolutely the best at the look and feel of a 200+ bagger. The boys from Iowa have been around long enough to have a kit that looks as good as it works. If that's not enough endorsement, try riding a V-Twin at triple digits without the wide rear tire.

For more info: Fat Baggers Inc., 138 E. Lincoln, Chariton, IA 50049; (641) 774-7499; www.fatbaggers.com

ProCharger

Walt Sipp and his gang are just wrong! These guys can make anything silly-fast. Check out the hunk of billet that is capable of pushing more than 25 lbs of boost on a motorcycle! The second I met Walt and his band of loonies at the V-Twin Expo in Cinci, both Craig and I were hooked. I couldn't get out of my own way fast enough to beg, borrow and steal for one of the units. If you have some high-end customers with the ability to seriously hold on, you should think about becoming an authorized ProCharger dealer.

For more info: ProCharger, 14801 W. 114th Terrace, Lenexa, KS 66215; (913) 338-2886; www.procharger.com



American Cycles

Craig Collins and crew are way into the used bike business; however, they were the guys that assembled every player on the bagger team and proved to provide a hell of a build shop as well. They're responsible for the 105 CI motor, AMS heads with five-angle valve, AMS lifters, CE pistons, Andrews 54H Chain Drive cams, the S&S Crank and 69 psi fuel injectors. The proof is obvious; they do killer work.

For more info: American Cycles, 3208 Rossville Blvd., Chattanooga, TN 37407; (423) 698-2850; www.americancyclesllc.com