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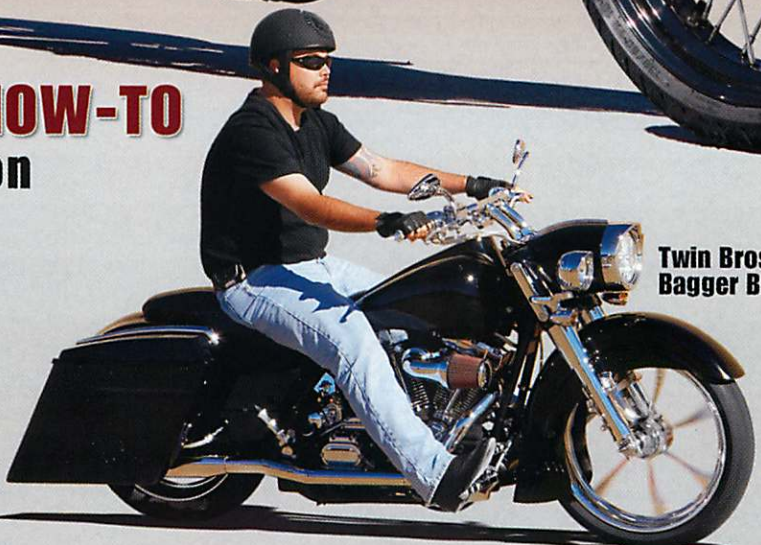
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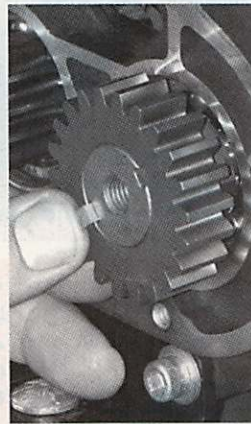
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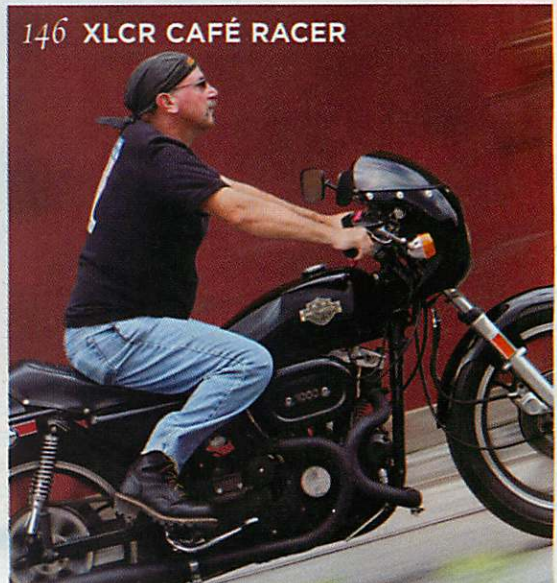
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# BAG

# MEN

BY ALEX SCOTT • PHOTOS BY JIM LAYNE



*If you have to ask,  
even your twin  
can't tell you why*

**H**OW SPECIALIZED IS THE motorcycle gene? You only have to ask Jeff Swarek. He's a die-hard, committed, tattooed-to-the-bone bike fanatic. Yet his brother, his identical twin brother, Jason, couldn't care less.

During their childhood years, Jeff remembers, there were three rules at home. No piercings, no tattoos, and no motorcycles. The week after he moved out, he pierced his tongue, tattooed his arms, and bought his first motorcycle. Jason didn't.

But Jeff hasn't given up. He's still trying to convert his twin, to get him into the motorcycle fold. "We've built a couple of hot rods together, but this bagger was the first time we'd ever worked on a bike. We're very close,

since we're identical twin brothers, although growing up there were times we hated each other, like back in high school, because twins are always compared. Today, we're the best of friends. If only I could make him understand motorcycles."

When Jeff got the Harley bug, Jason was around to help. Jeff dragged him all over town trying to find this bike. Jeff states, "He doesn't understand the motorcycle culture. He doesn't understand motorcycles, but he came along anyway." They found this bike, a two-year-old, fuel-injected Road King, at a local dealer. It was perfect for what Jeff wanted to do. The brothers started tearing it apart in Jason's garage, because Jeff's garage is where his office is. "Jason helped

me every step of the way. Building this motorcycle brought us closer than we've ever been in our lives."

The guys designed it together and sometimes fought because they didn't always agree on things. However, as Jeff

says, "The funny thing is we're closer together now than ever, years after childhood, because we used to compete so hard back then."

Jeff wouldn't give up riding for anything, but he can't get Jason to ride. His thing is cars, and he's as comfortable as can be in a muscle car.



## TECH SHEET

|                |                                                   |
|----------------|---------------------------------------------------|
| Owner:         | Jeff Swarek                                       |
| Builders:      | Jeff and Jason Swarek                             |
| Year/model:    | 2004 Road King Classic FLHRCI                     |
| Cost to build: | \$60,000 including bike                           |
| Time to build: | 1-1/2 years                                       |
| Chromer:       | Bad Dad Custom Motorcycle Finishes, Ft. Wayne, IN |
| Polisher:      | Bad Dad                                           |
| Painter:       | Derk Hinsey, Pro Paint Inc., Ft. Wayne, IN        |
| Color:         | Black                                             |

## ENGINE/TRANSMISSION

|                  |                     |
|------------------|---------------------|
| Engine:          | 2004 TC 88          |
| Builder:         | Harley-Davidson     |
| Displacement:    | .88"                |
| Cases:           | Stock               |
| Flywheels:       | Stock 4.00"         |
| Balancing:       | Stock               |
| Connecting rods: | Stock               |
| Cylinders:       | Stock 3.75"         |
| Pistons:         | Stock 9.0:1         |
| Heads:           | Stock               |
| Cams:            | Stock               |
| EFI:             | Stock with PC III   |
| Air cleaner:     | Arlen Ness          |
| Exhaust:         | Rinehart True Duals |
| Charging system: | Stock               |
| Oil pump:        | Stock               |
| Transmission:    | 2004 H-D five-speed |
| Gears:           | Stock               |
| Clutch:          | Stock               |
| Primary drive:   | Stock chain         |

Primary cover: .....H-D Parts & Accessories

## CHASSIS

|                  |                                               |
|------------------|-----------------------------------------------|
| Frame:           | 2004 Road King Classic FLHRCI                 |
| Front forks:     | Stock with H-D lowering kit                   |
| Rear suspension: | Platinum Air Suspension, Santa Fe Springs, CA |
| Swingarm:        | Stock                                         |
| Front wheel:     | Renegade Phoenix 3.25-21"                     |
| Rear wheel:      | Renegade Phoenix 4.25-18"                     |
| Front brake:     | Baldwin-Wilson 360                            |
| Rear brake:      | Stock four-piston caliper                     |
| Front tire:      | Avon 120/70H-21"                              |
| Rear tire:       | Avon 150/70-18"                               |
| Front fender:    | Bad Dad                                       |
| Rear fender:     | Bad Dad                                       |
| Fender struts:   | Internal                                      |

## ACCESSORIES

|                |                                  |
|----------------|----------------------------------|
| Headlight:     | H-D in Bad Dad stretched nacelle |
| Taillight:     | Bad Dad                          |
| Fuel tank:     | Bad Dad                          |
| Oil tank:      | Stock H-D                        |
| Handlebars:    | H-D Parts & Accessories          |
| Seat:          | Iron Pony Saddle Shop/Bad Dad    |
| Pegs:          | Accutronix                       |
| Speedo:        | Dakota Digital                   |
| Dash:          | Bad Dad                          |
| Mirrors:       | H-D Parts & Accessories          |
| Hand controls: | Accutronix                       |
| Foot controls: | Accutronix                       |
| Levers:        | H-D Parts & Accessories          |



The guys built up a supercharged Thunderbird with 450 hp at the rear wheel, which Jason loved to drive. Now he's got a customized Cobra Mustang, but for some reason he's just not comfortable around bikes. If Jason does get on one and goes for a ride around town, when he gets back he's white-knuckled and pale. Jeff thinks the reason may be the traffic. "We both live in the Dallas Metroplex, and drivers are not respectful to motorcycles around here," Jeff admits. But maybe there are some other influences at work. "My parents weren't really strict, but as I said, growing up there were no piercings, no tattoos, no motorcycles."

Jeff has ridden for years now, but always metric cruisers, until he got the Harley bug a few years back. "Eventually, I decided that I had to get rid of the metric bikes and bought this bagger." Since then he's bought three more Harleys, including a V-Rod, and has started building them up. He also owns a Victory Vision. "My lifestyle is building motorcycles."

After Jeff bought the bike, the custom work started slowly, a few chromed nuts here and there, an axle cover, a set

of apehangers, long gone now. Slowly a custom design started to evolve, as the two brothers talked about the bike together, helped by Jeff's friend Kendyl. Jeff and Jason wanted a streamlined look, which was helped by the extended Bad Dad headlight nacelle and extended front and rear fenders. Although it's difficult to see until the engine cranks up, both license plate and taillight are frenched in to the long, low rear fender extension, and the gaps between fender and bags are also filled.

And the spears that ornament the headlamp nacelle and bags? They're also from Bad Dad. As for the Road King gas tank, it was replaced with a Road Glide tank and, to clean up the lines even more, a Bad Dad shroud extension was fitted. Jeff also sent a H-D Parts & Accessories Badlander seat off to Bad Dad, who restitched it to Jeff's specifications.

A Harley-Davidson lowering kit was fitted up front, and to keep the back end planted, a Platinum Suspension Bleed Feed Air Ride system replaced the stock shocks. The twin air shocks are supplied by an onboard air compressor, which allows the ride



height and rebound damping to be adjusted at the flick of a switch. How low can you go? "There's 3" of travel available," states Jeff.

The front brake Jeff and Jason chose is a Baldwin-Wilson 360, which uses multiple plates inside a central hub, much like a clutch pack. The advantage is the clean, uncluttered lines of the front wheel, without the soup-plate-sized disc. The disadvantage is that it's taken a couple of rebuilds to get it working right, but the guys at 360 have the bugs worked out now.

To clean up the lines of the cockpit, the twins fitted a Dakota Digital instrument panel behind the Harley-Davidson P&A bars, relocating the ignition switch so it now lives somewhere under the passenger's left foot. Parts for this conversion came from the J&P catalog.

**Performance changes were limited to a new Rinehart True Dual exhaust system and the addition of a Power Commander PC III module to fine-tune the electronic fuel injection.**

The TC 88 engine and five-speed transmission provided almost enough power, Jeff thought, and Jason certainly concurred, so the engine and transmission internals were left alone. Performance changes were limited to a new Rinehart True Dual exhaust system and the addition of a Power Commander PC III module to fine-tune the electronic fuel injection. An Arlen Ness intake provides improved airflow through the stock throttle body.

Bad Dad did the bodywork on this bike, and although Jason has never been up to Indiana and met them face to face, he considers Jacob, Derk, and all the folks at Bad Dad friends. "That's because I can call them anytime, and they'll help with anything. It's neat how it all works out."

So what is it about motorcycles? "While I was growing up I always heard, 'If you have to ask you wouldn't understand,' and now I know it's the culture that I've been around building this bike, the friends that I've made."

Jason goes to shows with Jeff now and kind of gets it, but he still doesn't like riding bikes. "So the new one I do, a ground-up custom trike, will maybe get him riding without fear." **AIM**

