

AMERICAN ICON:

Fat Boy Lo

By Koz Mraz. Photography by Ron Sinoy

The Harley Davidson Fat Boy was elevated to iconic status thanks to the cinematic magic of *Terminator 2*, circa 1991. Drawing on classic motorcycling archetypes and icons Hollywood again cast its spell both romanticizing and demonizing motorcycling culture. Sales of Fat Boys, Ray Bans, and classic police style leather jackets rose like a mushroom cloud.

Circa 2010, this Fat Boy Lo exclaims "I'll be black". Joining HD's rank of Dark Customs a leaner, meaner, lower and darker Fat Boy emerges from the shards of the economic implosion. At 731 lbs wet this member of the Softail family is a big bike, yet touts the lowest seat height of the entire HD line. At 24.25 inches, a lower center of gravity, reshaped handlebars and narrower seat is designed for low inseam riders easily accommodating any Terminator model. Be it the larger, bulkier T-800 Version, the smaller, lighter T-X female model or any T-1000 in between. This Fat Boy Lo carries on the Dark Customs tradition with its black finish is applied to the frame, swingarm, front shock covers, derby cover, horn cover, coil cover, oil tank, and air cleaner cover. Triple clamp covers and nacelle, headlight bucket, air cleaner cover trim ring and rear fender supports with paint options in gloss and denim black. Distinctive bullet hole disc cast aluminum front and rear rims with black centers and machined outer rims set the scene. The contrast of a gorgeous satin chrome tank console and tank badges against denim black is sublime. This bike is badass, but with class. Everything is big on the Fat Boy, from the 140/17 front and 200/17 rear tire, massive headlight and the characteristic five gallon Fat Bob gas tank. Urban Legend contends the Fat Boy name was derived from a combination of the first two atomic bombs dropped, Fat Man and Little Boy... The Terminator would approve.

A truly mean street machine, this journalist relished the opportunity to relive moments in what I consider to be one of the greatest motorcycle scenes of our time. Sans shotgun and big rig in chase, the 2010 Fat Boy feels at home prowling the L.A. river bed. *Terminator 2: Judgment Day* really made an impact on modern motorcycling. The 50's gave us the original biker bad boy Marlon Brando in *The Wild One*. The 1960's generation spawned Easy Rider, indelibly branding the chopper look and proclaiming the biker as peacemaker, not outlaw. T2 incorporates all these archetypal personas within a single Si-Fi action adventure. In the opening scene John Conner is escaping an oppressive home life, finding freedom on a dirt bike. We then graduate to the HD Fat Boy and although T2's appearance is as a menacing destroyer, he is in fact a savior/protector. Finally, the real antagonist, Robert Patrick wryly states "Nice Bike" and hijacks a full fairing touring bagger for the final flight of his motorcycling life. I don't know any Fatboy owner who didn't see Arnold ride that bike, and for some, after seeing that movie, the Fatboy was the ONLY Harley they'd own. *Terminator 2's* evolution and graduation of bikes and characters document the Biker's life story! OK, perhaps a bit of a stretch, but hey, it's a damn good flick.

A counter-balanced Twin Cam 96B V-Twin powertrain, rigid-mounted in the frame, powers the Fat Boy Lo model. Crankshaft counter balance weight engines began in 2000 with the 88B and continue with the 96B since 2007. Only available in the Softail family this engine runs a smooth as silk (see sidebar). Rated at 93.67 ft. lbs. of peak torque at 3000 rpm, the engine features Electronic Sequential Port Fuel Injection



(ESPF) and is finished in black powder coat with bright machined highlights on the cylinder fins, and satin-chrome engine and primary drive covers. The 6-Speed Cruise Drive transmission features a new helical-cut fifth gear for smooth operation. This bike rides and looks great; as a huge fan of fat front tire's that mash the highway, this Lo delivers big time. That solid disc front wheel, the signature of the Fatboy, now laced with those cool bullet holes, handles the side-drafts much better as a result. And the bike doesn't ride "heavy," it just feels *planted*. The new lower stance of the Fat Boy Lo does however reduce lean angles, and coupled with the wide half moon floorboards the sound of screeching metal can be easily attained at freeway onramps, turns and twisties. This can be disconcerting for newer and even seasoned riders.

Arnold may have looked good in his hijacked leather biker duds but T3 brought us a leather clad Terminatrix who looked great. Although she never straddled a motorcycle, one could only imagine, and since the Fat Boy Lo incites riders of all stature I wanted to entertain your imagination with the help of Italian motorclothes designer, Alpinestars and stunning model Ashleigh Olivea.



Ultimately, the Fat Boy Lo looks killer and rides great, fitting the bill as one of the baddest HD motorcycles on Earth for any Terminator or Terminatrix.... Hasta La Vista Baby

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Ashleigh is wearing some of the best protective riding gear available for woman. The Italian company, Alpinestars is world renown for protecting motorcycle racers, although very stylish in design there is no compromise whatsoever in rider protection. I would certainly demand the best defense for my pretty girlfriend.



Crankshaft counter balance weight system & the Softail

1999 saw the introduction of the HD Twin Cam 88 engines. A year later the 88B version of the engine came out which contains counterbalancing shafts to reduce engine vibration. Harley designed the motor with two balance shafts installed parallel to the crankshaft: one ahead and one behind the crankshaft each balance shaft carries an eccentric weight. The forces set up by the rotation of these weights counterbalance the vibrational forces set up by the motion of the pistons and connecting rods. A timing chain running over sprockets on the three shafts couples these forces together. In 2007 The Twin Cam 96 replaced the 88 and displaces 1,584cc (96 cubic inches), compared to 1,450cc (88 cubic inches). The Twin Cam 96B is designed to be rigid-mounted in Harley-Davidson Softail models and with internal counter-balancing provides a truly smooth HD ride.