



Harley davidson electra glide classic 2008

General informationModel:Harley-Davidson FLHTC Electra Glide ClassicYear:2008Category:TouringPrice as new:US\$ 18695. MSRP depends on country, taxes, accessories, etc.Rating: 3.8 See the 2008 Harley-Davidson FLHTC Electra Glide Classic. Picture credits - Harley-Davidson. Submit more pictures. detailed rating of touring capabilities, reliability, accident risk, etc. Compare with any other motorbike. Engine and transmission Displacement: 1573.3 ccm (96.00 cubic inches) Engine type: V2, four-stroke Torque: 125.6 Nm (12.8 kgf-m or 92.6 ft.lbs) @ 3500 RPMCompression: 9.2:1Bore x stroke: 95.3 x 111.3 mm (3.8 x 4.4) inches)Fuel system: InjectionCooling system: AirGearbox: 6-speedTransmission type, final drive: BeltClutch: Multi-plate with diaphragm spring in oil bathFuel consumption: 4.35 litres/100 km (23.0 km/l or 54.07 mpg) Greenhouse gases: 100.9 CO2 g/km. (CO2 - Carbon dioxide emission) Exhaust system: Chrome, cross-over exhaust with dual mufflers and taper End CapsChassis, suspension, brakes and wheelsRake (fork angle):26.0°Trail:157 mm (6.2 inches)Front tyre:240/40-R18 Front brakes:Single disc. Bremo 4-piston calipersRear brakes:Single disc. Bremo 4-piston calipersPhysical measures and capacitiesDry weight:358.8 kg (791.0 pounds)Weight incl. oil, gas, etc:375.6 kg (828.0 pounds)Seat height:780 mm (30.7 inches) If adjustable, lowest setting. Overall length:2477 mm (97.5 inches) Fuel capacity:22.71 litres (6.00 gallons)Other specificationsColor options: Vivid Black, Pacific Blue Pearl, Pewter Pearl, Crimson Red Sunglo (New), Two-Tone Pacific Blue Pearl/Vivid Black (New), Two-Tone Olive Pearl/Vivid Black (New), Two-Tone Olive Pearl, Pewter Pearl, Two-Tone Olive Pearl/Vivid Black (New), T fairing with full instrumentation; black powder-coated engine with chrome covers; hard saddlebags and King Tour Pak® with chrome accents and 2-position adjustable rear suspensionUpdate specs or required updates. Further informationInsurance costsCompare US insurance guotes from the nation's top providers. Finance options Compare US motorcycle loan guotes from the nation's top providers. Parts finder Chaparral providers. Parts finder at Bikez.info.Ask questionsJoin the 08 Harley-Davidson FLHTC Electra Glide Classic discussion group or the general Harley-Davidson of specs. Rating sample for this Harley-Davidson bike Reliability for the 2008 Harley-Davidson FLHTC Electra Glide Classic: (86.7 out of 100)Click here for complete rating. You can also compare bikes, Pictures, trademarks and logos of third parties are the exclusive property of the respective owners. Technical specifications are subject to change without notice. Bikez.com has been developed by low-cost software development company ObjectLabs. A feature on the 105th Anniversary Harleys was a 'cloisonne' bar and shield logo tank badge, which is an enamel-style badge. Special cloisonne tank badge, which is an enamel-style badge. Davidson offered software updates to suit the Harman/Kardon audio system used in 2008 Electra Glide tourers and other models. HarleyBMWHondaHarleyDavidson Possible options based on 2008 Harley-Davidson FLHTCU Electra Glide Ultra ClassicThe Blue Book Value is applied to a unit assumed to be original stock. It includes all original standard equipment. Units which have been restored, customized or are "one of a kind" would be worth considerably more. The equipment listed is assumed to be in good condition and in working order. How far is "too far?†Is 1,500 miles too long for a test ride? No, not if the bike is a Touring Model, and no again, if itâ E^Ms a Harley-Davidson Ultra Classic. In fact, for guite a few Ultra Classic riders 1,500 miles is just a good start. Text: Wayne Peterson / RoadRUNNER Magazine Photography: Wayne Person and Harley-Davidson To know where you have to know where you began. Harley has been in the heavyweight touring market since their first 74 twins were introduced in 1929. Coincidentally, the term $\hat{a} \in hog\hat{a} \in \mathbb{N}$ was coined then to describe them too. Those early Harley-Davidsons were very basic, but then again so were the rutted roads. During the years of 1941-1946 there were no changes to Harley's line, due to the company's war efforts; and the touring bike, as we know it â€" with windshield, bags, buddy seat â€" didn't make its most successful market entry until the 1959 arrival of the Duo-Glide with the 74 OHV engine. The Tradition The 1971 catalog reveals the appearance of the "Bat Wing†fairing on the venerable HD 74 OHV Electra Glide. Thirty-seven years later, that same fairing, with very few changes, is on my 105th Anniversary Ultra. Although its form does follow function, a more contemporary silhouette is long overdue. With the entry of so many manufacturers and creative designers willing to push the envelope in the Touring market, HD will have to do more to keep up with the likes of the Victory Vision. But rumor has it that the HD skunkworks may be announcing the next \hat{a} every soon. My \hat{a} every soon. But rumor has it that the HD skunkworks may be announcing the next \hat{a} every soon. My \hat{a} every so on. My \hat{a} every soon. My \hat{a} every sover so on. My \hat{a} ever aided in minimizing the fatigue factor of a 70-mph wind hammering into my chest, plus whatever that was coming off a semi full of live ducks! The fairing also houses a 120-mph speedometer, with a multi-function trip meter and fuel range indicator, an 8000-rpm tach, and separate fuel, voltage and oil gauges. The radio "system†is centered amid all of that, and below it is the ignition/fork lock, flanked on the left with two rocker switches: one for spotlights, the other for accessories. Add to that the removable GPS unit in the upper right corner and, all in all, you have a lot of information and entertainment. Maybe too much. The Zoom Factor The Ultra†with a bore x stroke of 3.75in. (95.25 mm) x 4.38in. (111.25mm), a displacement of 1584cc, a compression ratio of 9.2.1, and 92.60 ft-lbs of torgue @ 3500 rpm (U.S.), all nicely fed by an Electronic Sequential Port Fuel Injection (ESPFI), with a estimated 35/54 mpg. The final drive comes via a 32/66 ratio belt, from the six-speed transmission, in which sixth is a real overdrive (not suitable for speeds under 55mph). Using cruise control in sixth gear you have the ultimate \hat{a} control (ETC). Located in the rear sprocket is the ISD, Isolated rear sprocket is the ISD, Isolated Drive System, for improved ride guality under acceleration, shifting and cruising, while reducing noise and vibration. In running order this Big Boy tips the scales at 851 pounds, is 98.30 inches long, with a ground clearance of 5.10 in. and a seat height (laden) of 27.30 in. Stopping power comes from 32 mm, 4-piston fixed front and rear calipers, duals in front, and a single in back. Our bike had the ABS option and was outfitted with the (optional) Smart Security System too. Simply put, without the "key fob†on your person, you aren't going anywhere. There are over 14 color options for the Ultra, including two-tones. Our model was the 105th Anniversary Edition in Anniversary Copper Pearl and Vivid Black, or as some \hat{a} called it, \hat{a} called it, \hat{a} knowing that we would be pushing hard on this trip, I added a few accessories for comfort and functionality: backrest, heat deflectors, Road Tec Conquest (GPS) with fairing mounting kit, bag liners, an unmarked cover, and Live To Ride fender tips on both the front and rear â et just because. The 105th Anniversary Edition lists for \$23,270.00, but \$795 for ABS, \$345 for the Security System, and \$1,566 worth of accessories boosted our total to \$25,976.00. On The Hog As with all extra-large Touring Models, slow parking-lot movement is, at best, cumbersome and just plain top heavy. Of particular nuisance to me was the â@vaguenessâ@ of the kickstand. If it was not fully seated in the down on the dress bars, and at 850 lbs., thatâ erms not an easy lift. Fortunately, once you get rolling, the awkward duckling turns into a graceful swan, with no sense of top heaviness whatsoever. The sound is pure Harley, as it was meant to be, throaty and deep, not blaring and obnoxious. There is the familiar metallic clunk as you shift into gear, and a very smooth and responsive surge of raw power from the fuel-injected twin cam 96 that pulls well past posted limits before you know it. Handling is precise and effortless, and road feel and lean are akin to some sport cruisers, taking very little effort, or through the deep ones. The sixspeed transmission is quite smooth in either the heel or toe position, and pulled well through all the gears, though sixth gear is best left to speeds over 55 mph. Bringing the Ultra to a stop, one soon appreciates the Brembo ABS brake system. Personally, I wouldnâ€[™]t be without it. Comfort is always my single biggest issue with bikes that call themselves either â&cruiser or Touringâ& models, especially the latter. I found the Ultraâ& is stock seat quite comfortable, but the optional backrest offers a few extra positions that help allay a sore back or stiff legs. Another part of the comfort thing is the ability to pack everything needed in a secure dry environment. Again, the Ultra came through. Between the saddlebags, faring pouches and tour pack I was able to stow everything I didnâ mate to a few things I didnâ threw a leg over an Ultra, and I must say they have come a long way during that absence. Handling was always very good, but the throttle response and torque have improved markedly, and all of the amenities and creature comforts make the ride even better. On the downside, other than the kickstand, I also found the entire radio system way too confusing and distracting, which is the last thing you need at 65 mph. There are 24 pages in the ownerâ manual dedicated to just a complicating matters further, the radio face has 13 buttons, and the handlebars bear 2 multi-function switches. And so, after adding the optional fairing mount GPS unit, you may as well stay seated at home and spend a month memorizing the manual before you even think of climbing aboard and starting the bike! Otherwise, the next time you look up from making your selection the back of a 16-wheeler may be way too close. Scoring from 1 to 10, I give the 2008 Harley-Davidson FLHTCU Ultra Classic Electra Glide a 7.9. Add a reverse, fix the kickstand, simplify the radio/controls, and upgrade the GPS unit, and it closes in on a perfect 10. 2008 harley davidson electra glide ultra classic. 2008 harley davidson electra glide ultra classic for sale. 2008 harley davidson electra glide classic specs. 2008 harley davidson electra glide classic for sale. 2008 harley davidson electra glide classic owners manual

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