

DYNO DIGS

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s Post

Intro: This month we thought it might be cool to run a late model modified TC88 Harley as a comparison with last month's test of the 2007 Road King. If you recall that test, we got a best of 74.71 HP at around 4,750 rpm with peak torque of 93.65 ft-lbs at 3,500 rpm. The '07 Road King with the new 96 cubic inch engine and six-speed transmission was completely stock. Both bikes were run on the dyno about an hour apart, so the atmospheric conditions were essentially identical.

Year: 2004

Make: Harley-Davidson

Model: FLSTCI Softail

Owner: Dick Daily of New York State. Dick was at the Killington Classic as part of a personal celebration of his own birthday. We'd like to extend a very belated Happy Birthday to Dick, who is a new subscriber to The Motorcyclist's Post.

Fuel Type: Premium unleaded pump gas

Modifications: At around 3382 odometer miles Dick had Spitzie's Motorcycle Center in Albany, NY install a 1550cc (95 cubic inch) conversion w/ CNC machined cylinder heads, Screaming Eagle HTCC piston kit, Screaming Eagle 21 1 CAM kit. Spitzie's also installed a Dynojet Power Commander III and set up the bike on their shop dyno.



Results/Summary: With Rob's tweaking at 5300 mi., the bike made a best of 94.82 rear-wheel HP, and 102.67 ft. lbs. torque.

Summary/Conclusions: As you should be able to see from the dyno chart curves and the peak horsepower and torque numbers, the TC88 can easily be brought up to and beyond the performance level of the new TC96 power plant. If you're considering trading in your ride for one of the new TC96 units, you may want to also consider a performance upgrade as an alternative option. The Harley-Davidson Screaming Eagle performance products are a proven combination that can really wake things up for your Twin Cam 88; especially when dyno tuned with the new Power

Commander III. You may not have the six speed tranny of the new '07 models, but you can of course upgrade that as well. As Harley-Davidson professes, "It's all about choices."

