



**AMERICAN  
BAGGER**



# SIMPLE ELEGANCE

**A SLEEPER BAGGER...  
SPEEDY NOT FLASHY**

Staff Report Photos by the Maverick Camera Crew





**B**ack in the good old days, a car or motorcycle that was very fast and kicked butt when street racing, but wasn't the least bit flashy was called a "Sleeper." When street racing, the sleeper would nonchalantly pull up next to a hot rod vehicle and rev the motor a little. If the hot rod vehicle took the bait, the race was on. Many times the Sleeper won the race simply because the hot rod driver didn't realize the performance potential of that undercover car or motorcycle.

Nick Trask's '08 fly-by-wire Touring Turbo Harley-Davidson® Road Glide is a real sleeper. Its flat silver paint gives no clue that this is a turbo powered, go fast two wheeler. The turbo mechanism and all the related plumbing on the right side is painted flat black, making it inconspicuous to the casual viewer. What becomes very obvious is the remarkable arm stretching acceleration when the wick is twisted. That's what the Trask turbo does, it gives a good boost. A turbo is probably the simplest and easiest way to bolt on some horsepower. It can easily be removed and transferred to your new motorcycle making it very cost effective.

A Screamin' Eagle Race Tuner works with the Trask Turbo to generate 120 horsepower, with 120 ft.-lbs. of torque at 3,500 RPM. This is achieved with an otherwise virtually stock 96" motor using only 8 lbs. of boost. Boost is adjustable depending on your courage level. The exhaust, as you would imagine, is a one-off set-up from the Trask performance team. That flat silver and black underdone paint and graphics came from Steel Vision Custom Paint in Phoenix, AZ.

The stock transmission delivers the power to the rear wheel by means of a 1 1/8" wide secondary belt drive.

The final drive has been re-gear'd (a 30 tooth pulley on the transmission and a 70 tooth pulley on the rear wheel) for better bottom end pull.

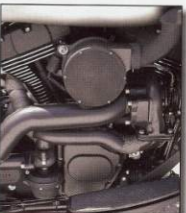
The conventional hydraulic front fork has had the travel limited to accommodate the 23" front wheel. The triple trees have been installed with 7" of additional rake, and the sliders have been powdercoated black. Trask Performance cut, raked (7") and gusseted the neck to ensure alignment and strength.

Suspension at the rear of the modified Harley-Davidson frame is from Legend Air Suspension™ and is adjustable for rider comfort.

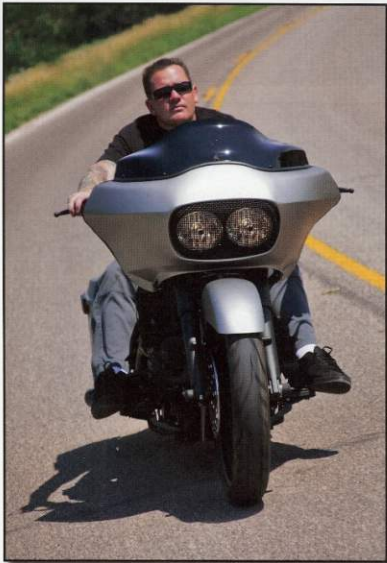
Sixty spoke Ride Wright wheels and brake rotors work with OE brake calipers. The 23" front wheel has an Avon tire mounted. The rear tire is a VEE Rubber product and is mounted on a 20" diameter, 5.5" wide wheel. The swing arm has been modified to accept the wheel and tire assembly while retaining the 1 1/8" rear drive pulleys and belt.

Klock Werks provided the Mentele Wrinkle Black handlebars which sit on stock H-D risers. Grips are from Performance Machine. A factory headlight is protected by a flat black rock guard cover. The recessed license plate mount is also from Klock Werks.

A Trask Performance stretched gas tank with a custom dash maintains the subtle sleeper effect created by the low key paint. A custom MRI center stand allows the motorcycle to sit upright when parked. This should be available as you read this story. For more information contact Trask at 623.879.8448 or visit [www.turboyourharley.com](http://www.turboyourharley.com) 🏍️







## Tech Specs

### Background Info.

Owner: Nick Trask  
Brand Name: Harley-Davidson®  
Model: Road Glide  
Year: 2008  
Fab/Assembly: Trask Performance  
Build Time: 2 Months  
Paint/Graphics: Steel Vision Custom Paint

### Motor Specs

Year: 2008  
Model: Twin Cam  
Displacement: 96"  
Lower End: Stock H-D  
Ignition: Screamin' Eagle Race Tuner  
Heads: Stock H-D  
Carburetion: Trask Intercooled  
Turbo System  
Exhaust: Custom One-Off

### Transmission

Year: 2008  
Shifting: 6-Speed  
Trans Sprocket/Pulley: 30 Tooth  
Drive Side: 1 1/8" Belt  
Sprocket/Pulley: 70 Tooth  
Special Features: Installed Slightly Wider  
Belt & Re-gearing Final Drive

### Frame

Manufacturer: Harley-Davidson  
Suspension: Legend Air Suspension™  
Neck Rake: 7°  
Material: Mild Steel  
Special Features: Cut & Raked the Neck,  
Gusseted to Ensure Alignment & Strength

### Fork

Year: 2008  
Manufacturer: Harley-Davidson®  
Style/Type: Conventional  
Sliders: H-D, Powder Coated  
Triple Clamp Rake: +7°

### Wheels & Brakes

Front/Size: 23x40"  
Wheel: Ride Wight Wheels  
Tire: Avon 23"  
Brake Caliper/Rotor: Ride Wight Rotors,  
Stock H-D Calipers

Rear/Size: 20x5.5"  
Wheel: Ride Wight Wheels  
Tire: Vee Rubber 20"  
Brake Caliper/Rotor: Ride Wight Rotors,  
Stock H-D Calipers

### Accessories

Handlebars: Klock Werks Menlele  
Winkle Black  
Grips: Performance Machine  
Headlight: Factory Light with Trask  
Performance Black Grill  
Taillight: Trask Performance Modified  
Filters with Laser Lights  
Seat: Custom from Guy Tieman  
Gas Tank: Trask Performance Stretched  
Tank & Custom Dash  
Fenders: Trask Performance 23" Front,  
Modified Klock Werks Steel Rear