

EDITOR'S FAVORITE

Story By Buck Lovell

Photos By Buck Lovell

TONI'S LITTLE SPRINGER



OBVIOUS STYLE FROM MORE THAN A MILE

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Toni Schwab has been riding Harley-Davidson® motorcycles since 2000, when she got a little Big-Twin Sportster. Like many riders, she quickly outgrew the Sportster and promoted herself up to Softail. She liked the Softail so much she decided to completely customize the machine to exactly how she wanted it to look and handle.

Pyrotec Kustoms of Alton, Illinois was commissioned to do the fabrication and assembly. That marvelous golden copper color PPG was applied by Squeeg's Kustoms, as were the graphics. The attention paid to the minute details during the construction of this bike adds up to a very im-

pressive final product. The rear fender supports are a work of art. Hell, the fender from Twisted Choppers is a work of art. Hand controls are Performance machine components.

A Harley-Davidson Twin-Cam motor with Screamin' Eagle cams, S&S carburetor and Walt Siegl air cleaner make close to 90 horsepower for effortless, all-day-long 70 MPH cruising. The exhaust system is a Paul Yaffe/Pyrotec collaboration. That gas tank is a hand-formed item from the Pyrotec crew, and it holds 3.5 gallons of gasoline, which gets used up regularly with all the riding Toni does.

That Rigid looking Softail style frame

is actually a genuine Harley-Davidson item that has been extensively modified to Toni's specifications. The frame up-tubes, backbone and neck were cut off and replaced with uncluttered frame tube material and the entire frame was then smoothed out. It still retains the original Harley-Davidson VIN. It's the real McCoy if you will.

For brakes, Toni chose Hawg Halters, Inc. for both their clean looks and excellent braking attributes. The rear brake rotor is a Sprotor (sprocket-rotor combination). The front brake caliper is a four-piston unit with show chrome applied. Tires are Metzeler, a 120/21 up front and a 200/18 out



back. The unseen rear suspension is a set of Ted Tine Motorsports Super Tech Shocks. Toni likes to be comfortable when she rides.

A very Classic, very cool Paughco Springer resides in the frame neck for steering. That custom saddle is a Rich Phillips Leather custom-made part. It looks it too!

If you are looking for a custom ride built just the way you want it, Pyrotec Kustoms can be reached at www.pyrokustoms.com or 618.465.7170.

Tech Specs

Background Info.

Owner: Toni Schwab
 Year: 2002
 Brand Name: Harley-Davidson
 Model: Softail
 Fabrication: Pyrotec Kustoms
 Assembly: Pyrotec Kustoms
 Chrome Plating: Pyrotec Kustoms
 Paint/Graphics: Squeeg's Kustoms

Motor Specs

Year: 2002
 Motor: Twin Cam
 Displacement: 95 cu. in.
 Rebuilt By: Pyrotec Customs
 Carburetion: S&S
 Air Cleaner: Walt Siegl
 Exhaust: Paul Yaffe Originals / Pyrotec
 Ignition: Stock HD
 Cases: Stock HD
 Heads: Stock HD
 Pistons: Stock HD
 Cams: Screamin' Eagle
 Rated HP: 90 hp

Transmission

Manufacturer: Harley-Davidson
 Year: 2002
 Primary Drive: Tech Cycle
 Drive Side: Left

Frame

Manufacturer: Harley-Davidson
 Suspension: Ted Tine Motorsports Super Tech
 Neck Rake: Stock HD
 Style: Softail
 Special Features: Up-tubes, backbone and neck were cut off and replaced with new tube, entire frame smoothed

Fork

Manufacturer: Paughco
 Type: Springer

Wheels & Brakes

Front/Size: 21"
 Tire: Metzeler
 Brake Caliper/Rotor: Hawg Halters, Inc.
 Rear/Size: 18"
 Tire: Metzeler
 Brake Caliper/Rotor: Hawg Halters, Inc.

Accessories

Handlebars: Pyrotec Kustoms
 Headlight: Unity
 Tail Light: Kustoms Inc.
 Seat: Rich Phillips Leather
 Gas Tank: Pyrotec Kustoms
 Fenders: Twisted Choppers
 Footpegs: Performance Machine
 Controls: Performance Machine