



Phone: Phone: 905-317-7154  
[www.myclassicarappraisal.net](http://www.myclassicarappraisal.net)



1976 Harley Davidson FLH  
Owner :



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The purpose of this appraisal is to provide the vehicle owners with an unbiased written estimate of the condition and value. The appraisal should satisfy the requirements of the classic and collector car insurance industry of Ontario.

The appraisal is provided to help the owner and insurance company in substantiating the OPCF 19A ("Agreed value") and not the ACV ("Actual Cash Value") of the vehicle prior to possible claims of damage or loss. The overall condition is identified with detailed reporting of various aspects (e.g., paint, interior etc.). Photographs are also provided to help validate the condition at the time of the appraisal.

Validation of certain statements made by the owner about the vehicle and unseen latent or inaccessible aspects of the vehicle's condition or history are outside the scope of the appraisal. Nonetheless, the owner's statements about the vehicle may be included in the appraisal in order to provide information that may be helpful. It remains the responsibility of the owner, however, to verify such facts with supportive documentation if required by the insurance company.

The conclusion of the appraisal is an assessment of overall condition based on a complete list of specific areas of concern (e.g., vehicle history, body, suspension, drive train, paint finish, interior, etc.) The final condition evaluation was then related to standard categories, as set forth in the most recent and established publications and industry guides. Collector car value guides typically use a scale of 1= very best 2= very good 3= average 4= Good 5= poor and 6= parts car. The overall value based on condition is then equated with as much market value research as possible. Published asking prices in various sources were not central to this process.

Finally the appraisal is a stand alone snapshot in time of the condition and value as recorded by the appraiser. Increase in evaluation from a previous appraisal could be due to change in market, collector demand or increase in condition due to restoration. Decrease in value could be the result of a previous appraisal that may have been poorly researched, decrease in demand or the car may have actually deteriorated.

The appraiser takes no responsibility for errors or omissions in this appraisal once it has been accepted and forwarded to the insurer for a 19A policy. This appraisal was the opinion of the appraiser. We are not responsible for any financial losses All information was accurate on the date of the appraisal. All information was derived for current market values wholesale and retail as well as information supplied by the owner. **NOTE: This Appraisal satisfies the minimum to obtain a 19A policy from most insurance companies**

This Appraisal has not been developed for resale purposes or any other purpose except for insurance company in substantiating the OPCF 19A or a 19 policy.

### **Owners**

As owners you are responsible for having the proper coverage on your classic or custom car.

Please understand the difference between a 19 A Policy and a 19 policy . For more information please visit our Web site at [WWW.myclassicappraisal.net](http://WWW.myclassicappraisal.net)

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Customers Name \_\_\_\_\_

Address \_\_\_\_\_

City/Town \_\_\_\_\_

Province \_\_\_\_\_

Country \_\_\_\_\_

\_ Phone \_\_\_\_\_

Postal code \_\_\_\_\_

Mileage \_\_\_\_\_

Body Colour Burgundy / White Vehicle Year \_

Vin Number \_\_\_\_\_

Brand \_\_\_\_\_



RV Type				Comments	Body Condition	Exle	Aver	Poor	Comments
Travel Trailer					Grill				
Park Modle Trailer					Hood				
Motor Boat					Front light	X			
Sail Boat					Right front	X			
Personal Water Craft					Right front	X			
ATV					Right rear	X			
Snow Mobile					Right rear	X			
Motor Cycle	X				Windows				
Utility Trailer					Winshield				
Motor Home					tire wear	X			
Other					Other				

Interior Condition	Exel	Aver	Poor	Comments	Mechanical Condition	Exel	Aver	Poor	Comments
Front Upholstery	X				Engine Running	X			
Rear Upholstery					Engine Visual	X			
Carpeting					Transmit ion	X			
Dash					Clutch	X			
Interior panels					Exhaust	X			
					Steering	X			

Option List	Yes	No	Option List	Yes	No	Option List	Yes	No
Power Steering			Power locks			Traction Control		
Power Brakes			Power Trunk			Anti lock Brakes		
Leather Upholstery			Automatic transmit ion			Over Drive		
Bucket seats			Manual Transmit ion	X		Tilt Wheel		
Power mirrors			Power seats			Cruise control		
Power windows			Power doors			Alarm System		
Aluminium Wheels			Running boards			Driving lights		
Traction control			Trailer tow package			Rear back up sensing		
Privacy Glass			4 wheel drive			Awning		

Engine size/ Number of Cylinders	Fuel type	Over all condition	Appraised value						
3 Cyl	Gas	Excellent	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Whole Sale</td> <td></td> </tr> <tr> <td>Retail USD</td> <td></td> </tr> <tr> <td>Retail CAD</td> <td></td> </tr> </table>	Whole Sale		Retail USD		Retail CAD	
Whole Sale									
Retail USD									
Retail CAD									
4 Cyl	Diesel	Above Average							
6 Cyl	Propane	Average							
8 Cyl	Natural Gas								
10 Cyl	Dual Fuel								
12 Cyl									

Comments \_\_\_\_\_

SEE Summery Report page 2


Appraised By \_\_\_\_\_

Date \_

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## **Bibliography and Reference Martial:**

**Auto Trader publication On line**  
**Nada Appraisal Guide**  
**Owners Records**  
**Company Records**  
**Cycle Trader.Com**  
**Hogs 4 Sale .Com**  
**Bike Trader .Com**  
**Bike Trader.ca**  
**RM Auctions**  
**Barrett Jackson Auction**

## **Summary:**

This is an appraisal for a FLH Harley Davidson Heritage soft tail custom built. The first impression of this Bike is excellent Pride of ownership is evident . The bike has been resorted by the owner and has all the documentation of every component on this motor cycle. This motor cycle is always kept inside under cover . I rate this bike a #1 quality A close to perfect original or a very well restored vehicle but a well done custom build that has been fully detailed. The vehicle is stunning to look at and any flaws are trivial and not readily apparent. Everything works as new. All equipment is original, NOS, or excellent quality reproductions. Note: This is NOT a 100 point trailered show bike. The Harley-Davidson Electra Glide Sport (FLH) debuted in 1976 as a basic, low cost version of the venerable Electra Glide. With a stock 74 cubic inch Shovelhead engine, the late-70's FLHS had no windshield, saddle bags or luggage racks. According to Rick Conner's Harley-Davidson Data Book, The Harley-Davidson FL is a model designation used on Harley-Davidson motorcycles since 1941. The FL prefix is mostly applied to Harley-Davidson's large-framed bikes, including the current Touring series, and also the Softtail series, especially those with traditional styling, 16-inch front wheels, and either Springer forks or large-diameter telescopic front forks. Early FL models. The FL was introduced to the Harley-Davidson model line in 1941. It used a 74 cu in (1,210 cc) version of the "Knucklehead" OHV engine that powered the EL in 61 cu in (1,000 cc) form. The FL shared its frame with the EL and with the U and UL, which used a 74 cubic inch flathead engine. The FL replaced the UH and ULH, which used the same frame with 80 cu in (1,300 cc) flathead engines .The FL continued relatively unchanged until 1948, when it and the EL were given redesigned "Pan head" engines of the same capacities as before. These engines had several improvements over the earlier "Knuckleheads", including self-adjusting hydraulic lifters and aluminum cylinder heads to reduce weight and improve cooling. The U and UL flathead twins were discontinued in 1948, leaving the OHV EL and FL models as Harley-Davidson's large-frame motorcycles .Hydra-Glide In 1949, a year after receiving the "Pan head" engine, the FL was given a new front suspension featuring hydraulically damped telescopic forks, replacing the leading link spring suspension of the time. These forks were standard on all big twin models for 1949, including the E, EL, F, and FL. Harley-Davidson offered the spring suspension units on these models and recommended their use on sidecar combinations, because the hydraulic forks did not have enough trail to allow the combination to be stable enough for safe operation. During their debut model year of 1949, Harley-Davidson referred to their new suspension systems as the "hydraulic front ends".

Appraised By *Daniel Sporbeck*  
Business Number 120798590

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Harley-Davidson's marketing department promoted the new suspension systems by renaming the big twin models "Hydra Glide" for the 1950 model year. This was Harley-Davidson's first departure from its policy of using alphabetic lettering to identify its models. This name would change twice in the history of the basic large-framed E and F series models, each time signaling an improvement in the bike's technology. In addition, the Glide ending would be used on other models, based on both and FL and FX formats. In 1952, the Hydra-Glide's transmission standard hand-shift/foot-clutch was supplemented by the optional foot-shift/hand-clutch. The original format continued to be offered as an option until 1978. 1952 was also the last year of the 61 cu in (1,000 cc) EL, making the FL the last remaining large-frame model. Although the 1903 founding is now the basis for "Anniversary Models", Harley-Davidson's 50th Golden Anniversary was celebrated in 1954 with special paints and badges on the front fender. The first year of production was 1904. A more highly tuned engine with high-compression heads, higher-lift cams, and polished ports, was offered with the FLH version of 1955. The FLH designation has continued up to the present. 1961 FLH Duo-Glide The FL model was given a new frame in 1958. This frame included a rear swing arm suspended by a pair of coil-over-shock suspension units. In honor of this fully suspended chassis, the FL's model name was changed from Hydra-Glide to Duo-Glide. Unlike OHV configuration, aluminum heads, and telescopic-fork front suspension, however, this improvement in technology was applied to the small-frame bikes first, the K-series having received rear suspension in 1952. The third and final change given to the name of the basic FL model would occur in 1965, the final year of the "Pan head" engines. These last "Pan heads" were the first "big-twin" Harley-Davidson engines to be equipped with electric starters, the Servi-Car having received electric start the year before. This innovation for Harley-Davidson was greeted with the new model name of Electra Glide. In 1966, the "Pan head" gave way to the "Shovelhead", gaining a ten percent increase in power in the process. A fork-mounted fairing became available on Electra Glides in 1969. This became unofficially known as the "batwing" fairing.[11] Although the batwing fairing was an easily removable option on early Electra Glides, it was not removable on later machines, as the instruments were moved from the fuel tank into the fairing. The FL frame was the basis for the 1971 FX Super Glide. The FX mated the FL frame with the forks of the XL Sportster, with buckhorn handlebars and a large fibreglass tailpiece completing the Super Glide specification. A 1977 Harley-Davidson Confederate Edition of the FLH Electra Glide that featured commemorative paint and tank and fender decals was produced. The unit production was in such low volume numbers - only 44 - as to make it one of the rarest of the company's motorcycles. An 80 cu in (1,300 cc) engine was made optional on the Electra Glide in 1978. However, the FL designation was not changed as a result.[14] By 1981, the 80 cubic inch engine was the standard engine; the 74 cu in (1,210 cc) engine being discontinued. The low-compression FL engine was discontinued in 1979, as was the option for hand-shift/foot-clutch transmission controls. The FLT Tour Glide was introduced in 1979 as a 1980 model. Sold alongside the existing FLH Electra Glide, the FLT had a larger frame with rubber engine mounts, a five-speed transmission, the 80 cu in (1,300 cc) engine, and a frame-mounted fairing. In order that the FLT frame, which was larger and heavier than the large and heavy FLH frame, would handle acceptably, the front forks were given radical steering geometry which had them mounted behind the steering head, with the frame behind the steering head being recessed to allow adequate steering lock. The FLHT was introduced in 1983.

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This was an Electra Glide based on the FLT Tour Glide frame, but using the Electra Glide "batwing" fairing instead of the Tour Glide frame-mounted fairing. The police version of the FLHT is the FLHTP. Except for the base FLH, all 1984 FLs were equipped with the new rubber-mounted Evolution engine and a five-speed transmission. All "Shovelhead" engines were discontinued by the 1985 model year. In that year, the four-speed solid-engine-mount FLH was modified to accept rubber mounting and the Evolution engine. The FLH was discontinued in 1986; all Touring models thereafter used the FLT/FLHT frame. Ironically, the FLT Tour Glide, which introduced the current Touring frame, was dropped from the lineup in 1996. A smaller version of the frame-mounted Tour fairing would return with the FLTR Road Glide in 1998. The Evolution engine was replaced by the Twin Cam 88 engine on all large-framed Harley-Davidson motorcycles in 1999. The Twin Cam engine was enlarged from 88 cu.in. to 96 cu.in. in 2007. An unfaired version of the FLH Electra Glide, known as the FLHS Electra Glide Sport, was available from 1979 to 1982. An unfaired FLHT Electra Glide reintroduced the FLHS Electra Glide Sport name in 1987. In 1994, the FLHS Electra Glide Sport was replaced by the FLHR Road King, which continues to the present day. For the 2009 model year, Harley-Davidson redesigned the entire touring range. The changes included a new frame, new swing arm, a completely revised engine-mounting system, 17-inch front wheels for all models except the Road King Classic, a 6 US gallons (23 l; 5.0 imp gal) fuel tank, and a 2-1-2 exhaust. The changes result in greater load carrying capacity, better handling, a smoother engine, longer range and less exhaust heat transmitted to the rider and passenger. Also released in the FL Touring range for the 2009 model year was the FLHTCUTG Tri Glide Ultra Classic, the first three-wheeled Harley-Davidson since the Servi-Car was discontinued in 1973. This model features a unique frame and a 103 cid engine exclusive to the trike. Harley-Davidson introduced the Softail chassis in 1984.[26] The original Softails used the small FX telescopic forks, but the FLST Heritage Softail with large FL telescopic forks was introduced in 1986. The FLSTC Heritage Softail Classic, with large front forks and retro styling, was in production by 1988. Other Softails with big forks followed, including the 1990 introduction of the FLSTF Fat Boy and the 1993-only FLSTN "Cow Glide".[28][29] The base FLST Heritage Special was discontinued in 1991.[16] The FLSTN was continued after 1993 without the bovine motif as the Nostalgia model until 1996, it was replaced by the FLSTS Heritage Springer IN 1997. The Heritage Springer was produced through 2003, with the FLSTSC Springer Classic introduced in 2005.[16] The Heritage Springer and Springer Classic are designated as an FL despite using Springer forks instead of the large FL telescopic forks. In 2000, all Softails, including the FL models, were switched from the Evolution engine to the counterbalanced Twin Cam 88B engine specially developed for the rigid engine mounting in this frame.[16] The FLSTN designation returned in 2005 with the Softail Deluxe. Harley-Davidson introduced the FLD Dyna Switchback in 2012.[32] Designed to be reminiscent of the late 1950s Duo Glide models, the Switchback is the first Dyna platform motorcycle from Harley-Davidson to use an FL front end, and is marketed as a convertible model, with removable saddlebags and windscreen allowing the user to easily convert the bike for touring use

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## **Paint:**

The paint is about 15 years old the classic Harley Davidson colours Burgundy and white is in Like new condition .

## **Body:**

This motor cycle has been completely rebuilt. The gas tank and Fenders are new factory Harley There are as well as hard saddle bags and front faring and windshield there a few items that the owner is has on order that have not been installed yet .

## **Tires:**

After market Front tires. Radial tires white walls MT 90/16 95% tread left  
After market Rear tires. Radial tires white walls MT 90/16 95% tread left

## **Wheels:**

The rims are original Harley Davidson wire wheels in good condition.

## **Transmission:**

The Transmission his an original numbers matching Harley Davidson Manual gear it is newly rebuilt. The gear box, primary and the clutch are all new Harley parts in good working condition.

## **Exhaust:**

Exhaust is classic chrome side pipes in excellent condition.

## **Chrome:**

The Bike has an extensive amount of chrome . Most of witch are original Harley Davidson. The Components. The motor cycle has a large amount of additional options added such as crash bars, Foot boards, The Chrome is in good condition.

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## **Engine:**

This particular bike is powered by a rebuilt 1340 CC SHOVEL HEAD motor. The engine has been built to factory Harley Davison specification with 8-1 Compression. The engine runs excellent there are no sign of oil leaks or other defects with no smoke from the exhaust. The carburetor has been replace with a screaming eagle and electronic ignition.

## **Mechanical:**

Mechanically this bike is in excellent condition the engine runs perfectly. The Front end suspensions new . The brakes front and rear are new . The chain and sprocket are new. This motor cycle was rebuilt by the current owner.

**Value:** \$

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Odometer Reading



Engine & Transmission Serial Numbers



Current Ownership