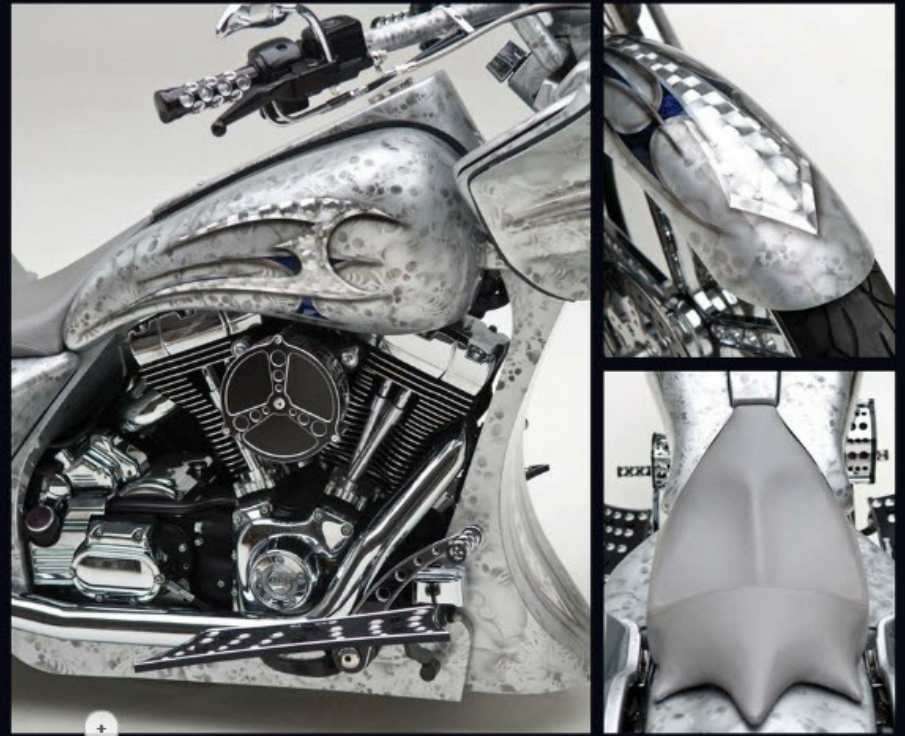


Nickell's
Customs
Road Glide



SILVER BULLET

“For the past seven years we’ve been building a lot of hot rods... two wheels, three wheels, and four wheels,” says Jeff

Nickell taking a break from bagging up another show-stopping super cruiser. A slew of his choppers have appeared in the pages of

Easyriders magazine in the past, but now the prime focus is on baggers infused with the signature Nickell’s attitude. “Where I am in



Northern California there are quite a few shops in the area, but no one else doing the big wheels, the rake, and stretch and radical paint that goes along with it," Jeff tells us.

Ceaser Diaz, who bought this bike we've tagged "Silver Bullet," already had two of Nickell's baggers. It was a big hit at the Easyriders Bike Show when debuted because,

back then, nobody else had a 26-inch wheeled bike, a new piece Jeff had sourced from Sinister. As a result, the bike generated a lot of interest for the shop plus won several Best

of Show awards.

The Silver Bullet presents a long, low profile set off by a 50-degree rake and an additional 3-inch stretch, enhanced by the flowing lines of the

custom side covers and bags. Jeff handles all aspects of the build and fabrication by himself. "I realize that people will have different reactions, some liking or not liking an



element of the bike,” Jeff says, “but it also serves to show what we can do and gives them a jumping off point that fits their desires.”

While Ceaser specified the silver “holographic” paint job that

was executed by Creative Concepts, he also wanted a stretched out, symmetrical looking Road Glide and one dropped low to the ground. Besides those parameters, he pretty much let Jeff go at it in

his own way. “This bike has two air units: one in the front, air suspension in the back; the big thing now is people wanting to know how low they can slam their bagger to the pavement.”

Sometime the coolest custom elements are the invisible ones. Case in point is one of Nickell’s signature designs as seen in the shielding of the frame via special body panels that hug all the tubing. “You notice

you don’t see any of the frame and those particular pieces that went on this bike were the first we designed,” Jeff says, “but now we can apply them to other builds as well.”

—Paul Gannon





Owner: Ceaser Diaz
City: Stockton, California
GENERAL
Designer: Nickell's Customs
Year/model: 2005 Road Glide
Model: Nickell's Custom
 Road Glide

Assembly: Nickell's Customs
Time: 3 months
Chroming: Meclec

ENGINE
Year/make: 2005 H-D
 Twin Cam
Displacement: 96 cubic inches
Cam: stock
Ignition: factory
Pistons: H-D
Heads: stock
Lifters: stock
Carb(s): H-D

Air cleaner: Battastinis
Pipes: Baffons

TRANSMISSION
Year/make: 2005 H-D
Modifications: stock
Shifting: 6-speed foot

PAINTING
Painter: Creative Concepts
Type/color: silver
Special paint: Creative
 Concepts

FRAME
Year/make: 2005 H-D

Rake: 50 degrees
Stretch: 3 inches
Shocks: Amott air suspension
ACCESSORIES

Bars: Nickell's Customs
Handlebar controls: Nickell's
 Customs

Fenders: Bad Dad
Headlight: stock
Taillight: Bad Dad

Speedo: factory
Dash: H-D
Floorboards: Battastinis
Electrics: H-D/Nickell's

Oil tank: stock
Oil system: H-D
Seat: Bitchn Stitchn
Mirrors: Ness

Grips: Ness
FORKS
Type: H-D

Extension: 2 inches over
Builder: H-D/Nickell's

WHEELS
Size: 26-inch front,
 18-inch rear
Wheels: Sinister

Tires: V-Rubber
Brakes: H-D
Photos: Mike Chase

Contact:
 Nickell's Customs
 209-323-0090





Magazine Cover