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2005-2014 Harley-Davidson FXDC Dyna Super Glide Custom Super Glide Custom

2005-2014 Harley-Davidson FXDC Dyna Super Glide Custom

by Moto Gallery

## 2005–2014 Harley–Davidson FXDC Dyna Super Glide Custom: Rubber–Mounted Twin Cam Dyna Factory Custom

The Harley–Davidson FXDC Dyna Super Glide Custom occupied a very specific place in Milwaukee’s modern Big Twin catalogue: it was the more polished, chrome–dressed version of the Super Glide idea, but it remained a Dyna rather than a touring bike or a Softail. Built for model years 2005 through 2014, it carried the Super Glide name into the Twin Cam era with rubber–mounted engine isolation, exposed twin rear shocks, belt final drive, and a stance that deliberately linked back to Harley’s long–running factory–custom tradition.

Its significance is not racing, military service, or scarcity in the prewar sense. The FXDC matters because it was one of the last relatively straightforward Big Twin Harleys before the Dyna line disappeared after 2017: a steel–framed, twin–shock, air–cooled cruiser with enough chrome to satisfy the showroom buyer, yet enough mechanical honesty to appeal to riders who prefer a visible chassis, a real swingarm, and an engine that still looks like the center of the motorcycle.

**Best Known For:** the FXDC Dyna Super Glide Custom is best known as Harley–Davidson’s chrome–trimmed, laced–wheel Super Glide variant in the rubber–mounted Twin Cam Dyna family, bridging the classic FX Super Glide identity with modern six–speed, fuel–injected Big Twin hardware.

Quick Facts

The following table summarizes the core reference points for identifying and understanding the FXDC. The important distinction for buyers and restorers is the split between the 2005–2006 Twin Cam 88 period and the 2007–2014 Twin Cam 96 period.

Category	2005–2014 Harley–Davidson FXDC Dyna Super Glide Custom
Production years	2005–2014 model years
Manufacturer	Harley–Davidson Motor Company
Model family	Dyna family, FX series
Model code	FXDC; FXDCI used for fuel-injected examples before EFI became standard
Engine type	Air-cooled 45-degree Twin Cam V-twin, OHV pushrod, two valves per cylinder
Displacement	1449 cc Twin Cam 88 for 2005–2006; 1584 cc Twin Cam 96 for 2007–2014
Transmission	5-speed manual in 2005; 6-speed Cruise Drive manual from 2006
Final drive	Carbon-fiber reinforced belt final drive
Frame / chassis	Tubular steel Dyna chassis with rubber-mounted engine and exposed twin rear shocks
Suspension layout	Telescopic front fork; dual rear shock absorbers

Brakes	Hydraulic disc brakes front and rear
Primary use	Civilian road cruiser, customization platform, everyday Big Twin
Collector significance	Late Super Glide factory-custom variant from the now-discontinued Dyna line

For many enthusiasts, the FXDC is most appealing when understood as a traditional Dyna rather than as a luxury cruiser. Its chrome, laced wheels, and Custom trim give it showroom presence, but its underlying identity is still that of a rubber-mounted, twin-shock Big Twin.

## Why the FXDC Dyna Super Glide Custom Matters

The Super Glide name has unusual weight in Harley-Davidson history. The original 1971 FX Super Glide combined FL big-bike running gear with XL-influenced styling cues and became one of the earliest factory customs from a major manufacturer. The FXDC did not repeat that moment of invention, but it kept the same philosophical line alive: a Big Twin Harley with a cleaner, more personal look than a dresser and less visual mass than a touring model.

By the mid-2000s, Harley-Davidson was selling motorcycles into a market shaped by custom culture, dealer personalization, and the long afterglow of the cruiser boom. The FXDC was not the stripped Street Bob, not the nostalgic Low Rider, and not the raked-out Wide Glide. It was the more finished Super Glide: brightwork, laced wheels, and a traditional cruiser profile without abandoning the

Dyna's practical, exposed-shock chassis.

Its importance has grown because the Dyna platform itself is no longer in production. Later Softail models replaced the Dyna line in Harley's range, making the FXDC part of the final era when a buyer could order a conventional-looking, twin-shock, rubber-mounted Big Twin from the factory.

## Historical Context and Development Background

Harley-Davidson entered the 2005 model year with the Dyna family already well established as the company's middle ground between Sportsters, Softails, and Touring models. The Dyna chassis had been introduced for the early 1990s and evolved into a familiar formula: Big Twin engine, rubber mounting for vibration control, visible twin shocks, and a frame that felt more mechanically direct than the hidden-shock Softail layout.

The FXDC arrived at a time when the cruiser market rewarded factory motorcycles that looked pre-customized. Owners wanted chrome wheels, polished engine details, pullback bars, forward controls, custom paint options, and a silhouette that did not require immediate disassembly to look finished. Harley-Davidson's response was not merely cosmetic; the Dyna range itself was modernized during the FXDC's production life.

The 2006 Dyna update was especially important. Harley-Davidson revised the Dyna platform with a stiffer chassis, larger-diameter fork, and the new six-speed Cruise Drive transmission. For 2007, the family moved to the 1584 cc Twin Cam 96 with electronic

sequential-port fuel injection as standard. Those two model-year changes define the FXDC mechanically more than any paint scheme or accessory package.

Competitors in this period included Japanese metric cruisers from Honda, Yamaha, Kawasaki, and Suzuki, many of which offered liquid cooling, shaft drive, or larger-displacement engines at aggressive prices. The FXDC answered in a different language: air cooling, pushrods, belt drive, a Harley factory-custom nameplate, and an aftermarket ecosystem that no metric rival could match.

## Engine and Drivetrain

The FXDC used Harley-Davidson's Twin Cam Big Twin engine throughout its production run. In 2005 and 2006 it carried the 88-cubic-inch, 1449 cc version. From 2007 onward it used the 96-cubic-inch, 1584 cc engine, paired with fuel injection and the six-speed Cruise Drive gearbox.

The Twin Cam is an air-cooled, 45-degree V-twin with pushrod-operated overhead valves, hydraulic lifters, and two camshafts located in the cam chest. It retained the long-stroke Harley cadence but was a more modern engine than the Evolution Big Twin it replaced, especially in breathing, oiling, and service architecture. In Dyna form the engine is rubber-mounted, so the motorcycle has the familiar Big Twin pulse without transmitting quite the same high-amplitude shake to the rider as a rigid-mounted Softail engine.

Fuel delivery changed during the early production run. Carbureted and electronically injected versions existed before electronic fuel

injection became standard across the Big Twin range for 2007. The FXDCI designation is important here: the final “I” identified injected examples in the pre-standard-EFI period.

Primary drive is by chain, running to a wet multi-plate clutch, with final drive by belt. The 2005 model used a five-speed gearbox; from 2006, the Dyna line received the six-speed Cruise Drive transmission, a major practical improvement for highway work.

Component	2005-2006 FXDC / FXDCI	2007-2014 FXDC
Engine	Twin Cam 88	Twin Cam 96
Displacement	1449 cc / 88 cu in	1584 cc / 96 cu in
Configuration	Air-cooled 45-degree V-twin	Air-cooled 45-degree V-twin
Valve train	OHV pushrod, two valves per cylinder, hydraulic lifters	OHV pushrod, two valves per cylinder, hydraulic lifters
Fuel system	Carburetor on FXDC; electronic fuel injection on FXDCI	Electronic sequential-port fuel injection
Ignition	Electronic	Electronic
Primary drive	Chain primary drive	Chain primary drive
Clutch	Wet multi-plate	Wet multi-plate
Transmission	5-speed in 2005; 6-speed Cruise Drive in 2006	6-speed Cruise Drive
Final drive	Belt	Belt

Harley-Davidson did not generally promote these machines by factory horsepower figures. Period factory literature emphasized displacement and torque character rather than peak horsepower, so serious comparison should be made from factory service data, dyno sheets for a specific motorcycle, or period road tests rather than from unsourced internet figures.

## Chassis, Suspension, and Braking

The Dyna chassis is central to the FXDC's appeal. Unlike a Softail, the rear suspension is openly visible; unlike a Touring model, the motorcycle is not built around luggage, a large fairing, or long-distance load capacity. The result is a Big Twin with a more elemental silhouette and a chassis architecture that is easier to inspect, service, and personalize.

The frame is tubular steel with the engine isolated in rubber mounts. The early FXDC sits in the pre-2006 Dyna architecture, while the 2006 redesign brought a stiffer frame and a 49 mm fork to the family. That change is one reason 2006-onward Dynas are often separated from earlier examples by riders who value stability and front-end stiffness.

Braking is by hydraulic discs front and rear. As with most Dynas of the period, stopping performance is adequate when correctly maintained, but the motorcycle rewards anticipation rather than late-braking bravado. Tire condition, fork service, steering-head adjustment, engine-mount condition, and swingarm alignment all have a strong effect on how a used FXDC feels on the road.

Chassis Area	Factory Layout
Frame type	Tubular steel Dyna frame with rubber-mounted Big Twin engine
Front suspension	Telescopic fork; 49 mm fork used on 2006-on Dyna models
Rear suspension	Swingarm with dual outboard shock absorbers
Brakes	Hydraulic disc front and rear
Wheels	Laced wheels are a defining FXDC Custom visual feature
Controls and trim	Cruiser-oriented Custom trim with chrome emphasis; equipment varies by model year and market

The FXDC's chassis was never meant to imitate a sport motorcycle, but it has a useful directness. The visible shock layout, accessible belt drive, and conventional fork make it less mysterious to work on than many more heavily styled cruisers.

## Riding Experience and Mechanical Character

A well-sorted FXDC starts like a modern Big Twin rather than an old shovel-era machine: ignition on, enrichener or cold-start strategy depending on carbureted or injected configuration, thumb the starter, and let the engine settle into its familiar uneven idle. The rubber mounting allows the engine to move visibly at rest, which is part of the Dyna theatre. At speed, much of that movement smooths out, leaving the slow pulse and exhaust

cadence without the worst of the bar-blurring vibration associated with older rigid-mounted Harleys.

The Twin Cam 88 version feels slightly more mechanical and modest in shove than the later 96, but both are torque motorcycles rather than rev-chasers. The 2007-on FXDC has the more relaxed highway character because the 96-inch engine and six-speed gearbox work together well in American road conditions. The 2005 five-speed bike feels more traditional, especially for riders who prefer the simpler early configuration.

Clutch effort and gearbox action depend heavily on adjustment, cable condition, primary service, and whether the motorcycle has been modified. The six-speed Cruise Drive has a more modern roadgoing feel than the earlier five-speed, but it still shifts like a large-displacement Harley transmission: deliberate rather than delicate. A good one is positive; a neglected one announces itself through lash, poor neutral selection, or rough engagement.

Low-speed handling is governed by cruiser geometry, bar leverage, and weight carried relatively low. On open roads the Dyna chassis gives the rider a clearer sense of the rear suspension working than a Softail does, and many riders prefer that honesty. Braking and cornering clearance remain cruiser-limited, but the FXDC was never sold as a back-road weapon. Its best rhythm is a broad, rolling pace with the engine pulling from low revs and the chassis kept settled.

## Identification and Originality

Common identification issues with the model include FXDC identification

Correct identification begins with the model code. FXDC identifies the Dyna Super Glide Custom; FXDCI identifies the fuel-injected version used before EFI became standard. From 2007 onward, Harley-Davidson no longer needed the “I” suffix in the same way because electronic fuel injection was standard on Big Twins.

Collectors and careful buyers should confirm the VIN, title, frame neck labeling, engine number area, and service documentation rather than relying on trim alone. Dyna models are frequently personalized, and many FXDCs have received bars, exhausts, air cleaners, seats, wheels, tank consoles, lighting, forward controls, suspension parts, and paint changes. A dressed-up FXD is not automatically an FXDC, and a modified FXDC can easily lose the visual clues that once made it obvious.

Key FXDC visual cues include the Dyna twin-shock chassis, Super Glide Custom trim orientation, chrome emphasis, and laced-wheel presentation. The bike should not be confused with a Softail Custom, which uses a different hidden-shock chassis, or with the Wide Glide, which has a more raked-out front-end identity. The Low Rider is another common comparison point, but its stance, ergonomics, and trim language are distinct.

Originality matters differently on an FXDC than on a prewar Harley or an early Knucklehead. These motorcycles were often bought to customize, so a completely factory-correct example is less common than the production numbers might suggest. Documentation, original take-off parts, factory paint, uncut wiring, unmolested emissions equipment where required, and correct model-code paperwork are the details that separate a clean survivor from a merely shiny used Dyna.

## Model Code and Variant Breakdown

The FXDC line was not a racing, police, or military branch of the Dyna family. Its meaningful variants are the carbureted and injected early versions, followed by the standard EFI Twin Cam 96 models.

Model / Code	Years	Engine / Displacement	Purpose	Key Difference
FXDC Dyna Super Glide Custom	2005-2006	Twin Cam 88 / 1449 cc	Civilian chrome- trimmed Super Glide Custom	Carbureted early version; 2005 with 5-speed, 2006 with 6-speed Dyna update
FXDCI Dyna Super Glide Custom	Pre-2007 EFI period	Twin Cam 88 / 1449 cc	Civilian injected version	“I” suffix denotes electronic fuel injection before EFI became standard
FXDC Dyna Super Glide Custom	2007-2014	Twin Cam 96 / 1584 cc	Civilian fuel- injected Big Twin cruiser	Standard EFI, 96- inch engine, 6- speed Cruise Drive

Harley-Davidson offered many Dyna variants during these years, but the FXDC should not be folded into the Street Bob, Low Rider, Wide Glide, or anniversary Super Glide models. Those motorcycles share family DNA but serve different styling and ergonomic purposes.

purposes.

## Performance and Dimensional Specifications

The FXDC is best evaluated by configuration rather than by headline acceleration figures. Harley-Davidson factory material from this period did not generally publish horsepower for these models, and independent dyno numbers vary with exhaust, intake, calibration, mileage, and correction method. Peak horsepower claims without a source should be treated as comparison chatter rather than specification data.

Published weight and dimensional figures can vary by model year, market, equipment, and whether a source lists dry, running, or shipping weight. For restoration and purchase purposes, the more consequential verified distinctions are displacement, transmission type, fuel system, fork/chassis generation, and the presence or absence of original Custom equipment.

In practical use, the later Twin Cam 96 bikes have the stronger torque feel and more relaxed cruising character. The 2005 machine is the closest to the older five-speed Dyna experience, while the 2006 model is a transition-year motorcycle combining Twin Cam 88 displacement with the updated Dyna chassis and six-speed gearbox.

## Compared With Related Harley-Davidson Dyna Models

FXDC Super Glide Custom vs FXD Super Glide

The FXD Super Glide is the plainer, more elemental member of the family. The FXDC adds the Custom treatment, most visibly through chrome emphasis and laced-wheel style. Buyers choosing between them are usually deciding whether they want the cleaner base-bike look of the FXD or the more dressed showroom appearance of the FXDC.

#### FXDC Super Glide Custom vs FXDB Street Bob

The Street Bob took the Dyna idea in a stripped, darker, post-bobber direction. The FXDC is brighter and more traditional, with a cruiser-custom presentation rather than a minimalist one. The FXDB is often favored by riders planning aggressive bar, seat, and suspension changes; the FXDC appeals to those who like a more finished factory-custom look.

#### FXDC Super Glide Custom vs FXDL Low Rider

The Low Rider name carries its own following, with a distinct stance and ergonomic identity. The FXDC is less about low-slung attitude and more about the Super Glide Custom formula. Enthusiasts often cross-shop them because both are mid-weight Big Twin Dynas, but they do not occupy the same cultural lane.

#### FXDC Super Glide Custom vs FXDWG Wide Glide

The Wide Glide is the long-fork, chopper-influenced Dyna variant. The FXDC is more conservative in steering layout and overall stance. A Wide Glide makes the stronger visual statement; an FXDC generally feels like the more conventional all-round Dyna

generally feels like the more conventional all-round Dyna.

## FXDC Super Glide Custom vs Softail Custom

The confusion is understandable because both use Harley's "Custom" language, but the chassis difference is fundamental. A Softail hides its rear suspension to imitate a rigid-frame profile, while the FXDC uses exposed twin rear shocks. For riders and restorers, that changes appearance, maintenance access, suspension feel, and collector category.

## Restoration and Ownership Notes

The FXDC benefits from excellent parts support. Harley-Davidson's dealer network, the aftermarket, specialist independent shops, and used-parts supply all support the Twin Cam Dyna platform well. That makes the motorcycle easier to maintain than many lower-production cruisers from the same period.

The main ownership caution is that many examples have been modified. Exhausts, air cleaners, fuel tuners, bars, seats, suspension, wheels, lighting, paint, and wiring changes are common. Some are professionally executed; others create drivability, charging, handling, or inspection problems. A visually attractive FXDC can hide poor wiring, mismatched tuning, cheap suspension, or a neglected primary.

For 2005-2006 Twin Cam 88 motorcycles, cam-chain tensioner inspection is a serious subject. Early Twin Cam spring-loaded cam-chain tensioner shoes are a known wear item across the broader Twin Cam family. Service records, cam chest inspection

broader Twin Cam family. Service records, cam-chest inspection, or documented upgrades matter more than optimistic seller claims.

For 2007-2014 Twin Cam 96 motorcycles, attention shifts to overall condition, fuel-injection health, engine mounts, primary and compensator condition, charging system, wheel and spoke condition, and evidence of proper tuning after intake or exhaust changes. The six-speed gearbox is durable when maintained, but noisy or harsh operation should be investigated rather than dismissed as normal Harley character.

Restoration difficulty is moderate rather than extreme. Returning a heavily customized FXDC to factory-correct condition can be expensive if original wheels, tins, exhaust, controls, and trim are missing, but mechanical rebuilding is well supported. The best purchases are often lightly modified motorcycles with original parts included and a paper trail showing fluids, tires, brake work, cam service where applicable, and charging-system maintenance.

## Buyer and Restoration Inspection Points

A serious inspection should separate cosmetic chrome appeal from mechanical health. The FXDC is durable, but a neglected or badly modified Dyna can consume a restoration budget quickly.

Area	What to Check	Why It Matters
Model identity	Confirm FXDC or FXDCI documentation, VIN/title consistency, and frame-neck	Trim parts are easily swapped; paperwork establishes that the motorcycle is truly a Super

	labeling	motorcycle is truly a Super Glide Custom
Cam chest on 2005-2006 bikes	Look for records of cam-chain tensioner inspection or upgrade	Early Twin Cam tensioner shoe wear can become an expensive engine problem if ignored
Fuel system	Check carburetor condition on carb models; inspect EFI operation, idle quality, and tuning history on injected bikes	Exhaust and intake changes without correct setup often cause poor running and excess heat
Engine mounts and alignment	Inspect rubber mounts, stabilizer links, swingarm condition, and belt tracking	Dyna handling depends heavily on the rubber-mount system and rear alignment being correct
Primary drive and clutch	Listen for abnormal primary noise; check clutch adjustment, engagement, and service history	Primary wear and poor adjustment affect shifting, take-up, and long-term reliability
Wheels and spokes	Inspect laced wheels for corrosion, loose spokes, damaged rims, and old tires	Laced wheels are part of the FXDC identity and can be costly to restore properly
Electrical modifications	Look under the seat, tank area, bars, and lighting circuits for splices or non-factory wiring	Custom bars, lamps, alarms, and tuners often leave behind unreliable wiring
Exhaust and emissions equipment	Compare exhaust, intake, and required market equipment with local requirements and original specification	Non-compliant or poorly tuned modifications affect legality, value, and rideability
Paint and trim	Check tank, fenders, badges, chrome, console, and original	Factory paint and correct trim increasingly matter as

Paint and trim

chrome, console, and original  
take-off parts

clean Dyna survivors  
become harder to find

The best FXDCs are not necessarily the lowest-mile examples. A regularly ridden bike with documented service, correct tuning, sound mounts, and original parts may be a better motorcycle than a low-mile machine with stale tires, old fluids, and years of cosmetic tinkering.

## Collector and Market Relevance

The FXDC is not a blue-chip antique in the way a Knucklehead, Panhead, or first-year FX Super Glide can be, and it should not be described as rare without qualification. Exact production figures are not consistently documented in general public sources, but the model was a regular catalogue motorcycle rather than a limited racing or military machine.

Its collector interest comes from a different source: the Dyna line is gone, the Super Glide name has deep Harley resonance, and unmodified Twin Cam Dynas are becoming less common than production volume would suggest. Custom culture consumed many of these bikes. That makes original paint, correct wheels, factory trim, uncut wiring, and service records increasingly meaningful.

Buyers typically value condition, documentation, desirable mechanical updates, and tasteful reversibility. A 2006 example has transition-year interest because it pairs the Twin Cam 88 with the updated Dyna chassis and six-speed gearbox. A 2007-2014 example offers the more familiar Twin Cam 96 package. A 2005 bike

offers the more familiar Twin Cam 90 package. A 2005 bike appeals to riders who want the earlier five-speed Dyna feel and are comfortable managing Twin Cam 88 service concerns.

## Cultural Relevance

The FXDC's cultural place is rooted in the Super Glide story rather than in competition. The Super Glide name belongs to Harley-Davidson's factory-custom vocabulary, a vocabulary that shaped how production motorcycles were styled for decades. The FXDC is a late expression of that idea: not radical, not handbuilt, but clearly designed for riders who wanted a motorcycle that looked personalized before the accessory catalogue was opened.

It also belongs to the last great period of Dyna customization. Dynas became the base for club-style builds, stripped street cruisers, performance-oriented Big Twin projects, and long-distance bar-hopper hybrids. The FXDC was not the archetypal club-style starting point in the way the Street Bob and Low Rider later became, but it used the same underlying architecture and has benefited from the same wave of interest in rubber-mounted, twin-shock Harleys.

There is no meaningful military or factory racing legacy attached to the FXDC. Its importance is civilian and cultural: the motorcycle sits at the intersection of Harley showroom tradition, rider customization, and the final decades of the separate Dyna chassis.

## FAQs

What years was the Harley-Davidson FXDC Dyna Super Glide Custom made?

The FXDC Dyna Super Glide Custom was produced for the 2005 through 2014 model years. The most important mechanical divisions are 2005, 2006, and 2007-on: 2005 used the Twin Cam 88 with a five-speed gearbox, 2006 brought the updated Dyna chassis and six-speed transmission, and 2007 introduced the Twin Cam 96 with standard fuel injection.

What engine is in the 2005-2014 FXDC Super Glide Custom?

Model years 2005-2006 used the 1449 cc Twin Cam 88. Model years 2007-2014 used the 1584 cc Twin Cam 96. Both are air-cooled, pushrod, 45-degree Harley-Davidson Big Twin engines.

What does FXDCI mean?

FXDCI identifies a fuel-injected Dyna Super Glide Custom from the pre-2007 period when Harley-Davidson still used the "I" suffix to distinguish injected models. From 2007, electronic fuel injection was standard on Big Twins, so the suffix was no longer used in the same way.

Is the FXDC the same as a Dyna Super Glide?

It is closely related, but not identical in trim. The FXD Super Glide is the plainer Dyna Super Glide, while the FXDC Super Glide Custom is the chrome-trimmed, more dressed Custom version.

Because parts interchange readily, paperwork and model code

Because parts interchange readily, paperwork and model-code confirmation are important.

What are the main known issues on an FXDC Dyna Super Glide Custom?

For 2005–2006 Twin Cam 88 examples, cam-chain tensioner shoe inspection is a major concern. Across the range, buyers should inspect engine mounts, swingarm and belt alignment, primary-drive condition, charging health, spoke wheels, wiring modifications, and tuning quality after exhaust or intake changes.

Is the FXDC Super Glide Custom collectible?

It is collectible in the modern Harley sense rather than the antique sense. The FXDC is desirable because it belongs to the discontinued Dyna family, carries the Super Glide name, and represents a traditional twin-shock, rubber-mounted Big Twin. Original, well-documented, lightly modified examples are generally more interesting to serious buyers than heavily customized bikes with missing factory parts.

Which FXDC year is most desirable?

There is no single universally preferred year. A 2006 appeals to some enthusiasts because it has the updated Dyna chassis and six-speed gearbox while retaining the Twin Cam 88. The 2007–2014 bikes offer the larger Twin Cam 96 and standard EFI. A 2005 is attractive to riders who want the earlier five-speed character and are prepared to address known Twin Cam 88 maintenance points.

## Collector Takeaway

The FXDC Dyna Super Glide Custom matters because it preserves the Super Glide idea in one of its last mechanically straightforward forms: air-cooled Big Twin, exposed shocks, belt drive, steel frame, and enough factory chrome to make the motorcycle feel complete without turning it into a touring rig. It is not historically important because it won races or introduced a radical technology. It is important because it shows how Harley-Davidson kept the factory-custom Super Glide formula alive in the Twin Cam era.

For the collector or restorer, the smart FXDC is the honest one: correct model-code paperwork, sound Twin Cam mechanicals, original trim where possible, and modifications that can be understood or reversed. As the Dyna family recedes further into Harley history, the Super Glide Custom stands out as one of the cleanest expressions of the late twin-shock Big Twin cruiser—less theatrical than a Wide Glide, less stripped than a Street Bob, and more faithful to the Super Glide thread than either.





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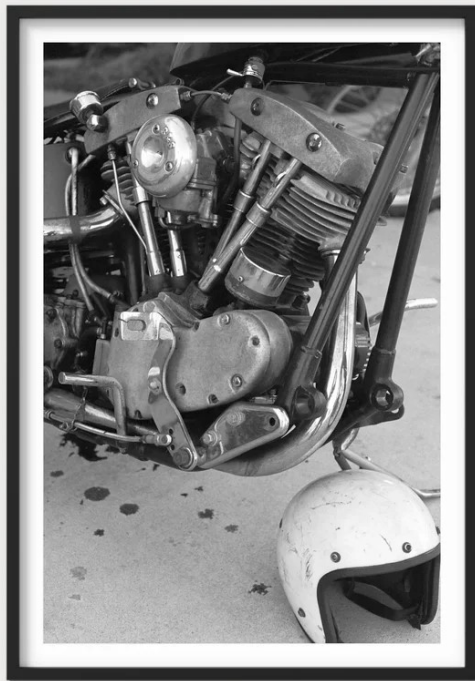
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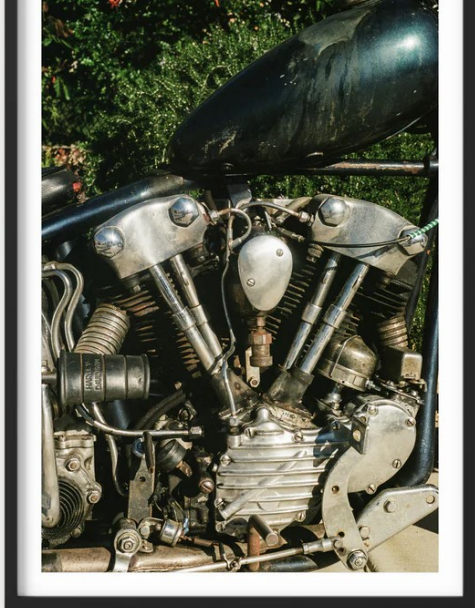
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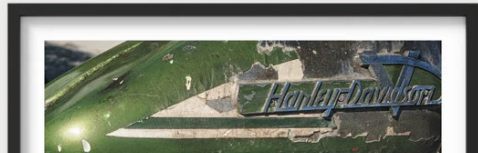
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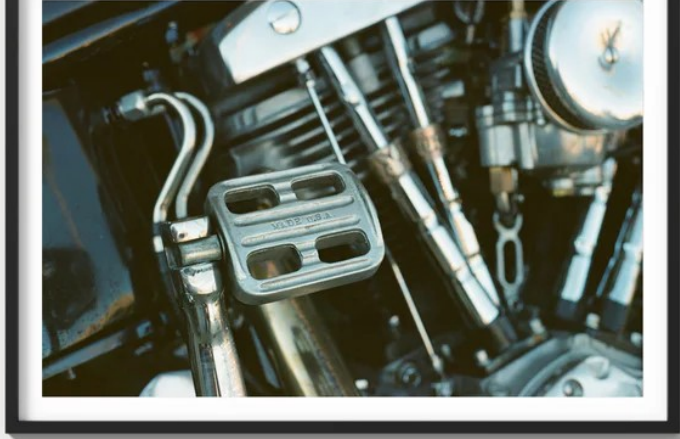


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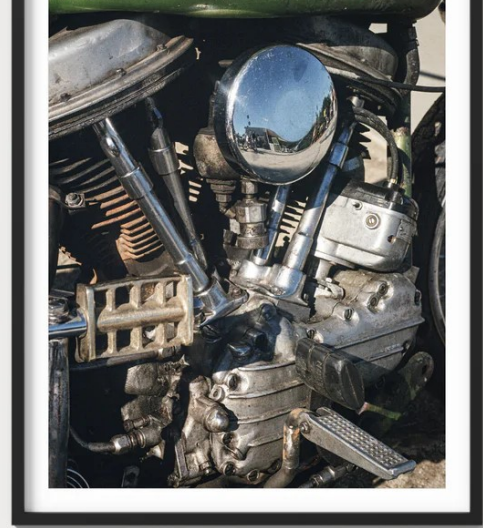




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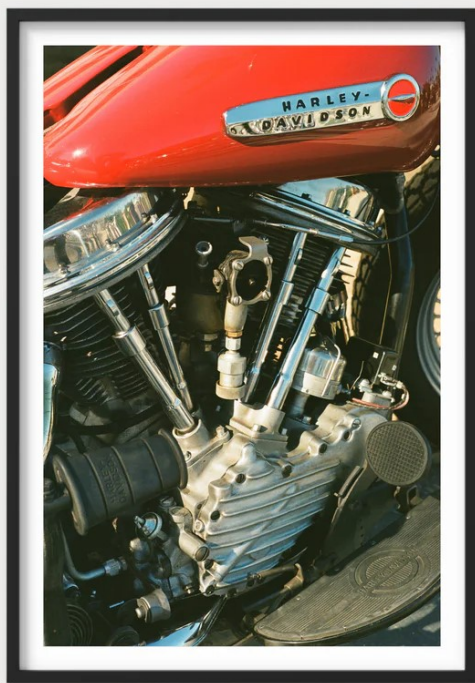
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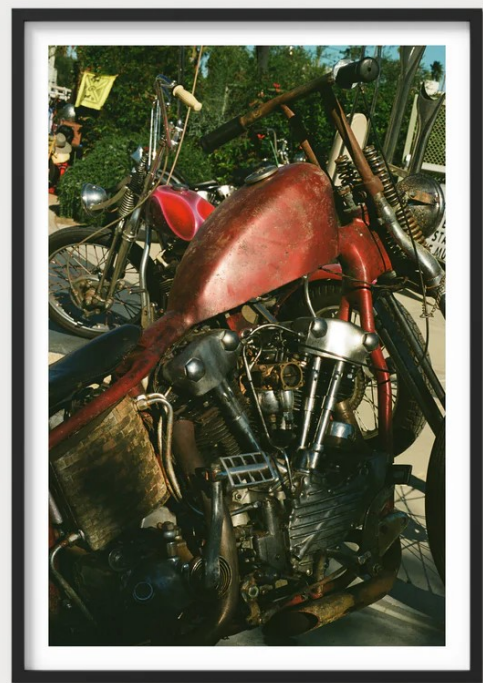
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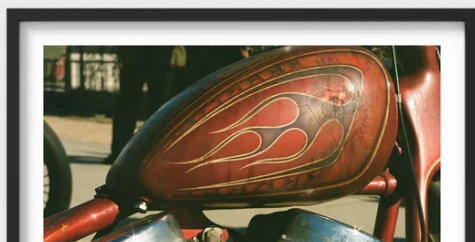
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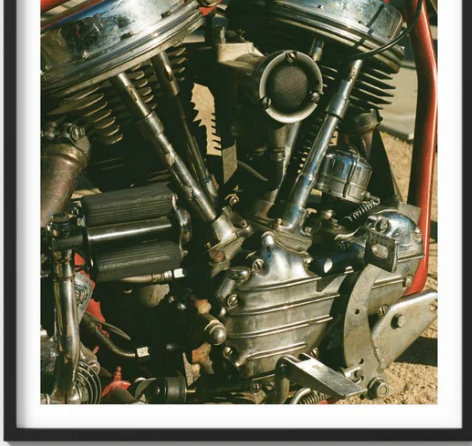


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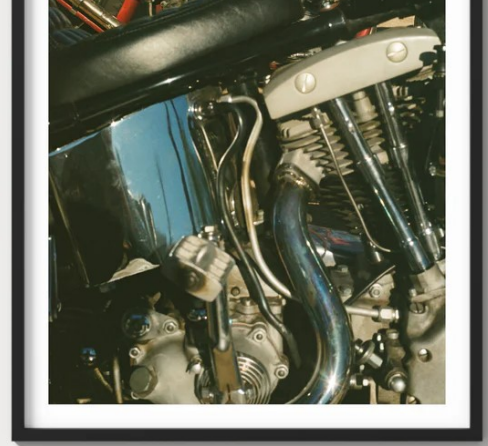
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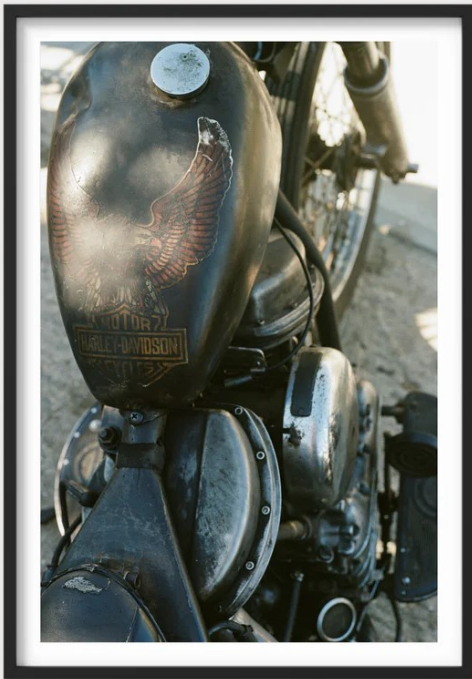




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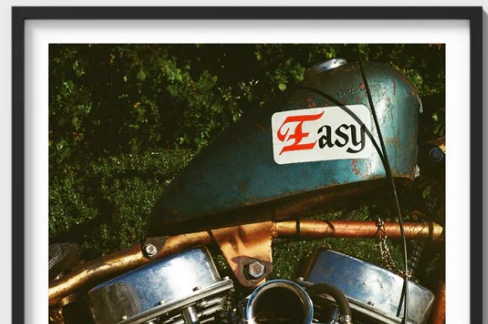
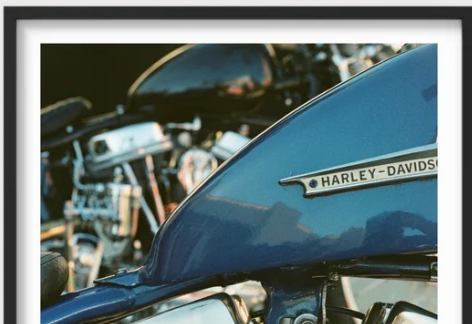
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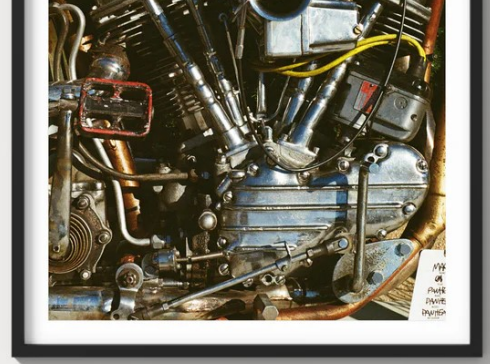




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