

1983 Harley-Davidson FLT Tour Glide

Cruiser · 2-cyl. 1340cc/65hp 1bbl

#1 Concours condition

\$21,500

↗ +3.9%

#2 Excellent condition

\$14,400

↘ -2%

#3 Good condition

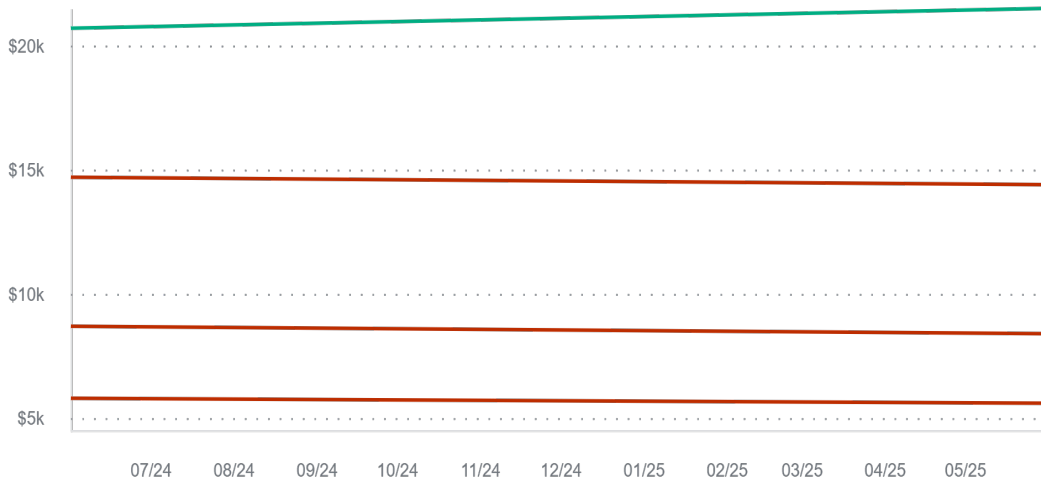
\$8,400*

↘ -3.4%

#4 Fair condition

\$5,600

↘ -3.4%



NOTE: The chart displays price changes for the last year.

Model description

Harley-Davidson equipped the Electra-Glide with electric start beginning in 1965, but the big change was to the Panhead engine the next year. The new "Shovelhead" (named because of the shape of the valve cover), had an aluminum head with a different-shaped combustion chamber, and rocker arms attached to the rocker cover instead of to the head itself. While the base FL produced 54 bhp, the FLH made a full 60 bhp.

The Electra-Glide was a serious long-distance tourer with a top speed just under 100 mph and a dizzying array of optional extras. By 1969, the factory "King of the Highway" package included a fiberglass fairing on the handlebars, hard saddlebags and a top case at the rear.

1970 was the year that the American Machine and Foundry (AMF) conglomerate took control of Harley-Davidson, and significant changes were made to the FLH. Ignition was relocated inside the gear case cover and driven off the camshaft. An alternator inside the primary case replaced the generator, and that widened the housing. 1960s FLH models can be divided between generator shovels and alternator shovels. The wider housing moved the footboards outwards, which led to complaints that the footboards and exhaust were too easy to drag on the ground.

A front disc brake was a welcome addition in 1972, and even at a hefty 738 lbs the quarter mile time was a decent 15.42 seconds. Bicentennial models were offered for 1976, the first Classic FLH appeared in 1977 with all options, and a 75th Anniversary Edition was offered in 1978. This also introduced electronic ignition and brought an increase in displacement from 74 cubic inches to 80 cubic inches and a corresponding bump in performance to 65 bhp. Alloy wheels were offered with tubeless tires were also offered, and the large sprung buddy seat became an option, with a hard-mounted double seat standard.

The FLT and FLHT Tour Glide were launched for 1980 with a new frame and a three-point mounting system. It didn't stop the vibration inherent in a 45-degree twin, but it did at least insulate the rider and passenger for added comfort.

The FLT frame was attached to the fairing instead of having it bar-mounted. The fork tubes were now behind the steering stem to lighten low speed steering, and a five-speed transmission, oil bath chain and spin-on filter were introduced. Belt final drive was tested and fitted in 1983.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Also in 1983, the AMF conglomerate was pushed away from Harley's affairs through a buyout, and a smaller management team with Davidson family members, managers and some AMF figures took over. The 1984-98 Tour Glide would jump into the modern era with the launch of the V2 Evolution engine, which was actually developed on AMF's watch.

Body styles

Cruiser

Engine types

2-cyl. 1340cc/65hp 1bbl

1966-1984 Harley-Davidson FLH/FLT Electra Glide stats

Highest sale	Lowest sale	Most recent sale	Sales
\$159,500	\$2,200	\$13,750	246

Equipment

Additional Info

Manufacturer Code: C139

Shipping Weight: 999

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.