

2014 Harley Davidson Road King Service Manual

The long-departed Steve McQueen is still the coolest man on two wheels. Get an intimate look at his coolest bikes right here, right now, in McQueen's Motorcycles. Even thirty years after his death, Steve McQueen remains a cultural icon. His image continues to appear in advertising and pop culture and his fan base spans from car lovers to racing enthusiasts to motorcycle obsessives. In his movies, McQueen's character always had an envy-inducing motorcycle or car, but in his personal life, motorcycles were always McQueen's first true love. McQueen's Motorcycles focuses on the bikes that the King of Cool raced and collected. From the first Harley McQueen bought when he was an acting student in New York to the Triumph "desert sleds" and Huskys he desert raced all over California, Mexico, and Nevada, McQueen was never without a stable of two wheelers. His need for speed propelled him from Hollywood into a number of top off-road motorcycle races, including the Baja 1000, Mint 400, Elsinore Grand Prix, and even as a member of the 1964 ISDT team in Europe. Determined to be ahead of the pack, McQueen maintained his body like it was a machine itself. He trained vigorously, weight lifting, running, and studying martial arts. Later in his life, as he backed away from Hollywood, his interests turned to antique bikes and he accumulated an extensive collection, including Harley-Davidson, Indian, Triumph, Brough Superior, Cyclone, BSA, and Ace motorcycles. Today, McQueen still has the Midas touch; anything that was in the man's possession is a hot commodity. McQueen's classic motorcycles sell for top dollar at auctions, always at a multiple of what the same bike is worth without the McQueen pedigree. McQueen's Motorcycles reveals these highly sought-after machines in gorgeous photography and full historical context.

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Pentecostalism was born at the turn of the twentieth century in a "tumble-down shack" in a rundown semi-industrial area of Los Angeles composed of a tombstone shop, saloons, livery stables and railroad freight yards. One hundred years later Pentecostalism has not only proven to be the most dynamic representative of Christian faith in the past century, but a transnational religious phenomenon as well. In a global context Pentecostalism has attained a membership of 500 million growing at the rate of 20 million new members a year. Aimee Semple McPherson, born on a Canadian farm, was Pentecostalism's first celebrity, its "female Billy Sunday". Arriving in Southern California with her mother, two children and \$100.00 in 1920, "Sister Aimee", as she was fondly known, quickly achieved the height of her fame. In 1926, by age 35, "Sister Aimee" would pastor "America's largest 'class A' church", perhaps becoming the country's first mega church pastor. In Los Angeles she quickly became a folk hero and civic institution. Hollywood discovered her when she brilliantly united the sacred with the profane. Anthony Quinn would play in the Temple band and Aimee would baptize Marilyn Monroe, council Jean Harlow and become friends with Charlie Chaplain, Douglas Fairbanks and Mary Pickford. Based on the biographer's first time access to internal church documents and cooperation of Aimee's family and friends, this major biography offers a sympathetic appraisal

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of her rise to fame, revivals in major cities and influence on American religion and culture in the Jazz Age. The biographer takes the reader behind the scenes of Aimee's fame to the early days of her harsh apprenticeship in revival tents, failed marriages and poverty. Barfoot recreates the career of this "called" and driven woman through oral history, church documents and by a creative use of new source material. Written with warmth and often as dramatic as Aimee, herself, the author successfully captures not only what made Aimee famous but also what transformed Pentecostalism from its meager Azusa Street mission beginnings into a transnational, global religion.

Packed with more than a hundred marvelous motorbikes, this revved-up collection will delight the motorcycle enthusiast. Expert author Hugo Wilson has loaded the book with the most exceptional machines ever to rule the roads. Superb, museum-quality photography and a clean and classic DK layout showcases each machine, while the text celebrates the appeal of each and every brilliant bike in the book. Test drive this essential visual history of the motorbike and you'll want to take it home.

168 page full color documented look at some of the custom motorcycles that came out of the doors of Dynamic Choppers, full and double page spread of more than 100 one off custom builds...

If you're searching for your destiny and aren't sure what it is or how to get there, Leave A Mark will guide you through the process of discovering your destiny and pursuing a dream that will enable you to fulfill your destiny. Leave A Mark contains a study guide with thought-provoking questions presented in progressive phases. As you answer each question you'll discover life's deeper meaning and your own truly unique purpose. Learn how easy it is to pursue your dream

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and leave a mark, while becoming the person you really want to be. Leave A Mark is a Christian perspective on life in which God provides the perfect example of a destiny and dream, as well as an amazing master plan in which you can play a role. Leave A Mark is your source for definitive answers. So relax and enjoy! You're about to uncover your hidden purpose and experience a dynamic hope for the future.

FLHTC Electra Glide Classic (2010-2013) FLHTCU Ultra Classic Electra Glide (2010-2013)
FLHTK Electra Glide Ultra Limited (2010-2013) FLHR Road King (2010-2013) FLHRC Road
King Classic (2010-2013) FLTRX Road Glide Custom (2010-2013) FLTRU Road Glide Ultra
(2011-2013) FLHX Street Glide (2010-2013) FLHTCUSE5 CVO Ultra Classic Electra Glide
(2010) FLHTCUSE6 CVO Ultra Classic Electra Glide (2011) FLHTCUSE7 CVO Ultra Classic
Electra Glide (2012) FLHTCUSE8 CVO Ultra Classic Electra Glide (2013) FLHXSE CVO
Street Glide (2010) FLHXSE2 CVO Street Glide (2011) FLHXSE3 CVO Street Glide (2012)
FLTRUSE CVO Road Glide Ultra (2011, 2013) FLTRXSE CVO Road Glide Custom (2012)
FLTRXSE2 CVO Road Glide Custom (2013) FLHRSE5 CVO Road King Custom (2013)
TROUBLESHOOTING LUBRICATION, MAINTENANCE AND TUNE-UP ENGINE TOP END
ENGINE LOWER END CLUTCH AND EXTERNAL SHIFT MECHANISM TRANSMISSION
AND INTERNAL SHIFT MECHANISM FUEL, EMISSION CONTROL AND EXHAUST
SYSTEMS ELECTRICAL SYSTEM COOLING SYSTEM WHEELS, TIRES AND DRIVE CHAIN
FRONT SUSPENSION AND STEERING REAR SUSPENSION BRAKES BODY AND FRAME
COLOR WIRING DIAGRAMS

Do you want to make your Harley-Davidson run faster? Author Donny Petersen,

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with more than forty years of experience working on and designing Harleys, shows you how to make anything from mild to wild enhancements to your bike. He progresses from inexpensive power increases to every level of increased torque and horsepower. With graphics, pictures, and charts, Donny's Unauthorized Technical Guide to Harley-Davidson, 1936 to Present offers the real deal in performancing your Harley-Davidson Evolution and guides you on a sure-footed journey to a thorough H-D Evolution performance understanding. This volume examines the theory, design, and practical aspects of Evolution performance; provides insight into technical issues; and explains what works and what doesn't in performancing the Evolution. He walks you through detailed procedures such as headwork, turbo-supercharging, nitrous, big-inch Harleys, and completing simple hop-up procedures like air breathers, exhausts, and ignition modifications. In easy-to-understand terms, Donny's Unauthorized Technical Guide to Harley-Davidson, 1936 to Present shares performance secrets and provides clear guidance into what works, what does not, and what's just okay with performancing the Harley Evolution power train. Suspension is probably the most misunderstood aspect of motorcycle performance. This book, by America's premier suspension specialist, makes the art and science of suspension tuning accessible to professional and backyard

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motorcycle mechanics alike. Based on Paul Thede's wildly popular Race Tech Suspension Seminars, this step-by-step guide shows anyone how to make their bike, or their kid's, handle like a pro's. Thede gives a clear account of the three forces of suspension that you must understand to make accurate assessments of your suspension's condition. He outlines testing procedures that will help you gauge how well you're improving your suspension, along with your riding. And, if you're inclined to perfect your bike's handling, he even explains the black art of chassis geometry. Finally, step-by-step photos of suspension disassembly and assembly help you rebuild your forks and shocks for optimum performance. The book even provides detailed troubleshooting guides for dirt, street, and supermoto--promising a solution to virtually any handling problem.

Harley-Davidson motorcycles are the grandest name in American motorcycling, and represent the freedom of the open road, a life of rebellion, and a heritage of craftsmanship for over 100 years. In this collection, the biggest and best writings, old and new, are assembled on Harley-Davidson and their unique mystique by writers and personalities that are part of the legend, from Hunter S. Thompson to Sonny Barger, Evel Knievel to Arlen Ness, and more. Punctuated with classic images—from vintage motorcycling photos to racing and walls of death posters to pictures from biker LPs and novels—these are the stories that have helped define

the Harley-Davidson myth. The tales of the company's birth, the rise of the biker outlaw legend, and the modern-day revival of choppers, bobbers, and retro rides are all told by the best-loved sages of biker lore. With sidebars on biker movies, biker literature, and much more, this book chronicles the Motor Company's long ride into modern-day legend.

What happens to gender at 120mph? Are Harley-Davidsons more masculine than Yamahas? The Gendered Motorcycle answers such questions through a critical examination of motorcycles in film, advertising and television. Whilst bikers and biker cultures have been explored previously, the motorcycle itself has remained largely under-theorised, especially in relation to gender. Esperanza Miyake reveals how representations of motorcycles can produce different gendered bodies, identities, spaces and practices. This interdisciplinary book offers new and critical ways to think about gender and motorcycles, and will interest scholars and students of gender, technology and visual cultures, as well as motorcycle industry practitioners and motorcycle enthusiasts.

The motorcycle adventurer and author of *Two Wheels Through Terror* delivers a "spectacular and gripping read" of his solo journey around the world (Friction Zone). In November of 2001, on a motorcycle trip to the tip of South America, Glen Heggstad was kidnapped at gunpoint by Colombian rebels and held captive

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for five weeks. Yet even after his traumatic incarceration, Glen did what few others would—finished his trip. Three years later, frustrated by the climate of fear in a media-saturated world and the resulting stranglehold of self-imposed security in the United States, Glen decided to look for truth on his own terms—on the back of his motorcycle. Starting in Japan, Glen wound his way through Siberia, Mongolia, Europe, the Middle East, Southeast Asia, and Africa, stopping in over thirty countries. This was not a tourist's bus tour—Glen battled extreme temperatures, knee-deep mud, bureaucratic roadblocks, health problems, and loneliness, but these problems faded to insignificance with the thrill of the open road and the smiling receptions he received from locals and fellow bikers at every turn. With *One More Day Everywhere*, readers can share Glen Heggstad's vision of a world ungoverned by fear and, like Glen, embrace each experience, with one eye always on the horizon. "If anyone knows determination, perseverance, agony and terror it is Glen Heggstad. And that motorcycles are fun!" —Jimmy Lewis, editor, *Cycle World Magazine* "This is a story of extreme travel at its finest." —*RoadRunner* "Heggstad manages to illustrate the joys and hardships and benefits and drawbacks of two-wheeled global travel to some of the most difficult places on the planet." —*Friction Zone*

Harley-Davidson: words that evoke the open American road and the 'Made in

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America' tradition like no others. The sweeping chopper handlebars, the distinctive throaty 'potato potato' roar of the engine and the unmistakable logo are all emblems recognized the world over. This book expertly ties together the mechanical evolution of the Harley's engines – from the earliest motorized pedal bicycles to the iconic heavyweight twin cylinder V-engines we know and love today – and the social history of the brand's phenomenal rise in the twentieth century, as innovative survivor of the Great Depression, supplier of the military during both World Wars and enduring symbol of freedom and rebellion in movies such as 'Easy Rider'. It is fully illustrated with pictures of the bikes and those who have ridden them as well as beautiful examples of H-D's distinctive design aesthetic in advertising and collectibles.

This illustrated guide is packed with interesting facts and follows the history of the famous Harley-Davidson company and the development of its famous bikes, which have earned a special place in the hearts of enthusiasts everywhere. The story dates from 1903 when Bill Harley and the Davidson brothers, with no thought of fame or fortune, decided to build a motorcycle that really worked. So successful was it, that it led to the gradual formation of a company that has survived through good times and bad. Through good times and bad, losing and winning back police contracts, as well as weathering various other vicissitudes,

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the company has achieved lasting success. In the end, Harley-Davidson came to the ultimate decision of giving its customers what they really wanted, not by providing year-on-year innovations, but by remaining true to the Founders' original concept. The result, as everyone knows, are bikes of mythic status, imbued with a mysterious quality of their own and generating a passion in enthusiasts amounting almost to a love affair. The name has come to personify America and is up there alongside Coca-Cola, Ford and McDonald's. The bikes are described in detail, not only in mechanical terms, but also with glorious photographs, and will be of interest to everyone who loves motorbikes: even aficionados of Japanese and European bikes, who have never even ridden a Harley-Davidson, will be able to recognize the unique marriage of style and nostalgia and the fact that there are no other bikes quite like them.

FLHR Road King (1995-1998), FLHR-I Road King (1996-1997), FLHRC-I Road King (1998), FLHS Electra Glide-Sport (1988-1993), FLHT Electra Glide (1995-1998), FLHTC Electra Glide Classic & Anniversary (1984-1998), FLHTC-U Electra Glide Classic-Ultra & Annivers

In the early 1980s, Harley-Davidson was on the verge of bankruptcy. In the general public's opinion, quality was substandard—of both motorcycles and riders. Harleys leaked oil and were often broken down. Riders were roughnecks, out to

raise hell. The Harley-Davidson brand was tarnished. What's more, the charges were true. By the mid-1980s, Harley couldn't produce enough bikes to keep the public happy. Dealers were selling bikes off the showroom floor, struggling to assuage customers' frustration. And today, Harley-Davidson is a model brand. Harley-Davidson isn't just a motorcycle company anymore. It is a community, a look, a source of self-expression, an all-American appeal for freedom—all expressed in one little logo. So, what happened? How did Harley manage to pull itself from the fire, brush itself off, and ride off into the sunset? The secret: branding. Histories will tell you how Harley-Davidson closed the quality gap between Hogs and the cheaper, faster, sleeker Japanese bikes; how Harley used Japanese manufacturing methods to increase its cash flow; how Harley clawed its way back from the brink of bankruptcy. All these aspects were important to Harley's rise from the ashes, no doubt, and as such are discussed in this book. But the true power of the big, beautiful, orange and black machine that is Harley-Davidson lies in its image, the Bar and Shield, the brand. *Rebuilding the Brand: How Harley-Davidson Became King of the Road* is the story of how a core group led a team of not only marketing folks but also employees, management, dealers, and vendors to rebuild the Harley-Davidson image. Told through the perspective of Clyde Fessler—who held several positions within Harley, from head of

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marketing services to VP of business development—Rebuilding the Brand provides dynamic branding information couched in an entertaining story. Fessler describes the methods used to create the iconic image Harley-Davidson enjoys today, methods that can be translated to nearly any industry, and explores the topics of brand experience, brand personality, brand extension, brand association, brand consistency, and brand welfare. Allworth Press, an imprint of Skyhorse Publishing, publishes a broad range of books on the visual and performing arts, with emphasis on the business of art. Our titles cover subjects such as graphic design, theater, branding, fine art, photography, interior design, writing, acting, film, how to start careers, business and legal forms, business practices, and more. While we don't aspire to publish a New York Times bestseller or a national bestseller, we are deeply committed to quality books that help creative professionals succeed and thrive. We often publish in areas overlooked by other publishers and welcome the author whose expertise can help our audience of readers.

A handsome, informative overview of Harley Davidson's 100 plus years of style and innovation.

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"Phil Cross: Gypsy Joker to a Hell's Angel is a rough-and-tumble autobiography of one bad dude and his journey through moto-culture's most notorious motorcycle club"--Provided by publisher.

In celebration of a century of making classic motorcycles, the official one-hundredth anniversary volume recounts the history of the company, and presents images of its famous products.

Harley-Davidson are two words that evoke the search for freedom as well as the

“Made in America” tradition. The unique sound, the popular chopper handlebars and the famous logo have all become part of the American pop culture if not of the entire world. This book brings together the history and the mechanical evolution of the company's engines. It continues describing the main motorcycle model families and digs down to describe the most famous models Harley has ever produced. A final chapter is dedicated to the successful brand's phenomenal rise in the twentieth century and how Harley Davidson has become a symbol of freedom and rebellion. The book is fully illustrated with pictures of the bikes.

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The Best of Peter Egan offers a “greatest hits” collection of Egan's motorcycle musings from the past four decades, delivered in his signature, wise but amusing, style. Peter Egan's writing invites you to pull up a chair, pour a little scotch, and relax while he shares with you his tales from the road, his motorcycling philosophy, and his keen observations about the two-wheeled life. For some forty years, Peter Egan's columns and feature articles have been among Cycle World's most anticipated monthly content. Egan's legions of fans know they will gain a fresh perspective on motorcycling from each of his articles. Drawings from motoring artist Hector Cademartori beautifully

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illustrate Egan's musings, and a foreword by super-enthusiast Jay Leno introduces the book. This is an unforgettable collection from a master writer whose simple adventures of two-wheeled life remind us why we love to ride.

Compendium of Hydrogen Energy Volume 4: Hydrogen Use, Safety and the Hydrogen Economy focuses on the uses of hydrogen. As many experts believe the hydrogen economy will, at some point, replace the fossil fuel economy as the primary source of the world's energy, this book investigates the uses of this energy, from transport, to stationary and portable applications, with final sections discussing the difficulties and possibilities of the widespread adoption of the hydrogen economy. Written by both leading academics in the fields of sustainable energy and experts from the world of industry Part of a very comprehensive compendium which across four volumes looks at the entirety of the hydrogen energy economy Covers a wide array of hydrogen uses, and details safety tactics, hydrogen applications in transport, and the hydrogen economy as a whole

Buckle your seat belt and get ready for an action-packed race through the world of automobiles! Car Crazy is an exhilarating celebration of the motor vehicle in all its weird and wonderful glory. Prepare to be dazzled by the fastest, the loudest, the most beautiful, the most powerful, the most expensive, and the most outrageous vehicles ever to hit the tarmac. More than just a beautiful book of pictures and facts, Car Crazy also tells the amazing human-interest stories behind the greatest racing drivers and

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stuntmen. Marvel at the death-defying bravery of Evel Knievel and Ayrton Senna and find out how scientists and designers changed the shape of the car forever in their quest for perfect aerodynamics.

Chronicled here for the first time, Harley-Davidson's exclusive CVO models are pure eye candy.

When retired executive Robert McPherson saddled his Harley Davidson Road King for a two thousand mile trip to the annual motorcycle rally in Sturgis, South Dakota, he didn't know that he was about to embark on a long journey into the unknown - from the curious world of biker culture to the majesty of the American countryside to the jaws of death itself. What he encounters along the way will test everything he thought he knew about life, America, and love. Since writing *White Collar Biker*, Rob suffered a stroke on January 7, 2014. Rob was a healthy 51-year-old with no prior history. Rob has made great strides in his recovery and his drive and determination are remarkable. Rob's accomplishment of writing *White Collar Biker* has been a lifetime dream. Proceeds from this book are going to YoungStroke, Inc., a non-profit 501(c)3 organization based in Conway, South Carolina, which serves as an advocacy organization benefiting young stroke survivors under 65 and their caregivers. Through research and education, YoungStroke aims to raise awareness, increase knowledge, and share good practices to improve their quality of life.

FLHT Electra Glide Standard (2006-2009), FLHTI Electra Glide Standard (2006),

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FLHTC Electra Glide Classic (2007-2009), FLHTCI Electra Glide Standard (2006), FLHTCU Ultra Classic Electra Glide (2007-2009), FLHTCUI Ultra Classic Electra Glide (2006), FLHTCU

Go on a 60-year ride with Harley-Davidson's Sportster Things got a little weird in the American motorcycle industry after World War II. People hungered for new motorcycles, buying just about everything manufacturers could build. But on rare occasions a manufacturer produced a machine that nobody wanted. Such was the case with the Harley-Davidson Model K. The Model K had most of the features buyers wanted in a modern machine, like hand-operated clutches, foot-operated shifters, and cool-running aluminum heads, but it lacked perhaps the most important technological upgrade: a modern overhead-valve valve-train design. The Model K retained the antiquated side-valve design because of arcane AMA racing rules written when Harley-Davidson and Indian competed head-to-head on American racetracks, but by 1952 Indian was on its last legs. This should have made the Model K a massive sales success. What nobody counted on was the British bike invasion. Thanks to their modern overhead-valve engines, the lightweight British bikes humiliated the side-valve Harleys on the track and on the street. Upgrades to the Model K didn't help; Harley finally relented and introduced a new overhead-valve middleweight for the 1957 model year. Dubbed the Sportster, it was everything the Model K was not. More importantly, it was faster than the British competition. Thus began the Sportster's sixty-year reign. Harley-Davidson Sportster: Sixty Years tells the complete Sportster story. Noted Sportster expert Allen Girdler covers all the bikes--the XLCH, Caf_ Racer, XR1000, XLX, 883, Iron, Forty-Eight, Seventy-Two, and Nightster--that have made the Sportster one of the most iconic motorcycles on earth.

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XLH883, XL883R, XLH1100, XL/XLH1200

The Harley-Davidson Source Book celebrates these iconic motorcycles in encyclopedia form. Rich with vivid photography, insightful commentary, and production specs and data, this is the #1 resource for die-hard Harley fans all around the world. When most people close their eyes and imagine a motorcycle, that motorcycle looks very much like a Harley-Davidson. That's because Harley builds the archetypal motorcycle, the mythic bike that exists beyond the input provided by our traditional senses. This is what the philosopher Kant called a priori knowledge, knowledge we can't learn but only intuit. That makes a Harley-Davidson the a priori motorcycle. The Harley-Davidson Motor Co. builds motorcycles that look the way the primordial biker inside each of us feels a motorcycle should be built. This is why Harley-Davidson defines the very word motorcycle for so many people. In The Harley-Davidson Source Book, acclaimed Harley-Davidson historian Mitchel Bergeron covers every motorcycle the company has built, from the very first prototype to the Silent Gray Fellow to the latest CVO Electra Glides and Softails. They're all here—the Knucklehead, the Panhead, the Pea Shooter, the KR, the Sportster, the XR750, the Shovelhead, the Evolution, the Twin Cam, the V-Rod, and all the rest. An authoritative text by noted Harley-Davidson historian and journalist Mitchel Bergeron complemented by modern and period photography and archival marketing materials make this Harley reference complete. The Harley-Davidson Source Book showcases the most storied, celebrated, and downright wild motorcycles ever produced by the Motor Company. This is the ultimate encyclopedia of the ultimate motorcycle.

The well-respected automotive journalist chronicles the rise of Harley Davidson to industry leader, and later, cultural icon, in a fascinating look at the evolution of the legendary

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motorcycle. Reprint.

Moving to a new Amish settlement in small-town Colorado was a brave new start for independent-minded quiltmaker Esther Kiem. But helping her reckless relative will really put her special matchmaking skills to the test . . . Mischievous and rebellious, young Ben Kiem is making the wrong kind of name for himself throughout the town of Byler. And even though his sister-in-law, Esther, somehow coaxes him into keeping company with sensible Linda Eicher, Ben can't see anything they have in common. Or that he could ever be good enough for someone like her. But Linda's down-to-earth nature and unexpected understanding have Ben trying his best to be better, no matter how challenging . . . Linda couldn't be more surprised when Ben turns out to be caring and helpful, despite his rowdy pranks and bad-news friends. And falling in love with him suddenly seems just right. But when a heartbreaking misunderstanding comes between them, both she and Ben must risk enough to trust, stitch the pieces back together—and dare a forever precious happiness. Praise for Jennifer Beckstrand and Abraham “This is an endearing romance that fans of Wanda Brunstetter will love.”

—Publishers Weekly

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