

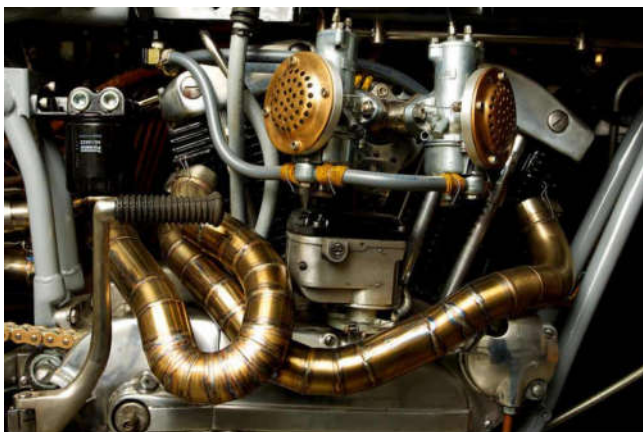
bigjwijn's 1966 Sportster custom cafe racer

Featured on the front cover of the July, 2011 issue of "Hot Bike Magazine".



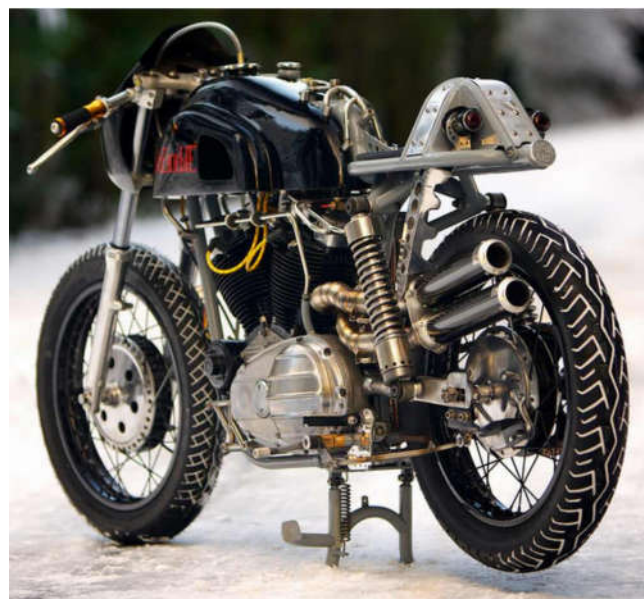
This handmade 1966 Harley Davidson XLCH iron-head motorcycle dubbed "WAR CRIMES" wasn't restored to its original form. Instead Carl and Mark from, "Superrat", located in Northwest Washington State have taken one of the most iconic motorcycles of our generation and improved virtually every

aspect of it to bring it to its current bad-ass condition. This Iron-Head is a great example of old and new technology blended to create the best of both worlds. It is impossible to adequately describe what this bike looks like in person...but I can attempt to give you a list of features.



The top end of the engine has been re-honed with all new gaskets. It kicks over smoothly, has great compression and runs perfectly. The custom stainless tuned exhaust system of this iron-head is one of the show features of the motorcycle. The exhaust is hand made out of 22-gauge stainless sheet metal. The fit and finish of the final product was outstanding, Carl had to hand-cut 80 pieces of sheet metal and then he slip-rolled them all to fit perfectly together. A tremendous amount of time was taken to make sure that the heat stayed consistent during the process so that the coloring would be the same through the entire exhaust system. The mufflers are designed by "Superrat" and the billet end caps were machined by, "Circle F." It is very rare to find an exhaust system that is built to this level of perfection.

The most noticeable feature of this iron-head would have to be its proprietary fuel tank. Carl spent about 45 hours making the stainless steel motor mounts on the front and top of the engine. Once he had the mounts completed, Carl hollowed out the left side of the tank so that people could see the craftsmanship and detail of the mounts straight through the side of the tank to the frame.



After the tank was completed, Carl fabricated the rear tank mount out of stainless. It was a difficult job, because he had to make sure that all nine mounts lined up in the right place. The end result was well worth the effort that he put into it.

The frame was shaved and molded. All unnecessary tabs were removed to provide a smooth and clean finish. The hand-made tubular rear tail-section was built to have a deconstructed, inverted look to it. Typically cafe-racer bikes can be ruined by covering up the artistic aspect of the frames with sheet-metal or bodywork. The carburetors are rebuilt Amal Carbs to give it a British flair. Carl modified a stainless 2-into-1 intake to accept the carburetors to the engine. Mounting the carbs was a fairly difficult undertaking in that the Carl wanted to keep the carbs mounted tight against the bike. The fairing is made from 22-gauge sheet metal and has vertical slots cut in the front of it for the light to illuminate out of.



The vintage looking cloth wiring from, "Low Brow Customs" was installed by Mark from, "Superrat." The paint design which was completed by Mark from, "Superrat", was inspired by a Russian Military Theme. "War Crimes" is stenciled on the side of the tank along with the hammer and sickle on the fairing.

TECHNICAL SPECIFICATION

Model ID

Manufacturer	H-D
Model Name	XLCH
Year	1966
Category(class)	Custom

Engine

Engine	900 CC
Displacement	
Engine Type	Iron-Head V-Twin
Cases	H-D
Cylinders	H-D / Superrat
Heads	H-D
Rocker Boxes	HD
Carbs	Amal / Superrat
Exhaust	H-D

Powertrain

Gearbox	H-D
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Tires/Brakes

Front Brakes	Drum
Rear Brakes	Drum
Tires	Bridgestone / 130-19
Rear Tire	04.10/19

Paint

Paint	Mark Bjorklund
Graphics	Mark Bjorklund

Accessories

Tank	Superrat
Handlebars	Clip-Ons, Superrat
Hand Controls	H-D
Foot Controls	Superrat
Footpegs	Superrat
Seat	Young Pon
Fairing	Superrat
~ 60 to 140 km/h, highest gear	-