

Exile

cycles



HERE'S THE
CATALOG
EXILE CYCLES



hardcore minimal tough - **THIS IS HOW WE DO IT, BABY**

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I can't believe that it's been two decades since I launched Exile Cycles from my garden shed in the mid 1990's. Our mission was "to expose the American people to clean, tough European styling whether they like it or not!" Well, it seems a lot of them did like it and Exile is now a thriving corporation with a rock-solid reputation. We have been a major influence on the custom bike scene as well as the aftermarket parts industry. Remember any bikes you saw in the mid 90's with huge tires, fat handlebars, smooth triple trees, drive-side brake, 2 1/2" pipes, etc? Only Ours! Hell, these days half the models in the HD line-up look like they were designed by Exile. We now offer a very extensive range of parts (including bolt-on parts to transform your Harley), plus Complete Bike Kits and built-to-order custom cycles - and we ship to every corner of the globe. We have not compromised our design ethic one bit: the bikes we build now, the bikes we built then, and the bikes we have yet to build, all scream Exile Cycles. These machines are timeless classics, not the flavor of the month. Hardcore, minimal, tough. If you want a brightly colored, over-chromed bike, call some-one else. If you want one that looks like the bat-mobile or some other childish theme-machine, call a therapist - what the fuck is wrong with you?

To those of you that get it,
this book's for you!



Russell Mitchell - President
Biker by birth, Exile by choice



RS

Brown Pearl



BIKES BUILT FROM SCRATCH
USING ALMOST ENTIRELY
EXILE PARTS

Bulldozer



Fat Bloke



➤➤ SEE PRICE LIST / TECHNICAL SUPPLEMENT FOR OPTIONS AND INFO

PROJECTS



Hot Rod



Pure Sex Dragster



Rockstar



Black Bull



BIKES BUILT FROM SCRATCH
USING ALMOST ENTIRELY
EXILE PARTS

Bar Hopper



➤➤ SEE PRICE LIST / TECHNICAL SUPPLEMENT FOR OPTIONS AND INFO

EX SPECIALS

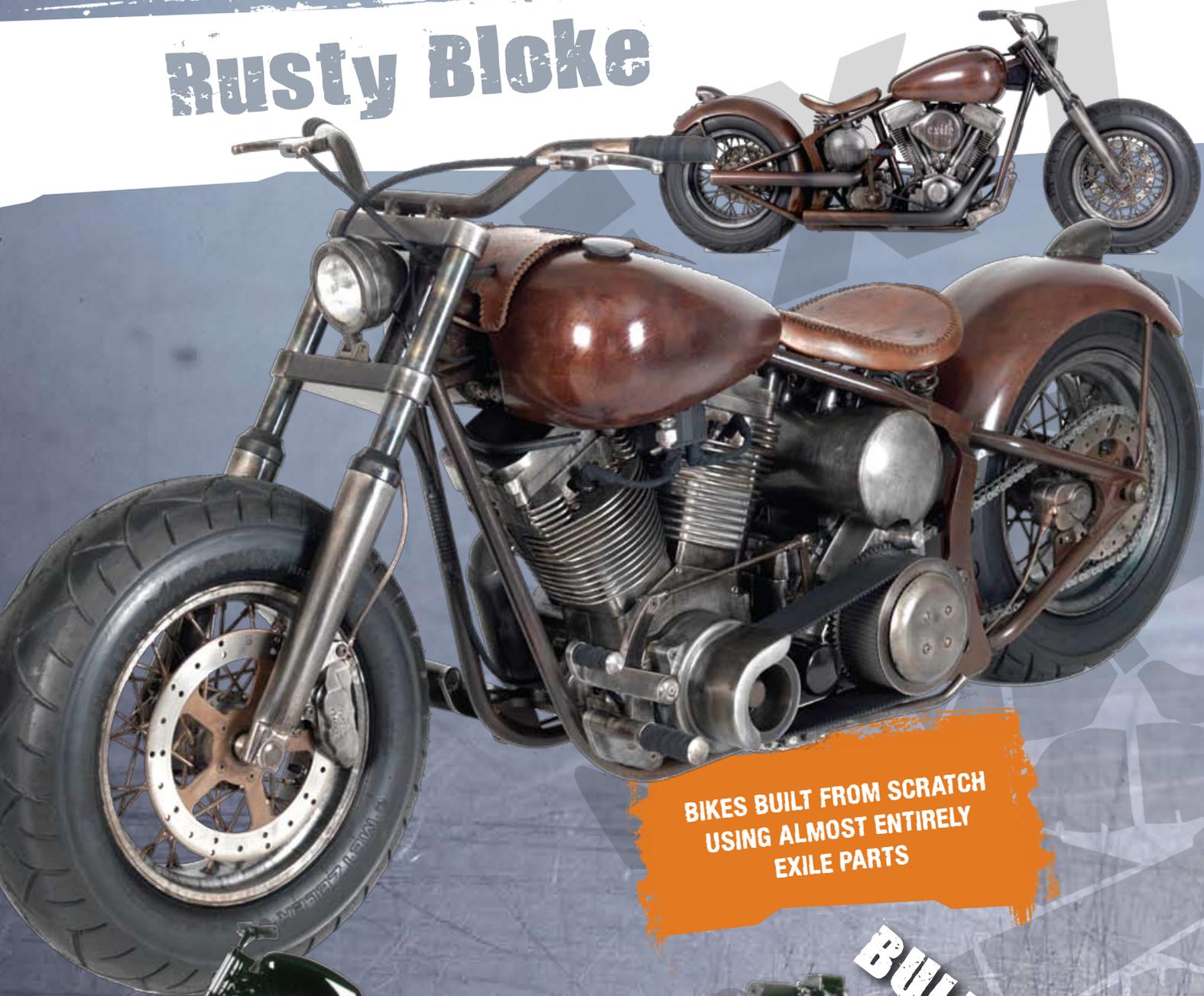
MAD MAX



THE CHOPPER



Rusty Bloke



BIKES BUILT FROM SCRATCH
USING ALMOST ENTIRELY
EXILE PARTS

BULLFIGHTER



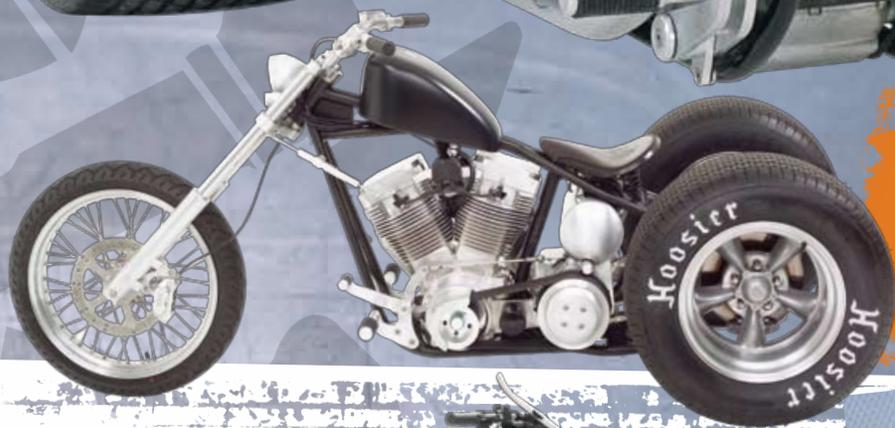
➤ SEE PRICE LIST / TECHNICAL SUPPLEMENT FOR OPTIONS AND INFO

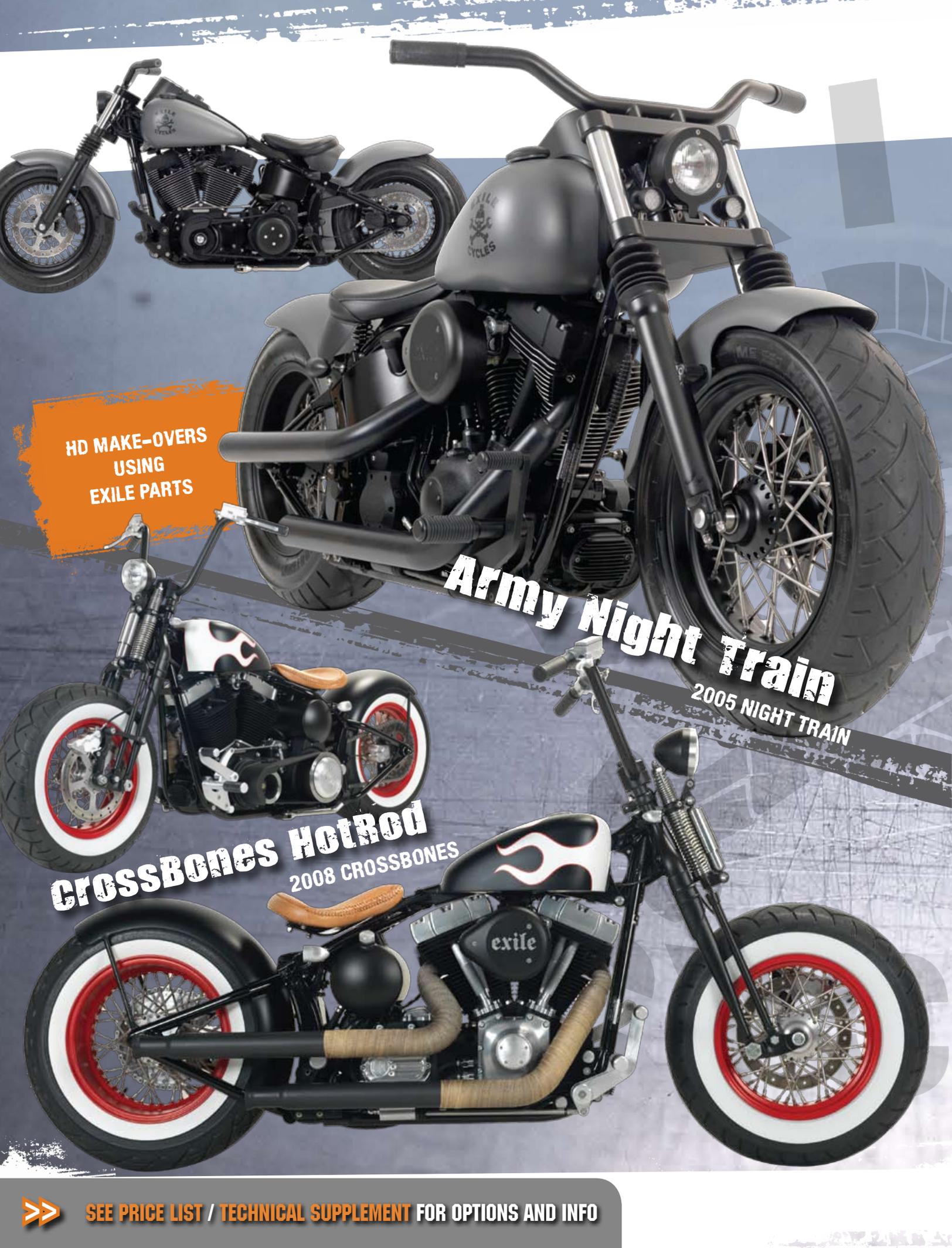
TRIKES

DISCOVERY
TRIKE



ANY OF OUR
BIKE 'MODELS'
CAN BE ALSO
BUILT
AS A TRIKE!





**HD MAKE-OVERS
USING
EXILE PARTS**

Army Night Train

2005 NIGHT TRAIN

Crossbones Hotrod

2008 CROSSBONES

exile



SEE PRICE LIST / TECHNICAL SUPPLEMENT FOR OPTIONS AND INFO

HARLEYS



Tough Deluxe

2009 DELUXE



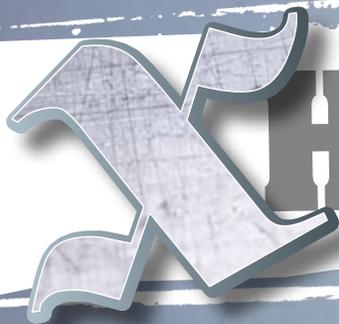
Softail Bulldozer



2007 STANDARD



THESE BIKES USED TO BE STOCK HARLEYS!



HARLEYS

THESE BIKES USED TO BE STOCK HARLEYS!



Sporty Night Train
2009 NIGHT TRAIN

HD MAKE-OVERS
USING
EXILE PARTS



Softail Bar Hopper
2007 STANDARD



➤➤ SEE PRICE LIST / TECHNICAL SUPPLEMENT FOR OPTIONS AND INFO



Supermoto
StreetBob
2006 STREETBOB



DYNA HOT ROD
2010 FXD

BIKE KITS

EXILE CYCLES

COMPLETE BIKE KITS

⇒ Our Complete Bike Kit program allows you to order every part needed for your project at a significant discount. Most customers also elect to have us perform any necessary fabrication work so their project is ready to go straight to paint and assembly. The system is primarily aimed at the customer who is building an 'Exile' bike (or having one built for them), but the discount program can apply to any large order.

"building your own bike - a biker rite of passage"



Pictured bike is just one possible combination of parts. Build your bike exactly as we do, or design your own dream-machine - **the choice is all yours.**

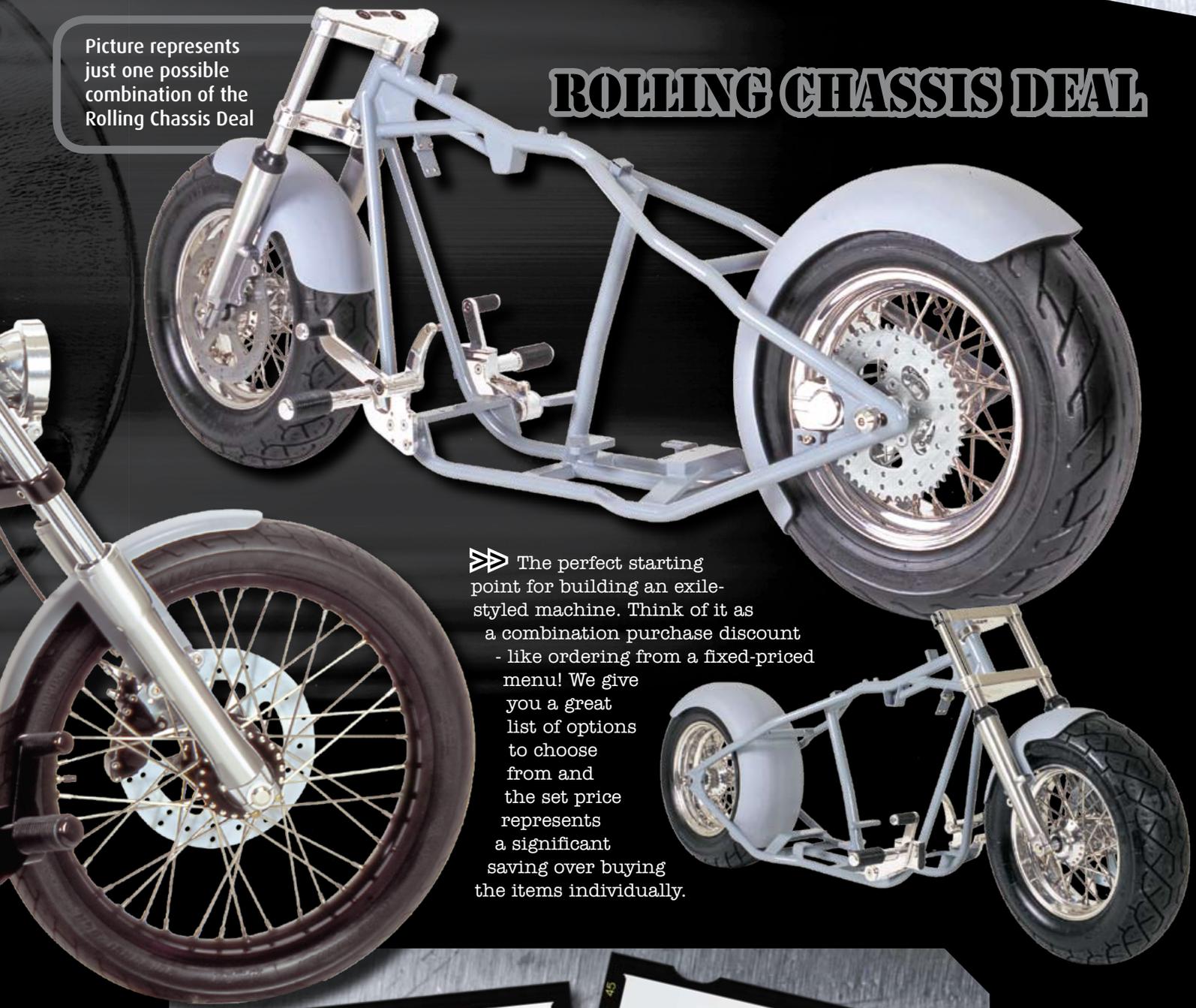


SEE PRICE LIST / TECHNICAL SUPPLEMENT FOR OPTIONS AND INFO

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Picture represents just one possible combination of the Rolling Chassis Deal

ROLLING CHASSIS DEAL



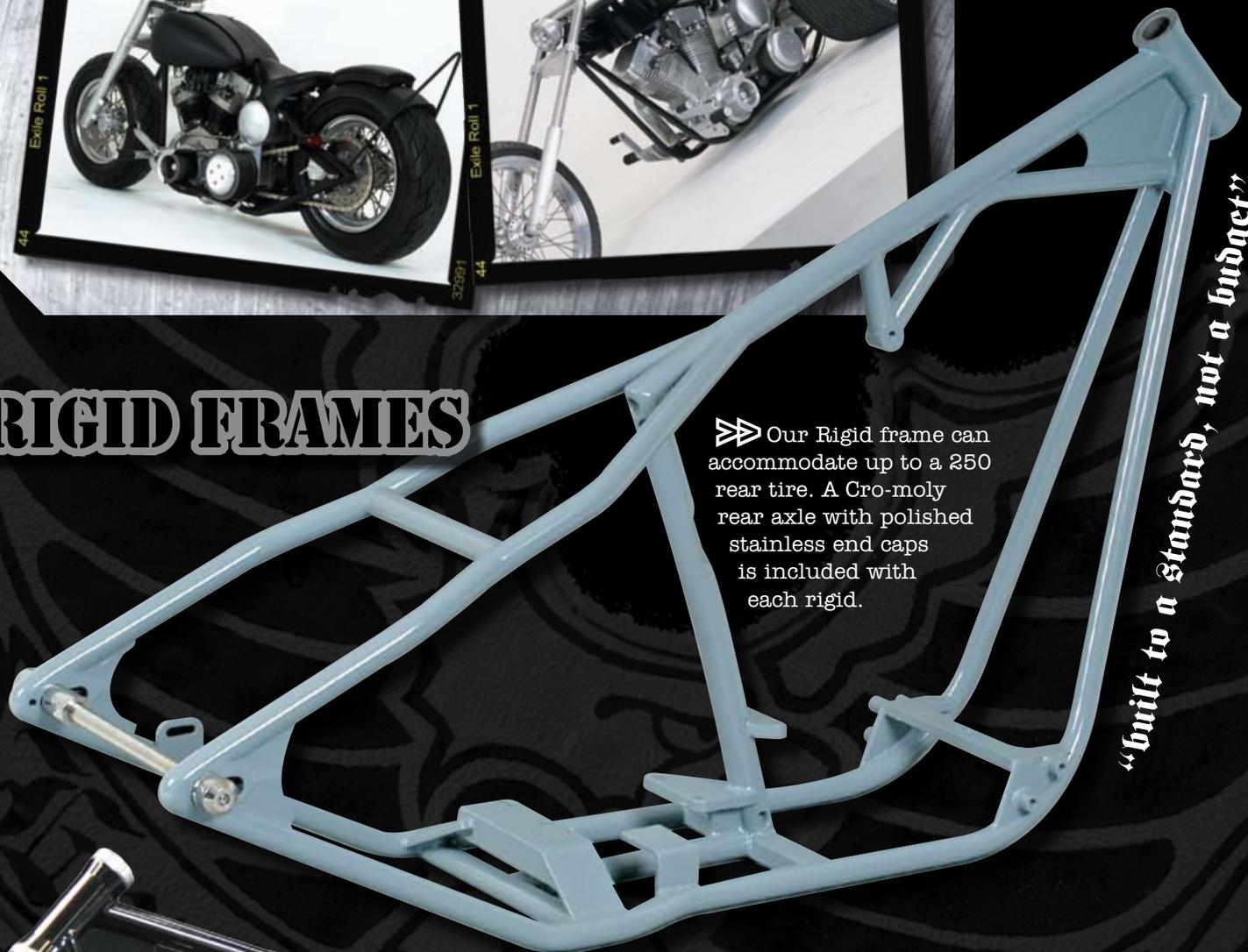
➤ The perfect starting point for building an exile-styled machine. Think of it as a combination purchase discount - like ordering from a fixed-priced menu! We give you a great list of options to choose from and the set price represents a significant saving over buying the items individually.



FRAMES EXILE CYCLES



RIGID FRAMES



Our Rigid frame can accommodate up to a 250 rear tire. A Cro-moly rear axle with polished stainless end caps is included with each rigid.

“built to a standard, not a budget”

TRIKE FRAME



Our Trike frames are available in either rigid (shown) or Softail format. The Trike Rear Axle (shown) is available separately and includes axles, axle tubes with clamps, differential, billet aluminum diff housing, 48T sprocket, brake rotors, calipers and brackets. (Product shown with some additional fabrication and powder-coat.)



SEE PRICE LIST / TECHNICAL SUPPLEMENT FOR OPTIONS AND INFO

SOFTAIL FRAME KITS

⇒ Softtail-style frame can accommodate up to a 250 rear tire. Frame comes with swing-arm, swing-arm bearings, pivot axle with stainless end-covers, stainless rock guard, and a Cro-moly rear axle with stainless end-covers.

All our frames are fabricated to our specifications by Daytec - the best in the industry. Each frame is built to order, allowing you to select the exact rake, stretch and bracketry you require. The welds are beautiful and the finish impeccable. These frames scream quality.



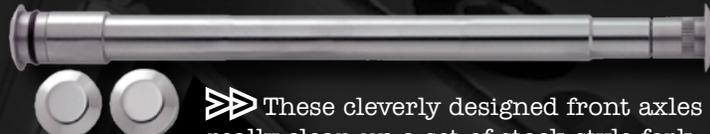
WIDE-TAIL SWING-ARM

⇒ Wide Swing-arm for TwinCam Softails. This swing-arm kit will allow you to install up to a 250 tire on a stock HD TwinCam Softail. Also for Daytec Softail frames (shown).



FRONT ENDS CYCLES

FLUSH FRONT AXLE



➤ These cleverly designed front axles really clean up a set of stock-style fork sliders. Beautiful polished 303 stainless caps make ugly nuts and protruding axle-ends a thing of the past. The axle itself is chrome moly steel.



➤ Sani-Trees now available machined to accept speedo and indicator lights.



SANI-TREES

➤ These super-clean trees are machined from massive 1 1/2" thick chunks of billet aluminum. They accept 41mm fork tubes and once installed there are almost no fixings to be seen.

"Sani-Trees" are available in show-polished or black anodized finish, and are tapped to accept the Hidden Fork-stop Kit.

GENUINE SHOWA FORK ASSEMBLIES

➤ These are the exact same fork assemblies used on stock Harley Davidsons. The quality far exceeds that of the cheap after-market imitations. Genuine HD appearance and performance. FXST, FLST and FLT style 41mm assemblies offered.



Urethane Handlebar Dampers



Neck Bearing and Race Sets

"the cleanest front end known to man"

➤ Inverted Front End



SEE PRICE LIST / TECHNICAL SUPPLEMENT FOR OPTIONS AND INFO





RAKED TRIPLE TREES



41mm billet triple trees are available with a variety of added rakes.

BILLET FRONT ENDS

Super-clean front ends available in a variety of lengths from extra short to crazy long.



EXILE INVERTED FRONT END



⇒ Inverted Front End

This front end boasts beautifully designed billet triple trees and fork legs by Exile, but contains a precision cartridge damping system from Ceriani. Exile design with Ceriani function – what a combo!

⇒ Exile trees for Inverted Front End or 49mm fork tubes

These stylish billet trees are the ones used in our Inverted Front Ends, but they can also be used with your Dyna 49mm fork tubes. They are available in both wide-glide and mid-glide configurations, and a variety of finishes.



HIDDEN FORK-STOP KIT

⇒ This stainless steel bearing cup set completely eliminates ugly external steering stops. Ingenious and beautiful.



⇒ Fork Stop Kit for stock HD



WHEELS / BRAKES

MONSTER WHEELS



15x7 rear

15x5 front

21x3.5 front



15x5 Solid Monster Wheel

These are the wheels you've seen on nearly all our bikes. An aluminum rim, huge 1/4" stainless steel spokes, a billet hub with sealed bearings, and the rubber of your choice - these are the ingredients that make up one of these bad boys! Monster wheels are available in a variety of sizes and finishes with either a single-flanged or dual-flanged hub. Some of our favorite sizes are shown here

Other Common Monster Wheel Sizes



15x6 rear



16x8 rear



17x7 rear



16x4.25 front

CUSTOM-LACED WHEELS

We are proud to offer a huge selection of custom-laced wheels in a vast array of sizes, finishes, and options. Each wheel is built to special order, so call us for a quote - but no bargain hunters please!



SEE PRICE LIST / TECHNICAL SUPPLEMENT FOR OPTIONS AND INFO

Exile

SPROCKET BRAKE KIT

➤ The Sprocket Brake Kit is a signature item on all our bikes. The rear brake and final drive sprocket are combined into one great-looking unit, cleaning up the rear wheel completely. The polished stainless steel sprocket/rotor is coupled with a slick two-piston billet caliper – available in polished aluminum, black anodized or chrome.

With today's huge motors making a chain final-drive a necessity there is no excuse for not running one of these babies.



FRONT BRAKE

4-PISTON CALIPERS



➤ Polished 11.5" stainless steel brake rotor with classic 5-spoke design.

➤ Beautiful powerful 4-piston front brake calipers, available in polished aluminum, black anodized or chrome.



Polished aluminum



Black anodized



Chrome

“the perfect complement to our sprocket brake kit”

SPROCKET BRAKE ANCHORS



Bolt-on Sprocket Brake Anchor for stock Softails



Bolt-on Sprocket Brake Anchor for Dynas

TANKS EXILE CYCLES

OILBAGS

➤ These old school round oilbags are beautifully fabricated from 6061 aluminum and feature hidden battery box, top mounting points and internal plumbing for the cleanest possible look. Available either for kick-start or for electric-start applications. We never build a bike without one!



"don't build your bike without one"



Oilbag bushings
Outlet fittings



Oilbag with electric-start clearance - rear view



YTX20HL-BS sealed battery
Antigravity YTX12-20 - very small!

HD TwinCam with Exile Oilbag and Chopper Gas-Tank

Oilbag mounting brackets for TwinCam Softails



Oil Line adapters for TwinCams



SEE PRICE LIST / TECHNICAL SUPPLEMENT FOR OPTIONS AND INFO

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CHOPPER GAS-TANK



➤ This classic tank starts life as an oversized Sportster-style tank stamping in heavy 14 gauge steel. Individually fabricated so you can dictate height, width and tunnel depth, as well as gas-cap and petcock location. Finished tanks come complete with pop-up stainless gas-cap and weld-on frame brackets with rubber bushings and mounting hardware. Our Chopper Gas-tank Kit includes all the components pictured so you can fabricate a perfect fit for your project.



**Chopper Gas-Tank now available
as a bolt-on for TwinCam Softails**

LOW PROFILE GAS CAP

➤ Beautiful, basic, machined billet caps available single or pair.



POP-UP GAS CAPS

➤ Clever stainless steel gas-cap sits flush to tank surface then pops up to fill up!



EXILE
CYCLES

FENDERS

TROJAN FENDERS

Short Trojan



Edge of fender follows the edge of the tread

Medium Trojan



Fender sides cover about half the side-wall of the tire

Long Trojan



Line of fender follows the line of the rim

Named after a condom because of their sexy curves and the way they fit the tire like a second skin. These fenders are spun on tooling designed to be a perfect match to the contour of the tread, and then laser cut for a perfect shape. They are supplied as full half-circle fenders, but heavy 14 gauge steel construction allows them to be trimmed to any desired length or shape. We use a 10.5" wide Short Trojan on most of our bikes, but we do stock a variety of Short, Medium and Long Trojans in widths from 8" to 11". Call for availability.



SHORT TROJAN

"made from heavy-duty american steel"

FRONT TROJAN

This fender looks great over a really fat front tire. Available with 7" or 8" distance between mounting points.



SEE PRICE LIST / TECHNICAL SUPPLEMENT FOR OPTIONS AND INFO



The Exile logo is rendered in a stylized, 3D font with a metallic, brushed metal texture and a bright orange outline. It is set against a dark, circular background.

COMPOSITE FENDERS



Composite Front Fender

Heavy duty fender can easily be shaped to suit your project.



Composite Rear Fender

Designed to bolt directly to Softail Swingarm.



RSD FENDER

Beautifully shaped 9" fender with heavy-duty steel struts.



“heavy-duty”

HEARTLAND FENDER

Includes steel fender, billet aluminum struts, splash-guard and seat.



SEATS/KICKSTANDS/LES

LEAF SPRING SEAT MECHANISM

Our cunning Leaf Spring Seat Mechanism and Seat Area Trim are a direct bolt-on for TwinCam Softails. Designed for use with a LePera solo seat – sold separately. Seat Area Trim also pictured.

“the ultimate in comfort and style”



EXTREME SEAT MECHANISM



Our clever seat mechanism is a refinement of the old-style sprung seat. It uses a small hydraulic shock absorber to offer suspension with damping and preload. No more bouncing up and down ten times for each bump!



SEE PRICE LIST / TECHNICAL SUPPLEMENT FOR OPTIONS AND INFO

exile

STEEL SOLO SEAT BASE



➤ The perfect starting point for fabricating your own seat. Available with or without battery pop-up. We usually mount this puppy and then send it off for custom leather-work.

SOLO SEAT

➤ These LePera solo seats are available with or without a skirt.



KICKSTAND-ASSEMBLY

Classic kickstand in polished stainless steel with a weld-on tab. The picture says it all!



➤ Our classic kickstand is now available as a bolt-on for TwinCam Softails.

BOLT-ON KICKSTAND

FORWARD CONTROLS

EXTRA FORWARD CONTROLS

for stock softails and custom frames

➤ Clean lines that compliment the curve of the primary and the angle of the frame tubes. Billet aluminum construction and stainless steel hardware throughout. Available in satin, polished or black anodized finish with rubber or knurled pegs.

Shifter side is available with or without kickstand mounting holes

Brake side is available with or without master-cylinder

Foot clutch cable

Double banjo bolt with brake-light switch

Left side foot-clutch option

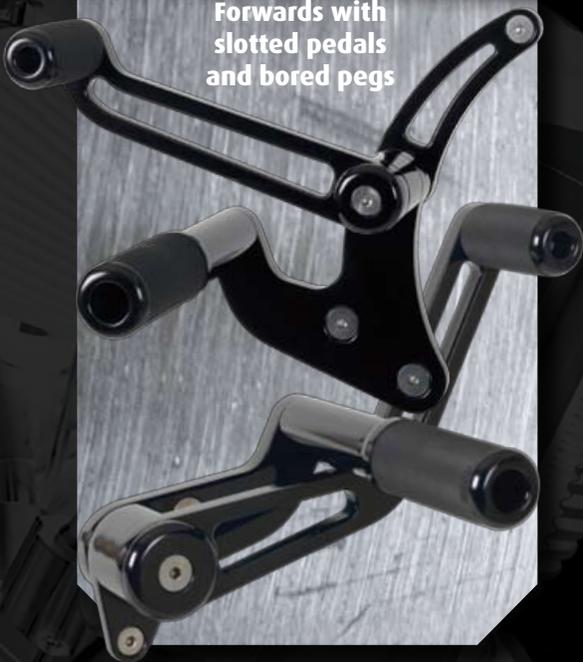
Master-cylinder with mounting bracket and brake-rod



SEE PRICE LIST / TECHNICAL SUPPLEMENT FOR OPTIONS AND INFO

exile

Forwards with
slotted pedals
and bored pegs



Stainless shift and
brake rods



Stock
Replacement
Foot-pegs



Stock
Replacement
Toe-peg



Forward Control Adapter Plates:

For Dynas



Extended
forward
controls



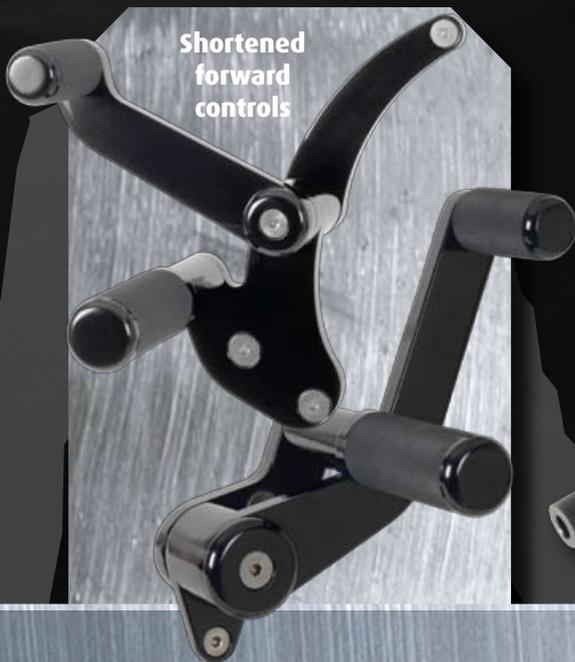
For TwinCam Softails



Mid-Control
Mounts for
TwinCam
Softails



Shortened
forward
controls



Hand Shift Kits



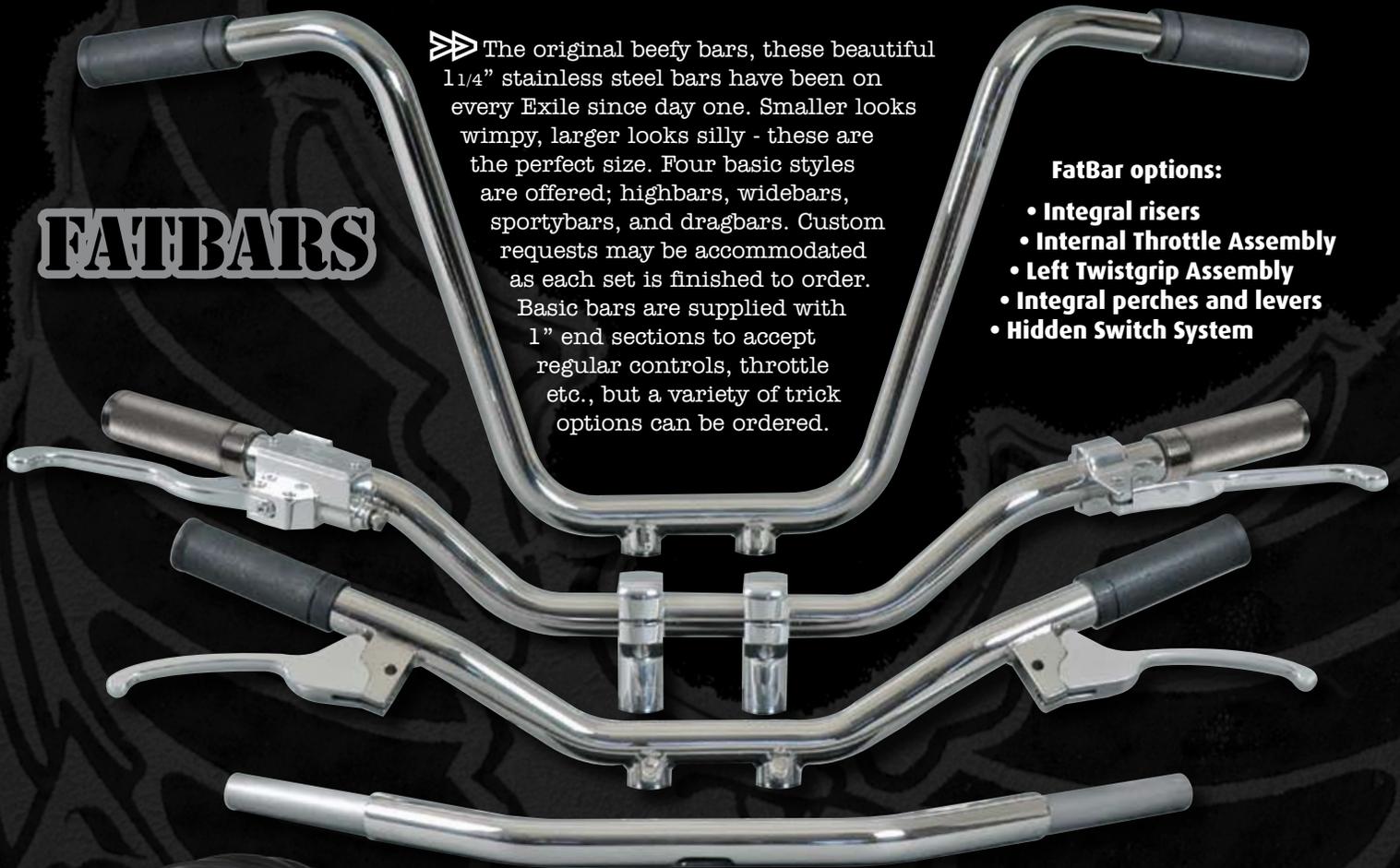
EXILE CYCLES BARS/CONTROLS

FATBARS

➤ The original beefy bars, these beautiful 1 1/4" stainless steel bars have been on every Exile since day one. Smaller looks wimpy, larger looks silly - these are the perfect size. Four basic styles are offered; highbars, widebars, sportybars, and dragbars. Custom requests may be accommodated as each set is finished to order. Basic bars are supplied with 1" end sections to accept regular controls, throttle etc., but a variety of trick options can be ordered.

FatBar options:

- Integral risers
- Internal Throttle Assembly
- Left Twistgrip Assembly
- Integral perches and levers
- Hidden Switch System



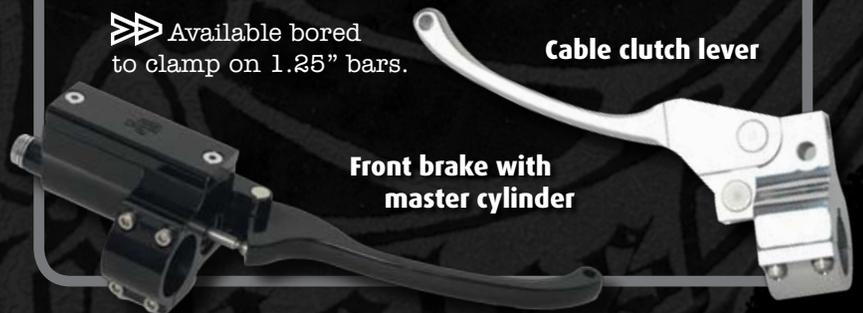
Throttle Cable Kit

JAY BRAKE HAND LEVER CONTROLS

➤ Available bored to clamp on 1.25" bars.

Cable clutch lever

Front brake with master cylinder



TRADITIONAL RISERS

➤ Aluminum risers with hidden hardware, designed to accept 1 1/4" bars.



REMOTE MASTER CYLINDER

We hide this MC between the flat-side gas-tanks on bikes with integral perches and levers.

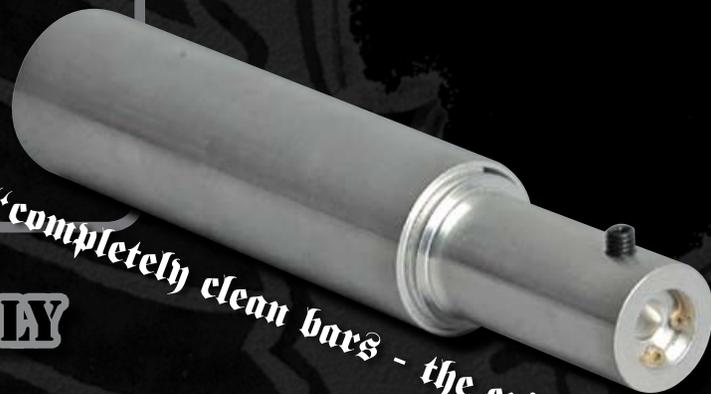


SEE PRICE LIST / TECHNICAL SUPPLEMENT FOR OPTIONS AND INFO

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INTERNAL THROTTLE ASSEMBLY

➤ We manufacture this assembly ourselves and believe it to be the best available. It features bearings instead of bushings for a super-smooth action. We use this device on every bike we build – there is simply no excuse for an exposed throttle cable on a custom bike!



“completely clean bars - the exile way”

TWIST CLUTCH ASSEMBLY



We offer a Left Twistgrip Assembly that is identical to the Internal Throttle Assembly, except that it is for use on the left side of the bars and has a reversed spiral with a steeper angle to double the leverage. This can be used to pull a cable for many custom applications, but we frequently use it to activate the clutch - so we have combined it with our Twist Clutch Cable to create a complete Twist Clutch Assembly.

HIDDEN SWITCH SYSTEM



Grips available for 7/8" bars

One stealthy rubber strip controls all your switching needs; turn-signals, horn, Hi-Lo and even starter! Just one wire connects to the tiny module which can easily be hidden under the tank or seat.

GRIPS

Rubber Grips or Knurled Billet Grips available



EXILE
CYCLES

PRIMARY/STARTERS LES

SOFTAIL & DYNA BELT KITS



➤ Bolt-on 3" primary belt kits are available for all HD Softails as well as 2006-up Dynas. 2" belt kits also available on request.

MID-CONTROL NARROW PRIMARY FOR DYNAS (AND SOFTAILS)



CENTRIFUGAL CLUTCH



➤ This clever device can be used with our open belt primaries as well as with closed stock primaries. Below about 1200 rpm the clutch is automatically disengaged. Makes riding a foot-clutch bike an absolute breeze!



SEE PRICE LIST / TECHNICAL SUPPLEMENT FOR OPTIONS AND INFO

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PRIMO PRIMARY BELT KITS

⇒ We are proud to offer the complete range of Primo products. These are the belts we use on all of our bikes: great form, great function, great value.



EXILE STARTER KIT

⇒ Combine our Starter Kit with a Motor Brace Plate, a Front Pulley Cover and a Primo belt kit for one kick-ass primary – as seen on all our customs!



MOTOR BRACE PLATE



By far the cleanest way to brace the engine and the transmission. Available with or without the spin-on oil filter facility.

BEARING SUPPORT

For “kick-start only” applications.



FRONT PULLEY COVER

An astounding combination of machining, sheet-metal work and welding produces these minimal but functional covers.



BILLET KICKSTART KIT

TECH PRODUCTS STARTERS

⇒ These are the starters we choose to start all our bikes. We even developed a bitchin’ billet cover to dress the starter and blend it with the other pieces of the drive-train.



⇒ This beautiful kit includes a kick-arm, a brass pedal, and a cover machined from solid aluminum.



ELECTRICAL / KNURLED COVERS

COIL-RELOCATION KIT

This clever kit relocates the coil on your TC Softail under the rear of the transmission, allowing you to remove the 'fake' frame center-post for a really clean left side view!



➤➤ Horn Relocation Kit

This powerful horn mounts out of sight in front of the rear splash-guard. Stock horn can be removed for an uncluttered view of that beautiful engine!



IGNITION SWITCH

Compact marine style key-switch with a simple billet mount. Three positions - OFF, RUN and a spring loaded START position to activate your electric start. Just like your car!



KNURLED GAS CAP COVERS

These covers slip right over the top of your stock gas caps. Adhesive supplied.



HIDDEN SWITCH SYSTEM



This super-clean system is shown in more detail on Page 29

KNURLED COVERS

We offer knurled covers to dress up Front Axle, Rear Axle, Swingarm Pivot, Motor Bolts, Oil Pressure Switch, Transmission Boss and Oil Bag Cap. Available in satin, polished or black.



SEE PRICE LIST / TECHNICAL SUPPLEMENT FOR OPTIONS AND INFO

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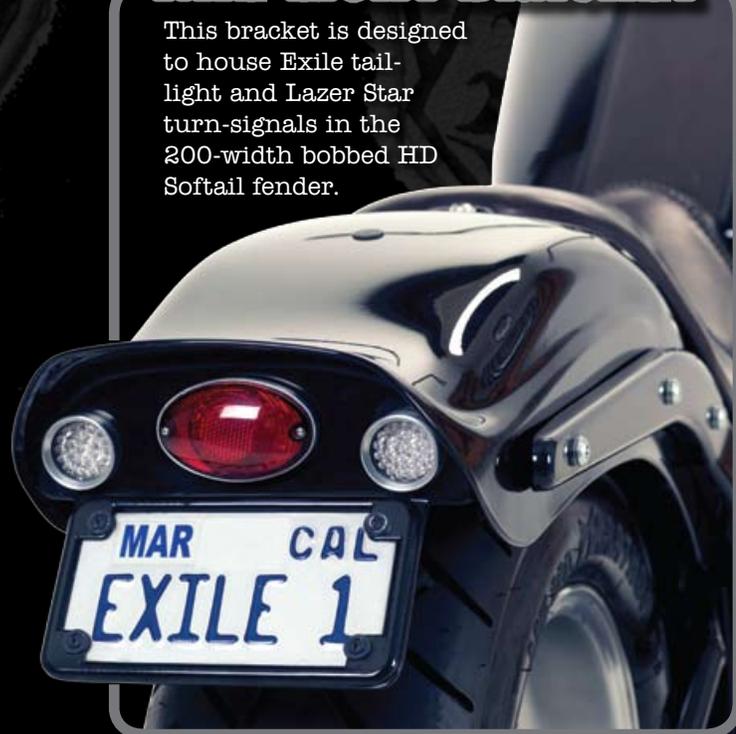
BILLET HEAD-LIGHTS



⇒ These beauties are machined from solid chunks of billet aluminum and feature a 3.5" diameter lens carrying a Halogen H4 bulb with high and low beam. Available in polished or black anodized. Sleek, subtle, sexy – just like us!

TAIL-LIGHT BRACKET

This bracket is designed to house Exile tail-light and Lazer Star turn-signals in the 200-width bobbed HD Softtail fender.



LAZER STAR



These babies are small but very bright. Available with red or amber LEDs, they have dual intensity and can be used as turn-signals, running lights and brake-lights. Polished, chrome or black anodized.

⇒ LED tail-light

Classic mini-catseye design with a slim polished billet housing, red lens and bright dual intensity LED bulbs.



⇒ LED tail-light & license bracket

Our mini-catseye on a powder-coated black under-size license bracket, ready to mount on your axle.



exile TAIL-LIGHTS

⇒ Steel side-mount brackets

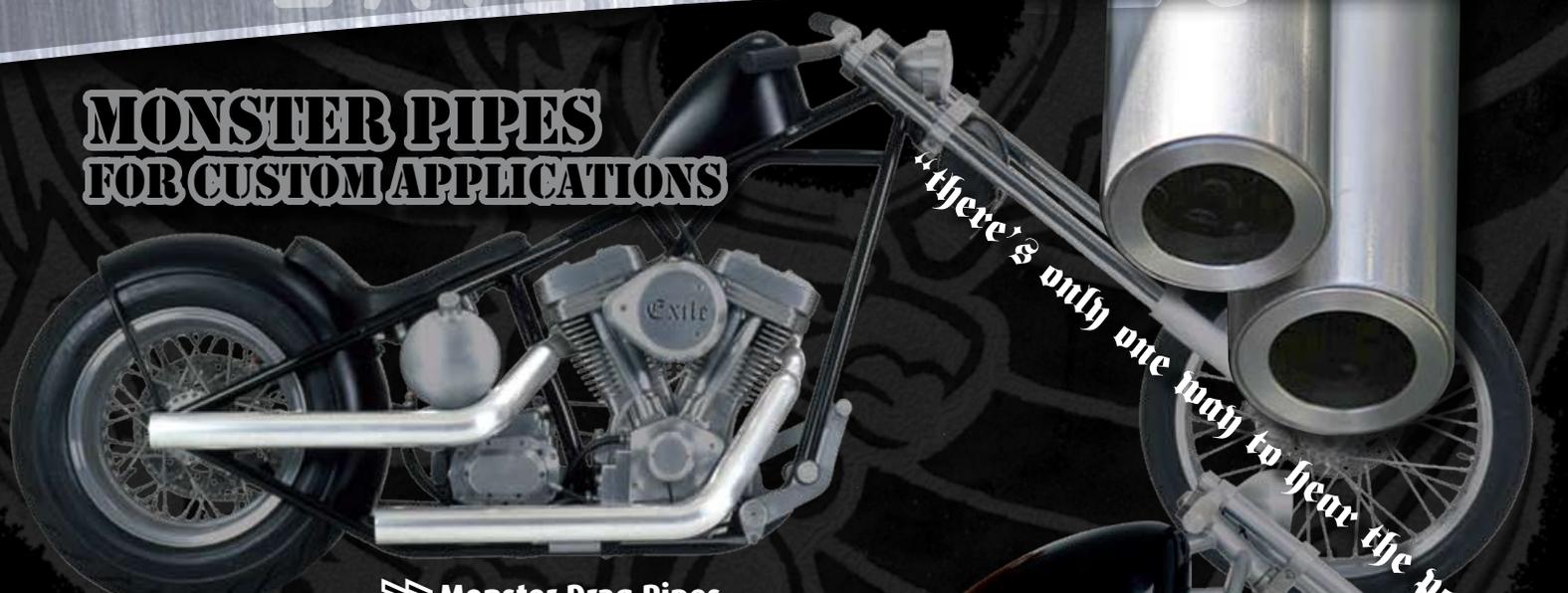
We offer a variety of raw steel side-mount brackets, as well as our basic full-size bracket in black powder-coat complete with universal tail-light and black license plate surround.



EXILE
CYCLES

PIPES/ENGINE/TRANSSES

MONSTER PIPES FOR CUSTOM APPLICATIONS



➤ Monster Drag Pipes

➤ Huge 2 1/2" diameter raw steel pipes include a slide-in baffle with polished billet end cap.



➤ Monster Shotgun Pipes

MONSTER PIPES FOR STOCK HARLEYS



Softail - Monster Drag Pipes



Softail - Monster Shotgun Pipes



Dyna - Monster Shotgun Pipes

"there's only one way to hear the power"



SEE PRICE LIST / TECHNICAL SUPPLEMENT FOR OPTIONS AND INFO

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ENGINES

⇒ Whilst we can supply you with any engine available, we choose Total Performance engines for many of our bikes; stunning looks combined with proven performance and reliability!

TOP-MOTOR-MOUNT

⇒ Beautiful, beefy, billet. Holds the engine steady and looks great doing it! Supplied with stainless steel hardware.



⇒ Exile Air Cleaner Cover

⇒ Exile Points Cover



TRANSMISSION

⇒ We can supply you with any transmission you desire, but we favor JIMS, especially their 6-speed as pictured. A great company with a great product!



CHAIN

This heavy-duty 'X'-ring chain from RK looks great and really does the business!



TRANSMISSION SPROCKETS

We offer transmission sprockets in a wide variety of offsets and tooth counts.



NEUTRAL BLANKER

⇒ A big name for a small component! This chap screws into the hole in your transmission top cover if you do not want to run a neutral light.



SPEEDO SENSOR PLATE

⇒ This piece replaces the speedo sensor in your transmission when you choose not to run an electronic speedo.



“machined from a solid chunk of aluminum”



APPAREL EXILE CYCLES



get the **EXILE STYLE**

⇒ We offer a wide range of merchandise that you can buy direct from our website. Please don't call the workshop just to order a T-shirt – but feel free to add some Exile swag to your parts order when you call!



ORDER ONLINE AT WWW.EXILECYCLES.COM

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Please call 818 706 1230 to order. A few of our parts are available online, but in most cases we require information from you to ensure your order is correct. Simple questions can be handled by e-mail but detailed enquiries are much easier by phone. DON'T BE SHY – GIVE US A CALL!

We ship worldwide every day.

Most packages, domestic and international, are shipped via US Priority Air Mail. Occasionally, UPS may be a more cost effective carrier. For larger shipments (engines, bike kits, bikes) we frequently use UPS Supply Chain Solutions.

We accept Master Card , Visa, PayPal, Cashier's Check or Money Order. Pre-payment by personal check is possible; we will ship once the check has cleared. All special orders and special fabrication require a non-refundable 50% minimum deposit.

No returns without prior authorization. 20% re-stocking fee charged on all returned items. Open packaging may be liable for a re-finishing and re-packaging charge.

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NOTE: All products sold by "Exile Cycles" are intended for use on "Custom Show Bikes" only, and may be illegal or unsafe for use on any public streets or highways. Exile Cycles disclaims any and all warranties of merchantability or that products are fit for any particular purpose.



COMPLETE CUSTOM BIKES

We are only able to build a limited number of complete bikes each year. We are only interested in building bikes that we would be proud to put the "Exile" name on. We have a very narrow design ethic – all our machines are clean and tough. This may sound like arrogance or bad business, but it's this dedication to our 'art' that has got us this far.

Our bikes fall into two categories; "scratch-built" Specials, or Harley "make-overs"

Scratch-Built Specials - shown on pages 2-7

These 'ground-up' bikes are built from scratch using an Exile frame and Exile parts throughout. Other than engines, transmissions and some electrical components we make almost every component for a bike. Almost any of our 'models' can also be created as a Trike. It is possible to mix-and-match style components from different bikes so we can build your Exile your way. You may like a particular bike we have built, but you might want different bars, or turn-signals, or a foot-clutch, or whatever, on your machine. These are NOT the only bikes we can offer. We are always available to discuss a new project in great detail.

Unless you are a California customer your Special will come with an Exile VIN number and a 'Certificate of Origin for a Vehicle' that your DMV (or equivalent) will use to issue title. Alternatively, we can supply a separate 'Manufacturer's Statement of Origin' for the frame, the engine and the transmission.

The Specials pictured in this book (and others) are all shown on our website (www.exilecycles.com) along with pricing and complete parts lists.

Our Specials start around \$45,000 and certain trikes may cost as much as \$70,000.

Harley Make-overs - shown on pages 8-11

These bikes start life as a Harley Davidson Softail or Dyna and are transformed by replacing many of the stock HD parts with Exile parts. The number of parts replaced and the level of fabrication work involved varies between projects, as does the amount of paint, powder-coat and other finishes required. Some bikes are literally stripped to a bare frame, whereas other bikes involve zero fabrication and are completely "bolt-on" propositions. These are NOT the only bikes we can offer. We are always available to discuss a new project in great detail.

You can bring your Harley to us, but we are also experts at sourcing the perfect 'donor' bike for your project at a great price – whether it be new or used.

These bikes carry a HD title, and as such are easy to register and insure.

The Harleys pictured in this book (and others) are all shown on our website (www.exilecycles.com) along with pricing and complete parts lists.

The cost of a Harley from Exile is simply the price of the 'donor' bike, plus the price of the transformation.

Bikes are built to order, but occasionally used bikes may be available on our website under CURRENT INVENTORY

COMPLETE BIKE KIT

Our Complete Bike Kit is basically a discount program aimed at those looking to purchase all the components for their project in one place.

Spend over \$20,000 on parts, get 10% discount - it's that simple.

HOW IT WORKS:

The program is most suited to those that want to build a bike just the way we build it, but the discount can be applied to any large order. Most customers opt to have us perform all the additional fabrication necessary for their project. Think of it as if we were building your bike, but at the point we would send the project to the paint shop we box it up and send it all to you. You paint it, you bolt it together, you save a bunch of cash! You get it quicker and you get it your way. We have worked for very many years to refine our parts and develop our bike build formula. You will experience a far easier build than if you purchased a random selection of parts. Even if this is your first build, it will be so much more straight-forward than any other ground-up project, with no money wasted on incompatible parts!

Please don't think that we are simply offering a limited range of bike-in-a-box models. This program allows us to prepare YOUR custom bike to your specifications – just as if we were

building you a finished motorcycle. The only difference is that you handle the paint and assembly instead of us.

Choose the bike on our website that most nearly represents your view of the bike you'd like to build (or have built for you by your local shop) and use that parts list as a starting point. Figure out what, if anything, you'd like to change. Feel free to call us for advice on parts or style changes. We should be able to give you a pretty accurate estimate of your Complete Bike Kit price right over the phone. Once you have made all your decisions and are ready to place your order we will work up a very detailed invoice listing exactly what parts will be supplied and what fabrication will be performed. Your parts list prices will be totaled and 10% discount applied if it exceeds \$20,000. The labor costs will be added along with shipping cost, resulting in the final total price of your Complete Bike Kit. We take a 50% deposit when the order is placed, with the balance due once the Complete Bike Kit is ready to ship. This program works particularly well when the customer opts to have us supply every last part (right down to the

last nut and bolt) and perform all the fabrication work necessary to prepare the project to the point where it is ready to go to the paint shop. Of course, you can choose to supply any of the parts or perform any of the fabrication work yourself if you prefer. Our Complete Bike Kits are incredibly easy to assemble as we typically supply each and every part with all the appropriate hardware. It is rather obvious what bolts where and before you know it you have your dream bike sitting right there in your garage. On the following pages we have included a basic description of how we assemble a bike to help you understand the scope of the job. Please note that these 'instructions' will make much more sense once you have your parts in front of you. We have shown up on Saturday morning to a bike show with one of our Complete Bike Kits, and by Sunday afternoon we have the assembled bike up on stage running. Of course, your final assembly and wiring will take more than a couple of days – but not too much more!

ASSEMBLING THE BIKE

This section of the book will talk you through the assembly of one of our bikes. Please use this in conjunction with any instruction literature from the manufacturer of individual components. The following pages assume that we have supplied all your parts and performed all the required fabrication for you. This section simply explains the order and the way we tackle each step; it does not mean that it is the only, or even the best, way to do it.

We recommend using red loctite on almost all fasteners, with blue loctite in cases where a smaller bolt is threading in to aluminum.

Please remember that this will all sound very complicated until you have the appropriate part in your hand and can 'see what we're talking about'. Don't be put off.

Slide your motor into the frame. It should be installed from the right side. We suggest wrapping your frame with rags or tape to protect freshly painted surfaces. Install the lower motor mounting hardware and start the nuts on the threads, but do not tighten. If you are building a Softail, then this would be the time to install the swing-arm in the frame. Mount the transmission plate to the



transmission. It will only fit in one location. PLEASE NOTE that we do not manufacture our components with oversize holes because that increases the chances of loose hardware and movement in the alignment of the drive train. Once you are sure that

the transmission plate fits perfectly to the transmission, then slide the front bolts that bolt the transmission plate to the frame through the holes in the transmission plate before tightening the nuts holding the transmission plate to the transmission. With some transmissions it is not possible to install these bolts with the plate bolted fully to the transmission. Bolt transmission plate to transmission.



Position transmission with plate attached into the frame. Install the hardware to mount the plate to the frame, but do not tighten. Install the transmission sprocket or pulley. Don't forget the locking screw or plate that prevents the sprocket nut from coming loose.

Install your inner primary or motor plate. This is the step where you should expend the time and effort to get it right. The plate or inner primary should bolt up smoothly to both the transmission and the motor with out being forced to 'bend' into place. If you are using our motor plate there may be a spacer between the motor plate and the transmission, and you will need to use a couple of shorter bolts to 'mock' fit the plate at this stage. The motor will be able to shift and rotate slightly in the frame and so will the transmission, and you must get them positioned so the primary plate or case aligns with them without effort. Rarely, it may be necessary to take a file to the holes in



the frame, the transmission plate or the motor plate to achieve this smooth alignment. A shim may occasionally be necessary between the transmission fifth mount stud and frame. Do not tighten anything down yet.

Now is the time to bolt your rear fender into the frame, as the bolts attaching the fender struts to the frame axle blocks are hard to access once the rear wheel is in place. Consider mounting/wiring your tail-light at this point, and also your license plate if either one is related to the rear fender.

Mount the rear sprocket or pulley to the rear wheel and install the wheel in the frame using the axle spacers provided. Be sure to follow the instructions and use plenty of red loctite when installing a sprocket/rotor. If you are using a Sprocket Brake then the order of components on the axle is typically this: longest spacer, wheel, shim washer supplied with caliper, caliper, shortest spacer. If we have mocked up the bike then the axle adjusters will probably be in their final position (note that there may be a lock screw in the axle adjuster on one or both sides). Do not tighten the axle nut at this point. You will need to mock fit your chain at this time. Offer the chain up to the sprockets and determine the length needed. Your chain will be probably be slightly over-length, so you will need to remove a few links. Do this by grinding the heads completely off of the two pins over the side plate at the point you need to break the chain. Take precautions not to cover the entire chain with grinding dust! Position the chain on the sprockets and insert the master link, but do not connect the master link at this point. Check that the chain or belt tension is close to that which is required. At this point we want to check the alignment of the final drive pulley or sprockets. Offer a straight edge along the face of the rear wheel sprocket and the transmission sprocket (or pulleys). Adjust the axle adjusters until the two are parallel and check that the chain or belt tension is still good. At this point we need to tighten the rear axle but as we will need to remove it again you should use some form of spacer or washers under the nut so that you do not use the 'Nyloc' part of the thread. Tighten the

axle nut and recheck alignment. Note that the sprockets are not as wide as the 'space' in the chain, which means that some slight 'stagger' between sprockets will not be a problem (0.050"), but they do need to be parallel. If your primary mounts smoothly, your belt or chain tension is good and your final drive sprockets or pulleys are parallel, then you have successfully mocked up the entire drive train. Start to tighten down the drive train components. Tighten the motor plate (or primary case) to the motor and transmission. If you are using our electric start kit, then install it at this point (except the starter nose). Tighten the bolts holding the engine and the transmission plate in the frame. The point is to tighten down your drive train without stressing any components or upsetting the alignment. It is worth taking the time to install your drive train and align the primary and final drives properly. DO NOT forget to connect the chain master-link before heading down the road, but don't do it until the final tightening of the axle AFTER the Sprocket Brake caliper has been bled.

The top motor mount can be installed at this point. If you are using our one-piece billet mount then it may be necessary to use shims between the frame and the mount. (Different motors have different cylinder heights). Mount the coil at this point whilst you have good access to the area.



This is a good time to install the kickstand. Check the pin fits easily into the hole in the stand and through the hole in the frame tab. Hook the spring to the stand and to the frame and then lever the stand into position. Have the pin to hand so you can push it into place as soon as the holes line up.

Install the primary drive as per the manufacturer's instructions. Don't forget to bolt the starter ring gear to the clutch

pulley if you are using the Exile Starter Kit. If you are using one of our pulley covers, remember to install it at the same time as you install the belt and front pulley.

Now it is time to fit the oilbag. Remember to install the electric starter with wires attached before the oilbag is installed. Screw in the outlet fittings using Teflon thread tape or 'pipe-dope'. Install the oilbag, being sure to include any shims that may have been supplied for spacing between the rubber bushings and the oilbag. Connect up the oil-lines. On the Exile oilbag the right (when sat on the bike) fitting is the vent, the center is the feed to the oilpump and the left is the return from the oil-filter. The instructions with the engine will help you identify where to attach these lines to the engine oil pump. The return line from the oil pump connects to the fitting that feeds into the side of the oil filter. Clean oil then circulates from the center of the filter back to the oilbag. We like to route the oil-lines down behind and under the transmission end cover for a real clean appearance. Where possible, use rubber sheeting around the battery to protect it from vibration damage from contact with the oilbag. On the Exile oilbags we like to route the main positive cable from the starter to the battery (as well as the wire to the starter solenoid) up through the hole in the bottom of the battery box to the battery terminal. **BE SURE** that there are no sharp edges and that the cable will not be damaged by the movement of the oilbag (it's rubber mounted). A dangerous short could occur!

Install the forward controls and shift linkage (and rear master cylinder and push-rod if separate).

Install the exhaust pipes. If you are using the Monster Drag Pipes with a Sprocket Brake Kit, do not install the rear pipe until the final tightening of the axle as you will need to remove the axle to reposition the caliper for brake bleeding.

Install the triple trees. Pack the neck bearings thoroughly and follow the instructions that come with the "Sani-Trees" if you are using our trees. Fork assemblies can now be installed in the trees. It is easier to install a Front Trojan fender before the front wheel is installed. Installation of front wheel and fender should be straight-forward. The front

caliper can be fitted and may require some shims (usually included with the caliper) to center it on the rotor. On 15" front wheels it may be a tight squeeze to get the caliper onto the rotor; install the wheel with the rotor only loosely bolted in place and remove the bolts once the axle is tightened. This will allow the caliper to slide onto the rotor before the rotor is permanently installed with loctite.



Handlebar and headlamp installation should require no explanation. The internal throttle is far easier to understand when you have it in front of you and will be supplied with detailed instructions.



Gas-tank mounting should be obvious.

Wiring; this task seems to scare everybody, but on this type of bike it is fairly simple, and can be very satisfying when everything works. Wiring is simply the job of connecting the wires from each electrical component to the other electrical components they are supposed to connect to! Each component comes with instructions telling you where each wire needs to connect. Once the bike is assembled you start with any component and route wires from its terminals to wherever they need to go. Once you have done that for each electrical component, everything will be connected and you will have some spaghetti that constitutes your wiring loom. Run these wires through heat shrink, cut them to the appropriate length, fit terminals as necessary, and pretty soon your bike will be wired. Take your time and be careful to connect as

directed, as mistakes can be costly. **DO NOT** ground the battery until you have double-checked everything. A simple multi-meter will enable you to check circuit continuity (i.e. what is connected to what) and will tell you what is live once you hook up the battery. If this sounds way too scary then find some-one else to handle the task, but if you have a reasonable grasp of the properties of electricity and the job each component performs then you may be surprised how easy wiring is. Small in-line circuit breakers are often used as these are easy to hide. Remember, there are no rules to custom bike building. We use a 30 Amp breaker between the battery and the ignition switch, and occasionally a separate 15 Amp breaker between the ignition switch and the light circuit.

Make up your brake lines. The Goodridge hoses are of the cut-to-length type and the various fittings are easily attached where necessary. The basic instructions for attaching a fitting to this type of hose are as follows: measure the hose to determine where you want to cut it. Slide the 'nut' portion of the fitting on to the hose past the point where you are going to cut. Also, slide on the heatshrink if you are going to cover the stainless hose. A good pair of strong snippers can be used. Alternatively, wrap a piece of masking tape twice around the point where you want to cut. With a fine cut-off wheel (e.g. dremel tool) cut around the hose, just cutting through the braided stainless, not trying to cut all the way through the plastic core. Cut the plastic core cleanly with a sharp blade. Check for any burrs etc. on the cut end of the plastic. Remove the masking tape. The stainless sheathing will spread slightly; gently spread it further with something like a small screwdriver. Put the brass olive onto the end of the plastic and push against a flat solid surface to push it 'home'. Install the male portion of the fitting onto the end of the hose and slide the nut back down the hose and screw it onto the male part of the fitting. A drop of oil on the threads is a good idea, but do not use thread tape. An in-line hydraulic brake light switch can be used, although it is a little bulky. We like to use the Goodridge banjo bolt that incorporates a brake-light switch – very clean! If you order our 'Goodridge

hydraulic supply kit' we will send you what we recommend you use in your particular application.

Bleeding brake-lines is a topic covered in every other type of publication. One thing to remember is that air will be trapped at the top of any component and must be released by positioning that component so that the air can escape into the hose and be bled out. For this reason it is necessary to bleed the rear caliper for the Sprocket Brake off the axle. Pull the rear axle out enough to remove the caliper (after the brake hose has been attached to the caliper). Put something of equal or greater thickness to the sprocket/rotor (0.350") between

the pads whilst bleeding. Position the caliper so that the bleed nipple is the highest point of the caliper if bleeding from master-cylinder down, or the lowest point if bleeding from caliper up. We like to put the fluid into the system by 'syringe' feeding it in from the caliper up to the master cylinder (with bleed nipple at lowest point). Then we close the bleed nipple and top off the master-cylinder and then bleed in the conventional manner (with the bleed nipple as the highest point). Once you are sure all air is out of the system, reinstall the caliper, tighten the axle nut and install the rear exhaust pipe. The seat is about the only thing left to

permanently install. Seat installation will be self-explanatory once you have the components.

When you are ready to take your new bike for its first ride, travel only a very short distance. Stop and check the bike thoroughly before repeating. Brake rotors and pads will offer poor performance until bedded in. Try to avoid excessive braking force for the first few hundred miles to avoid glazing the brake pads.



WARNING:

Motorcycles are dangerous. You take full responsibility for deciding to assemble your own bike. Seek professional assistance if you are unsure of anything that may affect your safety.

⇒ PARTS PRICE LIST / TECHNICAL SUPPLEMENT

Please call 818 706 1230 to order. A few of our parts are available online, but in most cases we require information from you to ensure your order is correct. Simple questions can be handled by e-mail but detailed enquiries are much easier by phone. **DON'T BE SHY – GIVE US A CALL!**

Page 13: Rolling Chassis Deal

This deal is not designed to be a 'bike kit' (see page 38 for Complete Bike Kit info). It is simply a discount given for purchasing a large number of our parts. It represents considerable savings over buying each item individually.

RCD Rolling Chassis Deal: \$7,999

For this price you receive the following:

- 1 Rigid frame with axle. All other options as listed under frames (see Page 14). Top tube stretch up to 5", front leg stretch up to 4", add \$200. Top tube stretch over 5", front leg stretch 4-10", add \$400. For Softtail frame with swing-arm etc., add \$700. Wiring tubes add \$75.
- 2 Your choice of Monster rear wheel with tire, single or dual-flanged (see Page 18).
- 3 Sprocket Brake Kit OR rotor and sprocket (see Page 19).
- 4 Neck Bearings and Races (see Page 16).
- 5 Hidden Fork-stop Kit (see Page 17).
- 6 Urethane Handlebar Damper Kit (see Page 16).
- 7 Sani-Tree triple trees (see Page 16).
- 8 Your choice of genuine HD (Showa) fork tube and slider assemblies in stock length. Choice of FXST, FLST or FLT styles (see page 16).
- 9 Flush front axle (see Page 16).
- 10 Your choice of Monster front wheel with tire, single or dual-flanged (see Page 18).
- 11 11.5" front rotor (see Page 19). Two front rotors will only be supplied if a dual-disc front wheel is selected.
- 12 Your choice of any two Trojan fenders (see Page 22).
- 13 Your choice of Exile Forward Controls (see Page 26).

Note:

Please Note: There will be no price reduction if only part of the 'deal' is required. Please just buy the items individually. This is a fixed price deal. Some customers may save more than others depending on the options selected. This factor was taken into consideration when fixing the price. The pricing above includes the 'standard' finish for each part. Anodizing or powder-coating of parts will incur additional charges.

Page 14: Frames

901010 Rigid frame (up to 250) with Cro-moly rear axle with stainless end-caps	\$2,149
901000 Softtail frame (up to 250) with swing-arm, bearings, stainless rock-guard, Cro-moly rear axle and pivot axle with stainless end-covers	\$2,849
901048 Wide-tail swing-arm for Daytec Softtail frame with bearings, stainless rock-guard, Cro-moly rear axle and pivot axle with stainless end-covers	\$1,299
950028 Wide-tail swing-arm for 2000-2007 HD Softtail frame with bearings and Cro-moly 3/4" rear axle with stainless end-covers	\$1,299
950029 Wide-tail swing-arm for 2008-up HD Softtail frame with bearings and Cro-moly 3/4" rear axle with stainless end-covers	\$1,299
TRF Trike Rigid Frame	\$4,399
TSF Trike Softtail Frame	\$4,899
TRA Trike Rear Axle. Includes axles, axle tubes with clamping blocks, differential, billet diff housing, 48T sprocket, brake rotors, brake calipers and caliper brackets. (5 wheel studs on a 4.5" circle allow use of a wide variety of automotive wheels)	\$5,599

Frames can be ordered with a wiring tube in center post and/or top tube	Add \$75
Top tube stretch available up to 5"	Add \$200
Top tube stretch over 5"	Add \$400
Front leg stretch up to 4"	Add \$200
Front leg stretch 4" to 10" (frame will have a tubular-style top motor mount)	Add \$400

Each frame is made to order and you may choose any neck rake angle at no extra charge.

Frames are normally supplied with a "Pro-street" style neck, but if you are using a Springer front end or stock HD triple trees, then you should request a stock-style neck. With a stock-style neck the front legs join the neck at the top of the neck tube, with a Pro-street they join at the bottom.

Flat-side gas-tank mounts, regulator mount (strap across the front-legs of the frame) and coil mounts (threaded bungs on center-post of frame) are all available on request.

Softtail frames can be ordered with or without passenger peg holes.

Our frames have a 1/2" offset built in to the motor and transmission plate mounts. You may need an offset transmission plate to further offset the transmission, but the amount of offset will depend on

your rear wheel size and final drive. We typically use a 3/4" offset transmission plate in conjunction with a 3/4" offset transmission sprocket so the chain will clear the 230 tire we use on our bikes.

CTP Custom transmission plate (offsets available 1/2", 3/4", 1", 1 3/16", 1 1/4") **\$75**

Page 16: Front Ends

STTT "Sani-Tree" triple trees, show-polished **\$649**

STTTB "Sani-Tree" triple trees, black anodized **\$725**

Machine Sani-Trees to accept Motogadget speedo and indictor light strip **\$150**

MMS Motoscope Mini Speedo silver, polished or black **\$369**

MMI Motosign Mini Indicator light strip silver, polished or black **\$135**

FF001 Flush front axle, 3/4" **\$149**

Genuine Showa fork slider and tube assemblies: (these are OEM parts)

FA001S FLT style (i.e. dresser models, dual disc) **\$749**

FA002S FLST style (i.e. Heritage and Fatboy, single disc) **\$749**

FA003S FXST style (i.e. Softail Custom, single disc) **\$749**

These prices are for stock length assemblies. FLT assemblies measure 26.25" from center of axle to end of tube (i.e. bottom of fork cap). FLST is 2" longer than FLT, FXST is 4" longer than FLT.

UHDK Urethane Handlebar Damper Kit **\$25**

NBRS Neck Bearing (2) and Race (2) Set **\$30**

HFK Hidden Fork-stop Kit **\$175**

FSK HHI Fork-Stop Kit for stock frames, 89-up Softail & Dyna **\$99**

Exile Inverted Front Ends Available in 31", 32", 33" or 34" length - measured from center of axle to top of fork tube

EMG Exile inverted Front End, Mid-Glide, Satin or Polished **\$2,399**

EMG-B Exile inverted Front End, Mid-Glide, Black Anodized **\$2,499**

EWG Exile inverted Front End, Wide-Glide, Satin or Polished **\$2,399**

EWG-B Exile inverted Front End, Wide-Glide, Black Anodized **\$2,499**

Triple Trees for Inverted Front End or for 49mm fork-tubes (e.g. DYNA):

EMGT Billet Mid-Glide Triple Trees, include 55-49mm sleeves. Satin or Polished **\$649**

EMGT-B Billet Mid-Glide Triple Trees, include 55-49mm sleeves. Black Anodized **\$725**

EWGT Billet Wide-Glide Triple Trees, include 55-49mm sleeves. Satin or Polished **\$649**

EWGT-B Billet Wide-Glide Triple Trees, include 55-49mm sleeves. Black Anodized **\$725**

Raked Triple Trees **Details on request**

Billet Front Ends **Details on request**

Page 18: Wheels

M15-7-230 15" x 7" Monster rear wheel, satin or polished, incl. 230 Avon (9.2") **\$1,299**

M15-6-200 15" x 6" Monster rear wheel, satin or polished, incl. 200 Metzeler (7.9") **\$1,249**

M16-8-240 16" x 8" Monster rear wheel, satin or polished, incl. 240 Metzeler (9") **\$1,299**

M17-7 17" x 7" Monster rear wheel, satin or polished, NO TIRE (use stock HD 200 tire) **\$999**

For those requiring a beefy front wheel to complement the rear Monster, we offer matching front Monsters with the same huge 1/4" stainless spokes, and polished aluminum rims:

M15-5-200F 15" x 5" Monster front wheel, satin or polished, incl. 200 Metzeler (7.45") **\$1199**

M16-4.25-150F 16" x 4.25" Monster front wheel, satin or polished, incl. 150 Metzeler or Avon (6.2") **\$1099**

M21-3.5-120F 21" x 3.5" Monster front wheel, satin or polished, incl. 120 Metzeler (4.6") **\$1099**

M21-2.15-90F 21" x 2.15" Monster front wheel, satin or polished, incl. 90 Metzeler or Avon **\$1099**

'Spoolie' hubs are available for our Monster front wheels for those running no front brake at all.

For black (satin or gloss) powder-coated rim and/or hub **Add \$100**

For non-black powder-coated rim and/or hub **Add \$150**

Any other tire can be requested, just let us know when you order what tire you want us to fit. Please note that the 150 is the widest front tire available. All tires above 150 series are rear tires, and you must take full responsibility for deciding to run a rear tire on the front of your bike.

We offer a huge variety of spoked wheels for stock and custom applications. Billet aluminum hubs can be laced to any available rim-size using an array of spoke designs. Plating, powder-coating, anodizing, polishing; many custom finishes are available. Wheels have been laced with up to 200 spokes. **Call for quote**

Solid Monster Wheels **Details on request**

Page 19: Brakes

SBK501 P Sprocket Brake Kit, left side, 50 tooth, polished caliper **\$699**

SBK501 B Sprocket Brake Kit, left side, 50 tooth, black anodized caliper **\$725**

SBK501 C Sprocket Brake Kit, left side, 50 tooth, chrome caliper **\$749**

SBK481 P Sprocket Brake Kit, left side, 48 tooth, polished caliper **\$699**

SBK481 B Sprocket Brake Kit, left side, 48 tooth, black anodized caliper **\$725**

SBK481 C Sprocket Brake Kit, left side, 48 tooth, chrome caliper	\$749
SBK502 P Sprocket Brake Kit, right side, 50 tooth, polished caliper	\$699
SBK502 B Sprocket Brake Kit, right side, 50 tooth, black anodized caliper	\$725
SBK502 C Sprocket Brake Kit, right side, 50 tooth, chrome caliper	\$749

Kit includes caliper, sprocket/rotor, hardware and weld-on frame tab. Calipers are supplied with a bushing making them suitable for 3/4", 1" or 25mm axle applications. All our sprocket/rotors are supplied with a standard 1.98" center hole. Some wheels have a larger indexing lip on the hub, but there is no 'standard' size. We will bore the sprocket/rotor center hole to your requested size for an additional \$50. We can bore the center hole as large as 2.5".

Although designed for use on rigid and Softail applications, we also use Sprocket Brakes successfully with traditional swing-arms on bikes such as Dynas. If you are considering this, then the following information may help. Dimension from outer face of sprocket to outer face of caliper is 1.2". Caliper measures 2.9" across at it's widest point, 3.6" at it's longest point, and is 2.55" from front to back. We are frequently asked whether oil from the chain causes a problem. Firstly, with modern 'O'-ring chains you cannot lube the joints as they are sealed. You need simply to keep the side-plates clean. Fly-off from the chain is in an outward direction, so contamination only occurs during lubing, if you do lube your chain. If it does, wipe it off. Finally, if some oil makes it onto the braking surface it burns off immediately. In reality, therefore, the contamination issue does not cause a problem. We use RK heavy duty 'X'ring chains on our bikes; great looks, low maintenance (see page 35).

Our Sprocket Brake Kit uses readily available brake pads and seals.

FER Ferodo replacement brake pads	\$30
EBC EBC replacement brake pads	\$25
SBRK Rebuild kit with pads	\$40
SR50 Replacement stainless steel Sprocket/Rotor, 50 tooth	\$299
SR48 Replacement stainless steel Sprocket/Rotor, 48 tooth	\$299
ARP Set of 5 custom 12-point ARP stainless steel sprocket mounting bolts - 1", 1½" or 2"	\$50
Replacement calipers are available for the price of the complete SBK kit MINUS \$299	
SBA-S Bolt-on sprocket brake caliper anchor for stock Softails (1.125" clamp)	\$149
SBA-D Bolt-on sprocket brake caliper anchor for stock Dynas	\$99

Dynas use a right-side (502) sprocket brake kit and run caliper 'upside-down' against swing-arm if using part SBA-D.

EBR 11.5 Stainless steel brake rotor	\$199
These rotors are machined from high-quality 410 stainless steel, ground flat and parallel and then polished. Rotors are supplied with a standard 1.98" center hole. Some wheels have a larger indexing lip on the hub, but there is no 'standard' size. We will bore the sprocket/rotor center hole to your requested size for an additional \$50.	

EFCP 4-piston front caliper, polished, left	\$349
EFCB 4-piston front caliper, black anodized, left	\$375
EFCC 4-piston front caliper, chrome, left	\$399

These calipers are direct bolt-on for HD fork sliders, please specify whether 86-99 or 2000-up hole pattern. Some right-side calipers available on request.

Page 20: Oil-tanks

OB13 'kickstart' oilbag, 13" width, 7" diameter, 4.75"x3"x5" deep battery box	\$599
OB15 'electric start' oilbag, 15" width, 7" diameter, 5.5"x3.7"x4.7" deep battery box	\$699
612089 Oilbag mounting bushings (4)	\$25
492700 Outlet fittings, straight (3)	\$20
YTX20 Sealed battery YTX20HL-BS - fits OB15	\$125
YTX7 Sealed battery YTX7L-BS - fits OB13	\$125
AG20 Antigravity 20 cell (5.9"x3.4"x5.2"H)	\$369
AG16 Antigravity 16 cell (4.5"x3.4"x5.2"H but powerful enough for stock engine)	\$299
OBB5 Brackets to mount OB15 in 00-07 (5-spd) HD Softail	\$99
OBB6 Brackets to mount OB15 in 07-up (6-spd) HD Softail	\$99
NOTE - OB 15 cannot be used with stock HD 6-speed closed primary drive.	
OLF-TC Oil Line Fittings (pair) to replace feed & return lines on TC engine	\$49

Page 21: Gas-tanks

CGK Chopper gas-tank kit	\$799
CGT Chopper gas-tank fabricated to order	\$1199
CGT-TC Chopper gas-tank direct bolt-on for Twin Cam Softails (carb or EFI)	\$1199
Note - on fuel injected bikes CGT-TC must be used in conjunction with HD fuel pump 75268-07E	
LPGC Low profile gas cap	single \$49 pair \$99
PUGC Pop-up stainless gas-cap with weld-in tank bung	\$199

Page 22: Fenders

Trojan Fenders:	
ST Short Trojan	\$399
MT Medium Trojan	\$399
LT Long Trojan	\$399

These fenders measure 27.5" in diameter, which means they will sit approximately 3/4" from the surface of most rear tires. This makes them especially perfect for rigids with wide rear rubber.

They are available in widths from 8" to 11". Popular sizes are kept in stock – call for availability. 9" widths are perfect for most 200 series tires, 10.5" widths for 230 or 240 tire, and 11" widths for a 250 tire.

FT Front Trojan	\$399
FFF Composite Front Fender, 6.5" wide, supplied as shown but easily trimmed to length/shape	\$299
CRF Composite Rear Fender, 9" wide, perfect for 200 tire in stock Softail swing-arm	\$399
RSD1 9" steel fender with black steel bolt-on struts, 90-07 Softails (chrome struts on request)	\$599
RSD2 9" steel fender with black steel bolt-on struts, 07-up Softails (chrome struts on request)	\$599
HRFK Heartland Rear Fender Kit - includes 9.5" steel fender, leather solo seat, billet aluminum fender struts and steel splashguard	\$2,199

Page 24: Seats

LSSMTC Leaf-spring seat mechanism to mount LePera solo seat to TwinCam Softail	\$349
SAT Seat area trim, TwinCam Softail, black	\$49
ESM Exile Seat Mechanism, with shock, mounts, tabs and hardware	\$399

This system uses a small shock absorber under the seat to provide suspension on a rigid frame. It cannot be used unless you have a round oil tank as the shock interferes with the conventional horse-shoe style tank. The mechanism comes with the necessary weld-on mounts for the frame. Works great with LePera solo seats.

L100 Le Pera seat base, raw steel, compatible with LSSMTC and ESM	\$125
L105 Le Pera solo seat, compatible with LSSMTC and ESM, no skirt	\$189
L107 Le Pera seat, compatible with LSSMTC and ESM, with skirt	\$189
ESB Exile seat base, raw steel	\$99

This raw steel seat base is designed to be a perfect fit for the seat triangle area on our rigid frames, but it also makes a great starting point for a seat for most other custom rigid (or Softail) applications.

Page 25: Kickstands

KSA Stainless steel kickstand with weld-on tab	\$249
KSA-TC Stainless steel kickstand with black billet clamp for TwinCam Softails	\$399

Compatible with a stock primary, the clamp engages the frame cross-member to prevent any possible rotation, and kickstand position is adjustable – both in the up and down position.

Page 26: Foot Controls

FC Forward controls, no kick-stand holes, no master cylinder, rubber peg inserts	\$799
Add 'H'	
to part number for kickstand holes	N/C
Add 'M'	
to part number for master-cylinder (5/8" bore)	Adds \$50
Add 'C'	
to part number for foot-clutch option	Adds \$50
Add 'R' to part number for slotted pedals and bored pegs (Racy!)	Adds \$50
Add 'K' to part number for knurled pegs (foot and toe-pegs)	N/C
Add 'E'	
to part number for Extended Forward Controls	N/C
Add 'S'	
to part number for Shortened Forward Controls	N/C
Extended and Shortened Forward Controls can NOT be ordered with kickstand holes, or master-cylinder.	
Forward Controls are supplied in polished aluminum finish, but scotchbrite/brushed/satin finish can be requested at no charge.	
Add 'B'	
to part number for black anodized finish	Adds \$75
RFR Replacement foot-peg rubber (pair)	\$30
RCR Replacement complete set foot-peg (2) and toe-peg (2) rubbers	\$40
These forward controls will bolt to standard mounting location on virtually all custom frames, as well as stock pre-2000 Softail frames. To mount our forward controls (or any other 'evolution-era' forwards) to a TwinCam Softail or Dyna you will need to use our adapter plates.	
FCAP Forward Control Adapter Plates for TwinCam Softail frame	\$149
FCAP-FC Adapter Plates for TwinCam Softail frame with Foot Clutch option	\$174
FCAP-D Forward Control Adapter Plates for Dyna frame	\$99
We are often asked how we integrate the brakes on some of our bikes with front and rear brakes operated by the foot-pedal. These bikes are running a 3/4" master-cylinder and we simply run two brake-lines using a double banjo bolt – one line to the front caliper, one to the rear. The front braking system itself is proportionally stronger than the rear on most bikes. YOU must decide for yourself if integrated braking is safe/smart/legal for your application.	
DBB Double banjo bolt with built in brake-light switch	\$44

When we build a bike we prefer to mount the master-cylinder 'remotely' behind the forward controls, below the transmission end cover.

FCRM-TC Remote rear mastercylinder for Twin Cam Softail - includes Jay Brake 3/4" MC (5/8" on request), mounting bracket with hardware and stainless brake rod with rod end. **\$299**

FCSR Stainless brake push-rod with SS heim joint, for customs **\$60**

FCSR Stainless shift rod with SS heim joints, for HD Softails and customs **\$80**

SRP-S Stock Replacement Footpegs (pair), knurled, Satin **\$99**

SRP-P Stock Replacement Footpegs (pair), knurled, Polished **\$109**

SRP-B Stock Replacement Footpegs (pair), knurled, Black Anodize **\$119**

These pegs replace the stock footpegs on stock Softails, Dynas and Sportsters

SRTP-S Stock Replacement Toepeg (one), knurled, Satin **\$39**

SRTP-P Stock Replacement Toepeg (one), knurled, Polished **\$44**

SRTP-B Stock Replacement Toepeg (one), knurled, Black Anodize **\$49**

These toepegs replace the shift-side toepeg(s) on stock Softails, Dynas and Sportsters

MCM Mid-Control Mounts for TwinCam Softails, Black \$299

These brackets provide a sturdy mounting point to mount Dyna mid-controls to a TwinCam Softail. You will need to supply Dyna foot controls and Dyna inner and outer primary case (if running closed primary). You will also need:

FCSR-MC Stainless shift rod with SS heim joints, for mid-controls **\$80**

FCRM-MC Remote rear mastercylinder for Twin Cam Softail converting to Mid-Controls - includes Jay Brake MC (5/8" or 3/4"), mounting bracket with hardware and stainless brake rod with custom rod end. **\$299**

Page 27: Hand Shift Kits

These kits consist of a hollow machined steel rod with threaded end, supplied with shift knob of your choice. Take your existing stock shift arm and cut off the straight section leaving only the splined clamping portion. Weld the steel rod to this at the length and angle that suits your riding position.

HSK Hand Shift Kit with knurled shift knob **\$99**

HSKB Hand Shift Kit with knurled shift knob, with red momentary button **\$149**

HSKL Hand Shift Kit with knurled shift knob, red button and line-lock **\$299**

On foot-clutch bikes that have no front brake lever (and are not running a centrifugal clutch) we use a line-lock to function a bit like an E-brake on a stick shift car. During a hill start holding the button will lock pressure in the brake-line allowing you to take your right foot off the brake pedal and put your left foot on the clutch pedal to shift into first gear. Release the button as the clutch starts to engage.

HSKG Hand Shift Kit with billet hand-grenade shift knob **\$299**

HSKGS Hand Shift Kit with billet hand grenade shift knob with electric switch function **\$349**

Page 28: Bars/Controls

We offer our 1 1/4" diameter stainless steel FatBars in four basic styles, as pictured; highbars, widebars, sportybars and dragbars.

FBHB FatBar HighBars (36" wide as pictured) **\$199**

HighBars are 16" high, but can be made to order in shorter heights **add \$100**

FBWB FatBar WideBars (34" wide as pictured) **\$199**

FBSB FatBar SportyBars (28" wide as pictured) **\$199**

FBDB FatBar DragBars (26" wide as pictured) **\$199**

Bars are supplied in a raw stainless steel finish, but can be supplied in a polished finish (shines like chrome), a brushed finish or a powder-coat black (gloss or satin) finish

add \$100

The basic bars come 'standard' with 1" end sections to allow the use of standard throttle, controls, switch-gear, etc. There are several options that can be ordered for the cleanest bars available.

Integral risers (1/2", 2" or 4") **add \$150**

Internal Throttle Assembly, fitted **add \$199**

Left Twistgrip Assembly, fitted **add \$249**

Integral perches and levers. For each side **add \$150**

Our bars will not work with standard risers for 1" bars. We offer our integral risers (see above) which are welded smoothly into the bars and we also offer 'traditional' clamp-on risers in billet aluminum.

TR2/4/6 Traditional risers for 1 1/4" bars, polished aluminum, hidden hardware, 2", 4" or 6" **\$199**

TR2/4/6-B Traditional risers for 1 1/4" bars, black anodize, hidden hardware, 2", 4" or 6" **\$249**

We offer JayBrake hand controls that we can bore to 1.25" so they will clamp onto our bars and eliminate the need for the visible 'step-down' to 1" diameter.

270-111 JayBrake clutch lever and perch, polished **\$210**

270-113 JayBrake clutch lever and perch, black anodize **\$260**

270-*1 JayBrake left-side master-cylinder and lever, polished (9/16", 5/8" or 11/16")** **\$320**

270-*3 JayBrake left-side master-cylinder and lever, black anodize (9/16", 5/8" or 11/16")** **\$380**

200-*1 JayBrake right-side master-cylinder and lever, polished (9/16", 5/8" or 3/4")** **\$320**

200-*3 JayBrake right-side master-cylinder and lever, black anodize (9/16", 5/8" or 3/4")** **\$380**

Bore JayBrake control to clamp to 1 1/4" diameter bar. Each side **add \$50**

RMC Remote master-cylinder (5/8") with pull-arm **\$249**

RFMC Remote 5/8" master-cylinder kit: includes cable, mounting tab (w/hardware), and adjuster block **\$349**

ITA Internal Throttle Assembly **\$199**

This assembly will allow you to route your throttle cable through your handlebars. It is our best-selling component and we have

been manufacturing it for nearly 15 years. There are a lot of cheap, crappy internal throttles out there, but we believe ours to be the best available. The assembly converts your carburetor or EFI to single cable action, but unless your cable is severely kinked the throttle will still snap shut when the grip is released. You can modify your existing throttle cable to work, but remember you will need an adjuster either at the lower end of the cable or mid-cable. Alternatively you can use our Throttle Cable Kit. The handlebar insert portion of the assembly measures 0.825" in diameter, which we have found to be the perfect size to fit in the bore of most 1" bars. This diameter can be turned down on a lathe if it needs to be reduced to fit, for example, 7/8" bars. On request we can supply the Internal Throttle Assembly with a 1" diameter handlebar insert (this is what we use when fabricating our 1.25" bars). The twist-sleeve measures 1.145" diameter, which is the same diameter as the Harley nylon throttle sleeve. This means that any grips that work with the HD throttle sleeve can be used with our assembly. We offer stock-style rubber grips and our knurled billet aluminum grips.

TCK Throttle cable kit, over-length, designed to work in any application **\$40**

LTA Left Twist Assembly **\$249**

This is basically a reversed-spiral version of our Internal Throttle Assembly that can be used on the left side of the bars to operate a cable. What you use it for is your business, but we originally developed it to activate the clutch. The spiral is twice as steep as the throttle assembly to double the amount of leverage that is applied to the cable. We use it routinely on our bikes in combination with our 'universal' Twist Clutch Cable to activate the stock HD clutch or the Primo diaphragm clutch resulting in a smooth, light twisting operation at the grip - and super-clean bars! Our Twist Clutch will, of course, work with other clutches, but remember that the stronger your clutch springs the harder the grip will be to twist. **BEWARE OF CHEAP IMITATIONS!**

TCC Twist Clutch Cable for all HD '86-up **\$100**

TCA Twist Clutch Assembly (= LTA plus TCC) **\$349**

HSS-R Hidden Switch System = for use on bikes with HD or after-market electronic flasher control units **\$425**

HSS-B Hidden Switch System - for use on bikes with simple mechanical flasher control units **\$425**

EP35 Small, simple mechanical flasher control unit **\$45**

The Hidden Switch System comprises one small, slim rubber strip of switches that will handle all of your switching needs. The individual buttons control turn-signals, horn and High/Low beam. Holding two buttons down simultaneously will activate your starter. The switch strip attaches by a single wire to a tiny module that can easily be hidden under your tank or seat.

We offer a variety of grips that are available WITH or WITHOUT a machined recess in the left grip to mount the Hidden Switch System.

RG Rubber stock style grips without machined recess for Hidden Switches (pair) **\$20**

RG-M Rubber stock style grips with machined recess for Hidden Switches (pair) **\$50**

BKG-S Billet Knurled Grips with or without machined recess for Hidden Switches, Satin (pair) **\$149**

BKG-P Billet Knurled Grips with or without machined recess for Hidden Switches, Polished (pair) **\$159**

BKG-B Billet Knurled Grips with or without machined recess for Hidden Switches, Black (pair) **\$169**

The grips above have a left grip that fits a 1" bar and a right grip that fits over a stock HD nylon throttle sleeve or our internal throttle. Two left or two right grips can be supplied on request at no extra charge (e.g for twist-clutch application). Please note that if you are using a twist-clutch you cannot have the switches in the left grip as it is full of moving parts. In these cases we mount the switches directly into the bar itself (see pictures on page 29).

Machine handlebars to house Hidden Switch System **add \$100**

BKG-7 Billet Knurled Grips for 7/8" bars, with machined recess for Hidden Switches, Black (pair) **\$169**

These grips are open-ended (sport-style) for use with bar-ends. Left grip fits over 7/8" bar, right grip has a 1" internal diameter to fit over the stock plastic throttle sleeve.

Page 30: Primary Drive/Starters

PBK-5 3" open primary belt drive for 5-speed HD TwinCam Softails **\$1999**

PBK-6 3" open primary belt drive for 6-speed HD Softails and Dynas **\$1999**

These kits include Primo 3" belt, front pulley, rear pulley with complete clutch, domed clutch cover, Exile pulley cover, bearing/starter support plate and all necessary hardware. 2" version available on request. Supplied in 'machined' finish.

For polished finish **Add \$150**

For black powder-coat finish - gloss, satin or textured (shown) **Add \$150**

PBK-M 2" open primary belt drive for 6-speed HD Dynas with mid-controls **\$2099**

(and 6-speed TwinCam Softails with mid-controls)
This kit includes Primo 2" belt, front pulley, rear pulley with complete clutch, domed clutch cover, Exile engine rotor cover plate, aluminum side-guard, bearing/starter support plate and all necessary hardware. Belt drive has shift-shaft bushing in stock position to use with stock foot controls. Supplied in 'machined' finish.

For polished finish **Add \$150**

For black powder-coat finish - gloss, satin or textured (shown) **Add \$150**

CFC Centrifugal Clutch assembly **\$699**

Below about 1200 rpm the clutch is automatically disengaged. This makes riding a foot-clutch bike extremely easy. You do not need to touch the foot pedal to shift from neutral to first, or to pull away from a stop. You do not need to touch the foot pedal whilst coasting to a stop and shifting down through the gears. In fact, the only time you need to physically operate the clutch pedal is whilst accelerating up through the gears (as the rpm does not drop sufficiently between shifts). We can supply the centrifugal clutch assembly fitted to any of our belt drives, but it can also be used in many other applications, including closed primaries. Call for details.

PRIMO PRIMARY BELT KITS We use Primo components in all our belt kits and we can supply you with any product that Rivera

Primo makes or distributes – simply supply us with the part number or detailed description. The super-clean primary drives that we use on our ground-up builds and Complete Bike Kits are a combination of the following parts:

A Primo 3" belt kit, an Exile Starter Kit (or Bearing Support if kick-start only), a Motor Brace Plate, a Front Pulley Cover and a domed clutch cover (not pictured but shown on virtually every bike).

P-48-76-S Primo 3" open belt kit, includes belt, pulleys and clutch. Pulley offsets available. \$859

ESK Exile Starter Kit

(Softtail-style transmissions – not HD 6-speed) \$849

A very clean, minimal billet starter-mounting kit that is confined to the transmission. Use it in conjunction with our motor brace plate, or with no motor plate at all. Kit consists of bearing support plate, starter nose, ring gear and jackshaft extension.

EBS Exile Bearing Support – kick-only application

(Softtail-style transmissions – not HD 6-speed) \$199

MBP Motor Brace Plate, no filter option \$199

MBPF Motor Brace Plate, with spin-on filter \$249

This billet aluminum brace plate mounts between the motor and the front two primary case bolt holes on the transmission. It is 3/4" thick, so although it is unobtrusive, it does provide adequate bracing. It can be used in conjunction with the Exile Bearing Support on kick-only bikes, or in conjunction with our Exile Starter Kit.

PC Exile Front Pulley Cover

(5" length as used on our bikes) \$349

Custom 'length' pulley cover Add \$100

Available in various 'lengths' to accommodate different belt widths and offsets. We require the exact dimension from the outer edge of your front pulley to the mounting surface on the motor (or where the pulley cover will attach). We start from a CNC'd billet aluminum 'rotor cover' and then fashion the belt guard and side-skirt from 6061 aluminum plate before welding them to the billet piece. The welds are machined and sanded. Supplied in sanded finish. Will not fit 3.5" Primo belt kits.

PP-106-4-NH Aluminum domed clutch cover -

very clean! \$45

Page 31: Starters

TC-1-89N2 Tech Products 2.0KW starter motor \$449

SC Starter cover, billet \$125

1215-0152 Kicker kit for all 5-speed Softtail-style transmissions \$699

1215-0153 Kicker kit for 6-speed Softtail-style transmissions (not HD 6-speed) \$699

These kick-start kits include polished billet aluminum end-cover, kick-arm and solid brass kick-pedal.

Page 32: Electrical/Knurled Covers

CRK Coil Relocation Kit for TwinCam Softtails \$99

HRK Horn Relocation Kit for TwinCam Softtails \$99

EIS Exile Ignition Switch \$99

Knurled Covers for TwinCam Softails:

GCC-S/-P/-B Gas Cap Covers (pair)

Satin/Polished/Black Anodize \$129/139/149

OBC-S/-P/-B Oil Bag Cap

Satin/Polished/Black Anodize \$43/45/49

Oil Bag Cap replaces stock TC Softtail piece and accepts stock rubber 'bung' and dipstick

MBC-S/-P/-B Motor Bolt Covers (4)

Satin/Polished/Black Anodize \$109/115/125

These 4 covers dress-up the bolts that hold the TwinCam engine in the Softtail frame.

OPSC-S/-P/-B Oil Pressure Switch Cover

Satin/Polished/Textured black \$39/44/49

TBC-S/-P/-B Transmission Boss Cover

Satin/Polished/Textured black \$39/44/49

This baby hides the boss on the transmission on a TwinCam Softtail when the 'fake' frame center-post has been removed – specify 5 or 6-speed transmission.

RAC-S/-P/-B Rear Axle Covers (pair)

Satin/Polished/Black Anodize \$84/89/94

FAC-S/-P/-B Front Axle Covers (pair)

Satin/Polished/Black Anodize \$84/89/94

SPC-S/-P/-B Swing-arm Pivot Covers (pair)

Satin/Polished/Black Anodize \$84/89/94

Rear Axle, Front Axle and Swing-arm Pivot Covers vary depending on the year of your Softtail. Call for availability.

HL-P Billet Head-light,

includes bracket. Polished \$425

HL-B Billet Head-light,

includes bracket. Black Anodize \$449

HLL Replacement head-light lens,

includes bulb and wiring \$75

TB2 Bracket for stock HD bobbed rear fender

(200 width). Black. \$99

This bracket fits the Harley 200 width bobbed Softtail rear fender and accepts the Black License Plate Surround, a pair of Lazer Star turn-signals and the Exile LED tail-light– all sold separately.

BLPS Black License Plate Surround

(powder-coated metal) \$25

LSA-P/-B/-C Lazer Star with amber LEDs, sold individually -

Polished/Black Anodize/Chrome \$115/129/129

LSR-P/-B/-C Lazer Star with red LEDs, sold individually -

Polished/Black Anodize/Chrome \$115/129/129

LED Exile LED mini-catseye tail-light, polished \$149

LEDB Exile LED mini-catseye tail-light on an

under-sized black axle-mount bracket \$199

SMS Raw steel side-mount bracket, small (3"x 6") \$49

SMFL Black powder-coated side-mount bracket,

full-size, with universal tail-light and black

license plate surround \$99

Page 34: Pipes

Our Monster Pipes feature heavy 16 gauge steel tubing and measure a true 2½" in diameter. The 1¾" header pipe continues inside the larger outer body to maximize scavenging pressure resulting in significant performance gains and reduced discoloration. Each set includes removable louvered-core baffles with polished billet end tips. Pipes are supplied in raw steel, but we offer high-temperature coating in black or silver for an additional charge.

MDP Monster Drag Pipes, raw steel, includes slide-in baffles with billet tips **\$399**

MSP Monster Shotgun Pipes, raw steel, includes slide-in baffles with billet tips **\$399**

The above pipes are for custom builds. The front pipe has a captive nut welded in place, but the rear pipe is supplied with separate nut or bracket for you to weld in place as the pipes are fitted.

MDP-S Monster Drag Pipes, raw steel, for stock Softails. Includes mounting brackets **\$499**

MSP-S Monster Shotgun Pipes, raw steel, for stock Softails. Includes mounting bracket **\$499**

Softail models with floorboards may require slight shimming of right floorboard for clearance.

MSP-D Monster Shotgun Pipes, raw steel, for Dynas 06-up. Includes mounting bracket **\$499**

HTPC High Temp Coating for pipes – Black or Silver **\$250**

Page 35: Engines/Transmissions

Engine and Transmission pricing available on request

TMM Top Motor Mount, billet aluminum **\$249**

EAC Exile Air Cleaner cover – fits over S&S air-cleaner (not included). Satin or Polished **\$299**

For black powder-coat (gloss, satin or textured) **Add \$50**

EPC-S/-P/-B Exile "points cover" for evolution engines, Satin, Polished, Textured Black **\$69/\$74/\$79**

EPCT-S/-P/-B Exile "points cover" for TwinCam engines, Satin, Polished, Textured Black **\$69/\$74/\$79**

RK heavy-duty X-ring 530 chain, with clip and rivet connectors **\$120**

OTS Offset Transmission Sprocket – available in many offsets and teeth counts for 5 or 6-speed **\$149**

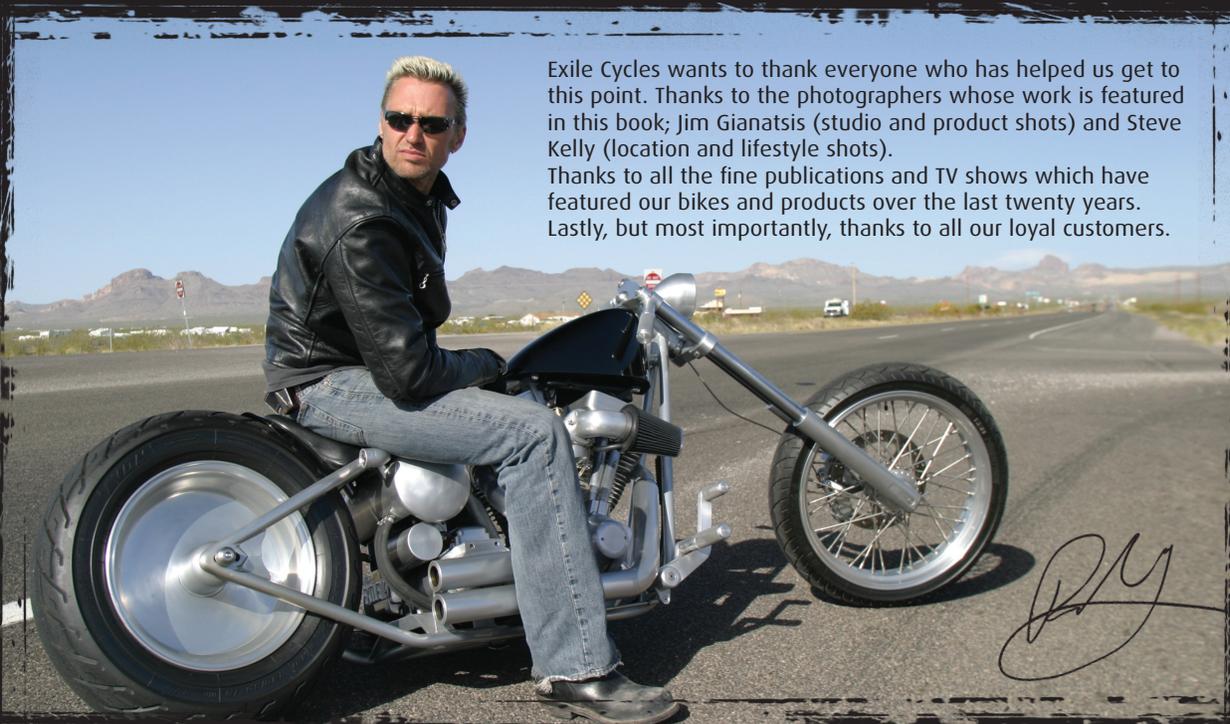
NB Neutral Blanker **\$35**

SSP Speedo Sensor Plug **\$45**

Page 36: Apparel

Please order apparel online unless you are ordering a significant quantity – we are just too busy in the shop to stop for a T-shirt sale. But do feel free to add some merchandize to your order when you are buying hard parts!

Please call 818 706 1230 to order. A few of our parts are available online, but in most cases we require information from you to ensure your order is correct. Simple questions can be handled by e-mail but detailed enquiries are much easier by phone. DON'T BE SHY – GIVE US A CALL!



Exile Cycles wants to thank everyone who has helped us get to this point. Thanks to the photographers whose work is featured in this book; Jim Gianatsis (studio and product shots) and Steve Kelly (location and lifestyle shots). Thanks to all the fine publications and TV shows which have featured our bikes and products over the last twenty years. Lastly, but most importantly, thanks to all our loyal customers.



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