

This document is an aid for you to use when detailing the specification of your custom bike. For a copy of this as a 'Word Document File' send a request by email

Give credit where credit is due. Mention the names of your main suppliers and parts manufacturers. This also might be helpful in getting you some future 'good deals' for parts. If you have claimed to have made something when you haven't, this is sure to make the actual fabricator/manufacturer very pissed off. One day you will meet up with him or want to purchase something from him and he is sure to mention this to you.

**Not all magazines require this amount of detail. Just use what you need and delete the rest**

## **Custom Bike Specification**

Value

### **Specification**

Designed:

Owner:

Name of Bike:

Purpose of Build:

### **Engine Builder:**

Bore:      Stroke:      Capacity: cu in/    cc

Crankcase:      Finish:

Cylinders:      Finish:

Heads:      Finish:

Rockers:      Finish:

Pushrod covers: OMP      Finish: Chrome

Oil Pump:      Finish:

Krank Vent:

Oil Filter Mount:      Finish:

Carb:      Finish:

Air Cleaner:      Finish:

Ignition:      Coil:

Coil/Engine Mount:      Finish:

Timing Cover:      Finish:      Ignition Cover: Finish:

Power Output:

Oil Pressure Gauge:

Exhaust System:      Finish: Chrome Plated

### **Transmission:**

4/5/6 speed      Finish: Gears:

Side cover:      Finish:

Top Cover:      Finish:

Clutch Controls:      Hose:

Starter:    ? KW    by ?      Finish:

Primary Transmission: Chain/Belt      Clutch: Balancer:?

Inner Primary:      Finish:      Outer Primary:      Finish:

Inspection Cover:      Finish:

Derby Cover:      Finish:

Transmission Sprocket/pulley: Final Transmission: Chain/belt

Rear Brake/Sprocket:      Rear Chain/Belt Guard :      Finish:

**Chassis:** Tube Dia:      Rake: ?deg      Top tube Stretch: ?in      Down tube stretch: ?in

Chassis Welding: Tig/Mig/other      Side Stand:

Rear Suspension:

Seat: **By:** Oil Tank: by  
Oil Lines: Oil line clamps/separators:  
Headlight: Finish:  
Gas Tank: Stretch: ?in  
Petcock: Finish:  
Front Forks: Finish: Finish:  
Risers/Speedo Mount /Handlebar Clamp:  
Speedo: Tacho:  
Front Fender: Fender Spacers:  
Rear Fender: Special Mods:  
**Wheels:** Front: Tyre:  
Rear: Tyre:

### **Braking System:**

**Front:** Caliper: Finish: Finish:  
Disc: Size: full floating Finish:  
**Rear:** Caliper: Finish: Caliper Mount: Finish: Disc: Size: Finish: Brake Front and rear  
hydraulic brake hose:  
Forward Controls/passenger pegs: Finish:  
Handlebar Controls: Finish:  
Handlebar Switches: Finish:  
Handgrips: Finish:  
Handlebar: Finish:

### **Electrics:**

Wiring/Electronics:  
Battery: Battery leads:  
Regulator: Alternator Stator/Rotor:  
Hardware:

**Paint Finish:** on frame, gas tank, fenders, **By:**

### **Written Text**

If you are sending your bike pictures to a magazine it could be helpful to your prospects for getting your bike featured if you can include some text. Build highlights, build problems and any details that would provide interest. Reading many magazines bike features, much of the text is lacking humour and general interest. Factual content is not always as attractive as an interesting story. The text below is an example of text I supplied along with pictures to some Harley Mags.

### **Construction Highlights**

Building a bike is more than selecting a parts bin of bits and using a spanner and screwdriver. Having selected the parts and made the overall design, I was able to ensure the whole project came together from a design as well as a functional perspective. For example the rear fender supplied by Zassels as a strutless bolt on item. I cut the supports off and welded it onto the rear frame to give a cleaner look with the effect of appearing 'supportless' It certainly looks good and fits in better, this way, than if he had bolted it on as intended. Front OMP forks needed specially made covers to hide the exposed fork. Chris Taylor made the seat with advice from me and looking at the seat in relation to key points on the bike you can see its shape picks up the lines of the gas tank, rear fender and frame. The seat has no mechanical fixings and attaches with the aid of suction pads and the snug fit between frame and fender. The seat fits well. One neat simple safety feature is that the Neutral switch on the transmission is connected to the starter. This means the starter won't operate unless the gears are in neutral. I fitted one our own chrome plated exhaust systems 'Screamer' because the gentle curves of the pipes fitted the overall design perfectly. A OMP left side disc setup was installed together with a single disc front to ensure the OMP wheels could be displayed. The braided stainless steel hose is covered in clear plastic for two reasons. Braided lines can damage paint when

it rubs against frame parts and although it looks lovely when new, in use the nooks and cranny's in the braiding will inevitably collect dirt and make them look crap. Making everything fit, as well as in relation to being able to see how everything comes together as an end product is the most difficult part of building and much time was spent in doing things slowly, standing back and looking if everything was 'right' and if necessary changing parts for other parts, to make sure of a perfect finish. The choice of finish for all the shiny bits was carefully chosen to avoid any colour clashes. Stainless steel was avoided whenever possible, all parts are either polished or chrome. Primary covers and side/top covers are chrome as well as rocker boxes. Introducing more stainless parts would have introduced an additional colour and surface texture, which would have been noticeable, especially over time. For this reason chrome hardware was chosen. Stainless steel is a useful corrosion resistant material but presents visual problems, which in my view are best, avoided. If longevity and hard riding were important considerations then the use of more stainless components would be justified. Building a good custom is a team effort, composed of good honest artists and craftsmen dedicated to producing good quality, accurate and stylish work. This does not come cheap, but can be cheaper than going for something nominally cheaper but ultimately incurring higher costs to get right. Cobra was chosen to provide the frame because of the accuracy and quality of there work. Also, using a large powerful motor puts additional stress on frame and transmission components. These stresses are increased if anything is out of alignment, even if small. I would be sorely embarrassed if something failed in that department, as well as being out of pocket. You can see from the quality of the welding that you are getting something special and you can see from the finished bike that many of these welds are visible under the final paint. Many builders wish to hide unsightly welds with lashings of filler and for some cheap frames this is probably necessary to hide workmanship that would put a gasfitter to shame, let alone a custom bike that will in most cases experience great stress and have to carry up to two people safely at high speed. Parts chosen were a mixture of parts our company distribute and parts necessary to complete the design brief for the finished bike. A wide tyre could have been used, as is the current fashion. However the design brief called for the motorcycle to be ridden hard and to give enjoyment to the rider and for that you need a narrower tyre at the back, hence a 180 was used. Overall, every single part was selected for its quality of design, manufacture and performance. There are no weak links in its design. Recently the bike was sold to someone in England. Lets hope he has as much enjoyment riding it as I had in designing it and building it.

### **Company Information**

Include if relevant

### **Contact Details**

Your name and Address, Phone and fax numbers including country code(if relevant), email and website address

For further information please contact:

Also see our detailed Engine Spec sheet

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