Chop Bob Rolling Chassis Instructions.

FRAME MOCK UP INSTALLATION INSTRUCTIONS

PLEASE NOTE – You will need to purchase a number of bolts, nyloc nuts, washers, and lock washers to complete this mock-up. The sizes you will need are ¼", 5/16" and 3/8" in numberous lengths. I would suggest to purchase SS items for the mock-up. Then keep track of the sizes you need and purchase chrome bolts for final installation.

1. FRAME
You will first want to remove the Flat Side gas Tank mounts from the backbone. UNLESS you purchased the CRUISER Rolling Chassis. DO NOT REMOVE mounts if you have the Cruiser Roller!

We use a 4" Grinder with a thin cutting wheel to remove the brackets. We next use a grinding pad to clean up the cuts and smooth the frame so it is ready for Powder coating.

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2. Next install the front fork cups into the frame neck – Remember to use some grease on the fork cups. This will make it easier to press into the frame.

We use a JIMS Steering Head Bearing/Race Installer. But if you are careful you can install them by using a rubber hammer and gently pounding them in place. PLEASE TAKE YOU TIME!

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3. INSTALL the FRONT SPRINGER FORKS. If you are using our internal fork stops this is the time you will need to drill and tap your Springers and install the Internal Stop prior to installing you front forks.

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4. Mount your tires to the wheels. Install your rear chain sprocket at this time. Snug but DO NOT TIGHTEN. Depending on your transmission you may need to install a .37" Rear wheel spacer for proper alignment. If you use our Drive line kit no spacer will be needed.

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5. Place the front wheel on to the Springer front end. Please note that unless you purchased your Springer Front Brake kit with your rolling chassis the SPACERS will not fit properly. Mockup the front wheel and center the wheel within the Springer. For final installation you will need to purchase a Front Springer Brake Kit which includes the Springer bracket and caliper.

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6. Place your rear wheel in the frame. Again, if you have not purchased the Rear Brake Mount your SPACERS will not fit properly. For final installation you will need to purchase a Rear Brake Kit which includes the bracket and caliper.

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7. Slide your motor into the frame. Install it from the right side. It will be much easier if you have someone help you. (Once it has been powder coated you will want to wrap or tape the frame tubes so you do not scratch the paint.) Place in the bolts from your engine mounting bolt kit but DO NOT TIGHTEN! You can purchase a Engine Mounting bolt kit from us. This will include all the bolts and nuts needed to mount your engine and transmission.

This would also be the time to install your top motor mount and make sure you do not have to modify the frame top motor mounting hole. On some of our Wire Plus motor mounts you will need to lengthen the frame mounting hole. Use a drill or ream to elongate the to frame hole mount to accommodate the bolt going into the top motor mount. You will only need to do this with our Wire Plus kit.

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8. Install your transmission sprocket. Depending on the transmission you have you may need to remove the front belt pulley. We use ONLY chain drive on our bikes. If you use our driveline kit you will need to purchase a 0.75" x 24 transmission sprocket.

If you choose to use a belt you will need to reduce to a 180mm tire. The 200mm tire will not fit with the rear belt. To remove the belt pulley you will need to have a special pulley remover made by JIMS. Your best bet is to go to a local motorcycle shop and ask them to remove for you.

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9. Mount the transmission, It will only fit one way. Place the bolts and nuts from your engine mounting bolt kit and again DO NOT TIGHTEN!

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10. Next, place only your Open Belt backing place on the engine and transmission to align the engine and transmission. There is no reason to install the remainder of the belt drive at this point. If you use our Drive Line kit you will use the standard pulley spacer that comes with the kit.

Secure all bolts connecting the backing plate to the engine and transmission but DO NOT Tighten. This is the time to see if you will need to shim either the engine or transmission. At final assembly you will need to remove ALL paint or powder coat from the places that the engine and transmission touch the frame. It MUST be clear of paint!

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10. This is a great time to center your rear wheel so it lines up with your transmission sprocket. We use a laser to make sure the alignment is correct. Make sure the rear chain is in alignment with the transmission sprocket. If not space as needed by adding or subtracting from the transmission and or rear wheel.

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11. Installation of our contoured ROUND TOP rear fender. With your wheel installed place a spacer on the top of your wheel so the rear fender sits on it. This spacer should be the size YOU WANT the rear fender to rise above the wheel. We use the height of a 530 chain. But there are many item you can use as a spacer. The height is set to your taste, you make the call! With Hard Tail motorcycles you can run fairly close to the tire. We set ours at about 0.75" to 0.85" from the top of the wheel to the fender.

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12. Our flat fenders with the chrome fender brace is very self explanatory on how it is installed. No further instruction is needed. Place and drill holes accordingly.

Contoured Fenders ONLY – Place fender on top of wheel. In our fender mounting kit you will have. Fender Strut brackets, you will have TWO ½" round stock, 2 shield brackets and two frame brackets. With your fender placed on your rear tire with the height set, bolt the frame brackets to your rear frame. Use 3/8" bolt the holes are drilled and tapped for you. Next place the ½" round stock and angle to the fender. Figure out where you want to mount your fender struts. You will have two weld-on brackets that look like a shield and two brackets with 3/8" hole drilled. This is the bracket that is attached to your frame. Lastly, you will have two ½" round bar. These are NOT CUT TOO Length. You will need to measure and cut to length.

TAKE YOUR TIME on this part.

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13. Weld on your seat mounts. Measure to see how you want your seat to sit and weld accordingly. Place all brackets to your seat including the springs and rear bracket. Using a piece of wood or a box place your seat on the bike with the box holding up the seat. Take a look and position your seat in the place you want it. TAKE YOUR TIME! Using a mig welder tack the brackets in place. Remove seat and do your final welding using a tig welder for a cleaner look.

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14. Depending on the tank that came with your rolling chassis. You will need to drill and tap holes in the back bone. For the DeLux Drag, OS and Knuckler, all you need to do is drill and tap the gas tank mounts. For the Legacy you will need to grind a front bracket and weld them to the frame. For the rear mount you will need to drill and tap a hole. For the Cruiser, all tank brackets are welded to the frame. All that needs to be done is bolt it together. If you order a custom tank you will need to weld the bracket to the frame.

Place your tank where you think it looks the best. Usually it is centered between your seat and the fork neck. But take your time and place it in different locations. Once the holes are drilled you are committed with tank placement.

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15. Place the oil bag on the frame with the rear fender so you can see how it is attached. All brackets come with your rolling chassis. It will be very self explanatory on how this is installed.

At this time your mock-up should be completed. Disassemble the bike taking note on where things are and how they are installed. When you have your bike just to the frame, drill any wiring holes to hide the wiring in your frame if you choose.

Tape or remove your fork cups and send off to powder coat. MAKE SURE to DOUBLE CHECK EVERYTHING prior to sending your frame to powder coat.

Good luck and thanks for purchasing your Chop Bob Rolling Chassis.

Washington Choppers