

## 1: How To Build A Chopper Frame | AxleAddict

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## 2: BMW hints at future plans, with 3D-printed motorcycle frame

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This includes a singleness of purpose in the fabrication of a motorcycle frame. Everyone involved in the process must have the same goal as the designer. The materials must be of good, uniform quality. The miter joints must be done properly and the welds must meet established minimum standards. Any compromise in frame integrity could result in premature failure and personal injury to the rider, or even death. The designer should define the standards to which the frame is to be made, and demand that those standards be adhered to. Standards would include definitions of all materials used plus the definition of an acceptable weld and overall workmanship. In addition, all material standards that will be acceptable, and expectations of the overall design should be clearly outlined. Before any successful project fabrication starts, the designer must have a goal in mind, as well as product expectations or there could be chaos. Imagine a motorcycle cruising down the highway at 70 mph, and the frame suddenly comes apart because of poor design or quality of workmanship or materials! The point to be made is simple! Make absolutely sure that every aspect of the project has been carefully considered in detail. You cannot allow for any compromise. The standards do not necessarily have to be detailed data sheets, but should at least be considered and noted in writing. The same should be true in most other projects undertaken. Miter Junctions Now comes the time to pull together the first union. Before you jump headlong into the project, you need to have a plan, or at least an idea of your finished product. A sketch will work if you dimension the drawing together with tubing angles. Without at least this amount of detail, you will most likely have a misaligned and warped mess that you may as well schedule for the dumpster. Using your drawing as a reference, select the seat post where it joins the backbone. Cut the seat post to length according to your drawing. Leave a little extra space just in case you need it for final fit. If the final piece is too short, you just start the seat post over again. Clamp the seat post tubing and make the rough cut with a notcher. To finish the miter, use a half-round file to form the miter for a good fit to the adjoining tube. This is one of the reasons for leaving extra length whenever possible. Notice that the mouth does not come to a knife-edge. This would produce a poor penetration of the weld, and therefore a weak joint. Seat Tube and Backbone This image presents the near perfect fit of the seat tube to the backbone. The mouth fit is flattened or beveled to permit weld penetration into both tubes. In this view, you can see the flat or bevel edge of the miter. All miter junctions are not so straightforward. For these, we use a paper template. There are many software programs out there that can help you with this. This guide is not intended for step-by-step procedural instructions on how to bend tubing. That generally is supplied in the manual that comes with your bender. If there is not a manual there, contact your vendor. You will find, however, the pitfalls you need to watch out for in tube bending. The biggest problem is inaccurate measurement, or selection of incorrectly sized tools for your bender. This could result in several problems such as overall length error, bend angle error due to failure to consider springback, bend deduction distance error for a given O. Another problem could be the measurement of the bend angle, or rotation of the frame tube in compound bends. Any of these issues could hamper the assembly of the frame. Bending tube comes with a unique set of problems that could cost a good sum of money in scrap material. If the bend measurements are grossly incorrect, resulting in overall dimensional error, you have just created a piece of scrap. Now if the angles are correct and the final length is too long, you are probably okay, so just trim the excess. Material should be thoroughly cleaned to remove all scale, grease or oil residue. Parts to be welded should be properly fitted to each other, aligned and maintained in position during the welding process. To maintain alignment and position, clamps, bars, tack welds or other means may be used during the welding process. Flat welding is just as the name implies. Welding of horizontal or vertical planes can generally be termed as "flat welding". Preparation is the key to any welding, but more so in flat welding. Butt-welding requires that the two pieces of metal be prepared with a recess or angle to permit better penetration of both ends being joined. Butt-welding generally refers to flat stock or pipe, but can also refer to tubing as well. However, butt-welding of tubing for aerospace and medical applications is

usually accomplished by use of computer-controlled orbital welding machines. Since the focus of this report is the fabrication of Chopper Frames, we will concentrate mostly on manual tube welding as opposed to orbital welding. Some people insist that the "wire feed" arc welders are better than the conventional "stick" method. Stick Welding also known as Arc Welding. The preferred method is TIG because it is a very smooth and strong weld. But then again, you can get similar results from MIG welding. And Stick welding is nothing to scoff at! In truth, there is no difference in characteristics or quality of weld. The "wire feed" systems are faster than "stick" welding, but when using one of the "wire feed" methods for welding tube, the advantage of the speed is lost. So, which one is really better? The opinions out there are as many and varied as the welders that use them. So if you were to twist my arm I would say TIG weld your frame. But TIG welding requires skill and practice. MIG welding and Stick welding is easy. MIG being is the easiest of the three. So if you are not experienced or your funds are limited, go with a good stick welder. Buy a name brand like Lincoln or Hobart. Norther Tools and Eastwood make pretty decent ones as well. Welding Takes Practice Welding is an acquired skill that borders on being an "art form". It takes practice to produce a good weld. You see only the surface and not the depth of penetration. After the weld has cooled down, use a band saw or suitable type of saw to cut across the weld. You can then see the degree of penetration or lack of , which will let you know real soon just how your welding is! Below is an example of what I am talking about. The picture here is a TIG weld. Notice in the first photograph how the bead blends well into the metal without a lot of buildup of metal. Look close at the photo on the right, and you can see the penetration between the lower tube and the upper tube. Generally you would not cut your frame in half to see how good your weld is! This is a practice piece. Non-Jig Assembly To be clear Various tools, crutches, and other "insider" methods can be used, but unless the issue is one of cost, it would be very difficult to imagine anyone wanting to build a bike "free-handed" when a jig makes the process so much easier. However, if you are intent on NOT using a jig or have no ther choice, lets get at it! Non-Jig Assembly As mentioned earlier, you need to have a plan, or at least an idea of your finished product before getting to started. A sketch will work if you dimension the drawing, together with tubing angles. The main one that comes to mind is Custom-Choppers-Guide. They also carry plans created by BCC Orlando and offer extra stuff for ordering them. Motorcycle Frame Building Video: Next you miter the various components of the frame and check for good fit. After you finish with this process, you can begin piecing the frame parts together as depicted in the example below. This section is somewhat akin to a jigsaw puzzle. After you have bent and mitered the tubing, you need some way of temporarily holding things together. Lets assume that you have perfect measurements, angles and orientation. The next figure show one method of holding the pieces together for tack welding. To align the frame during the assembly process, use the motor engine , rear wheel and front forks to verify fit and alignment. As you can see from all of this, you need four arms or two people to work together. You can imagine how the frustration can potentially build up.

### 3: Chopper Plans: Parts & Accessories | eBay

*Find great deals on eBay for motorcycle frame blueprints motorcycle frame blueprints. Shop with confidence.*

### 4: Chopper Frame & Jig Blueprints

*The motorcycle frame plans you will get reveal angles clearly instead of multiple dimensions on the front and side views. A builder should be able to look at our motorcycle plans and create a frame without any problems.*

### 5: # Motorcycle Frame Blueprints #

*Motorcycle Blueprints. KTM X-Bow GT Honda CB Four Ducati BMW R12 Ducati MHe Ducati BMW C1 Aprilia RSV4 R Ducati*

### 6: Consent Form | Cycle World

*HAND-BUILT: Motorcycle Frames, Part 1 of 5. A look at how to approach a frame build and why you'd want to tackle a build in the first place. Or plans will change. But remember, nothing worth.*

### 7: Motorcycle Frame Plans

*When you get into the discussion of motorcycle frames and what to build for your next bike building project you first need to decide what kind of motorcycle you want to build. Whether you want to build a sport bike frame or a chopper frame, neither.*

### 8: Looking for frame and fork plans?

*The easiest frame to build is a traditional old school styled chopper since there aren't any complicated bends or compound miters to cut so we decided to show the chassis fabrication process from A to Z as we do it.*

### 9: Original, Professional Chopper Frame Plans

*Building a motorcycle in your garage or in a small shop with minimal tools is no small feat. But it can be done and hobby bike builders are doing it successfully, even on their first attempt. You can build a chopper frame on your own. The satisfaction you will get from building the frame alone is.*

*E-commerce and Y2K: Whats ahead for small business? Twelfth night by Jo Beverley Cisco optimal routing design ATM and multiprotocol networking Modelling links between Canadian trade and foreign direct investment 3 Feminism and Marxism Operations management by heizer and render 10th edition North Star to Freedom Sixth International Symposium on Wearable Computers (ISWC 2002) Just a prostitute Step-by-step compo and mold making Vb net study material Advanced automotive fault diagnosis by tom denton The ones who came before Students Book College English Ccie collaboration quick reference by akhil behl Commercial Papers of Sir Christopher Lowther, 1611-1644 (Publications of the Surtees Society) Romancero Tradicional De Costa Rica (Juan de la Cuesta Hispanic monographs (Juan de la Cuesta Hispanic mo Insights Into Reality Hbr on point the data driven manager Prentice Hall directory of online social studies resources Essays for Triumphant Living Kites and flying objects. The travails of Cornstalk Bird with a broken wing 21st century teaching and learning skills Arms and the women The cartoonists workbook Reader in bureaucracy Michael w ford books Sex, Sisterhood, and Self-Delusion Microbiology for the health sciences 9th edition Sex and other middle-class pastimes in the life of Ann Carson Susan Branson International business environments and operations 14th How to write knockout proposals Entrepreneurship 2nd edition william bygrave Like a Du Maurier Heroine (1931) Walworth co phone book Victorian ices ice cream Constitutional problems under Lincoln.*