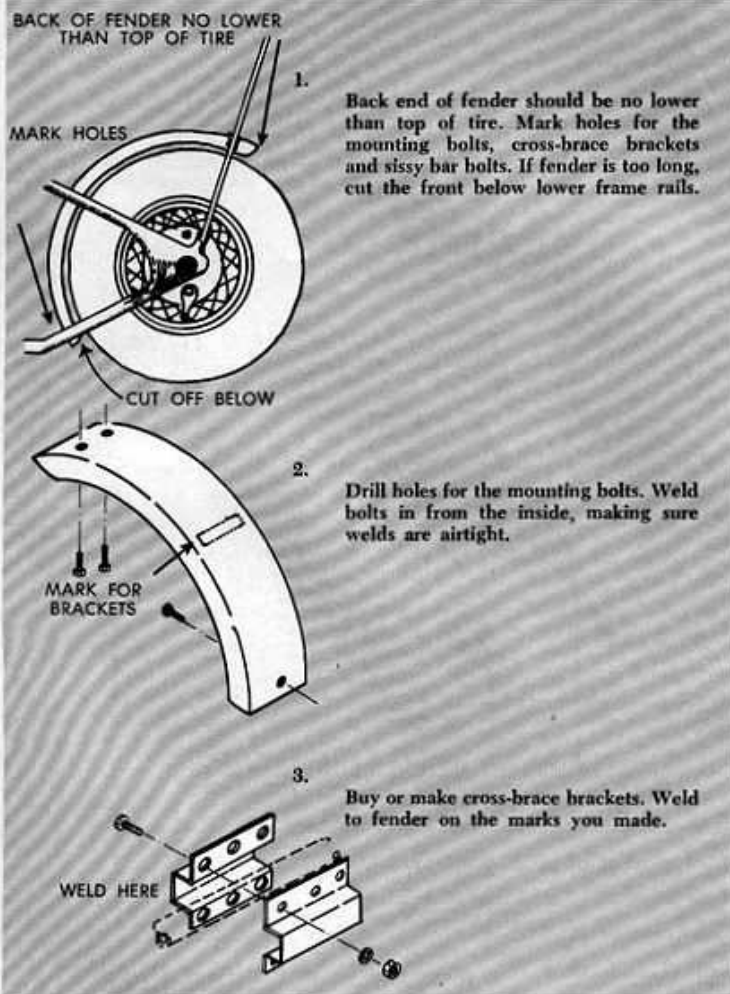


GET RID OF YOUR OIL TANK

Carry all the lube you need in your rear fender



story and sketches by
Eddy Paul

There are lots of good custom designs for gas tanks, all available at your friendly local chopper shop. You can go peanut, sportster, banana, coffin, or a hundred others.

He's got some good custom oil tanks, too: chrome standard, wrap-around, round or hex—just like the ones you see on every other bike. You could go a special, like a box, canteen or old oxy bottle.

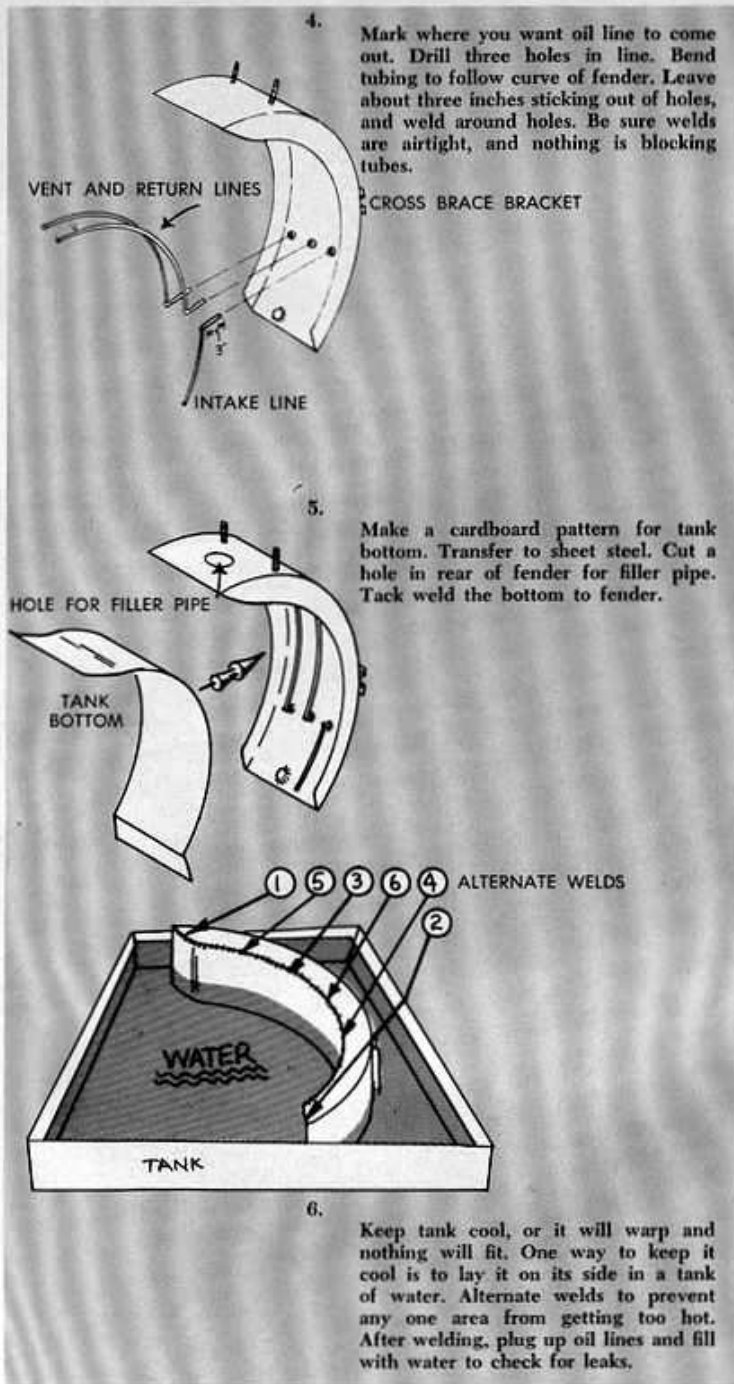
But why not run a setup that gives the same capacity, and gets rid of the tank completely? Stash your lube in your back fender.

First, mount the back tire and adjust it. Then slip in your new flat back fender. That's going to cost you about \$9.00.

Slide in the fender until the back end is no lower than the top of the tire. If it's too long, a pool of oil will collect inside that can't be picked up by the pump. Cut the front below where it crosses the lower frame rails.

MARK ALL HOLES

That's the time to mark for all the mounting holes, too. You'll have to mark the holes for the bottom mount, for the sissy bar mounts, (leaving at least four inches of fender out the back, so you'll have room to unscrew the oil filler cap when you're finished), and the points where you'll weld on cross-brace brackets.



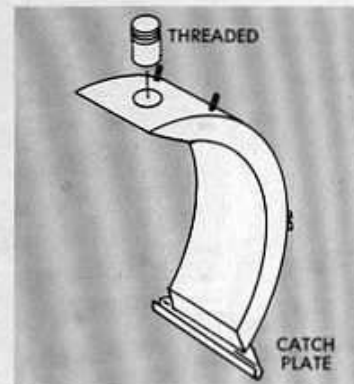
Next, take the fender out and drill the holes you've just marked. Insert the fender mounting and sissy bar bolts and weld them into place. Be sure the welds are airtight; an oil leak onto the rear wheel can be somewhat fatal.

DECEMBER 1971

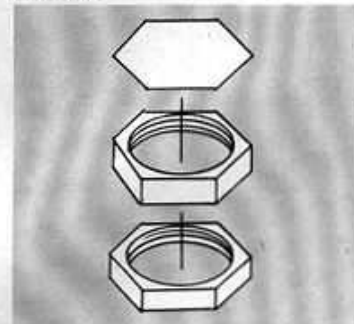
Make the cross-brace brackets. If you're lucky, you'll be able to buy ones that fit your frame and fender. If not, make them. Drill six holes for mounting. Weld them to the fender in the marks you made before. Then remount the fender. Mark

the place where you want the oil line to come out, and drill three holes in line at that point. Cut and bend three pieces of steel tubing. Two follow the curve of the fender to the top, for vent and oil-return lines. The other goes to the bottom, for the intake line. Let them stick out of the fender about three inches.

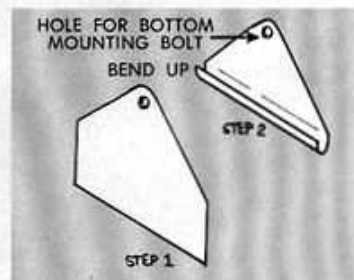
Cont. on page 68



7. Oil filler pipe should be same size as hole in fender. Outer end should be threaded.



8. Two nuts to fit the threaded end of pipe are welded together and capped to make cap.



9. Oil catch plate is cut from sheet steel four inches wider than back tire. It can be held on by attaching to bottom mounting bolt.