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45 TWINS

A restoration guide for 1929-36 models



MY FIRST HARLEY WAS A 1958 TWO-WHEEL 45 flathead that I bought from my older brother.

What a cool bike that was! If you've heard anything about 45s, it's that they're dependable, but slow.

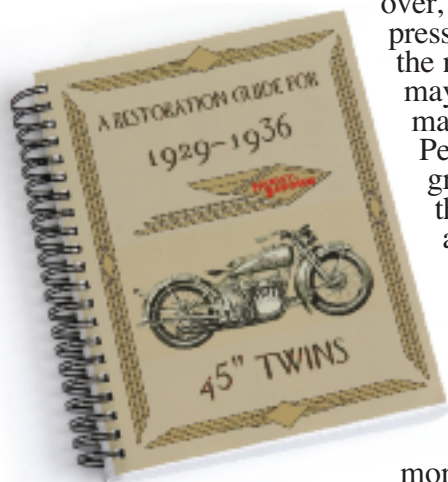
Both facts are true. They're also easy to kick over, since these engines have a low compression ratio and are only 750cc (45", hence the nickname) in displacement. And those may be the very reasons why these old machines are quickly rising in value.

People are finally starting to realize what a great vintage machine they are. And if those aren't good enough reasons, parts are plentiful, too! Hell, 45s are even starting to show up as bobbers again.

I used to do a lot of work on 45s back in the 1970s and '80s. So much that the Connecticut H-D dealer I used to go to for parts would refer anyone with flathead questions to me. However, I was and am a total moron compared to Johnny Sells and the vast amount of info he has amassed over the years. Thankfully, he's put it all down in a nicely done, 1-1/4"-thick tome filled with solid facts and photos, so you can know everything you need to know

about what fits what and what is correct for which year and model 1929-36 45 flathead. This book is a restorer's dream, a wealth of info that really can't be found anywhere else. However, builders of old-school 45 bobbers will also want to get their hands on this book, since Johnny goes into intricate detail about which gears are for which year tranny, and he does the same for the engine.

Bottom line: if you're into 45 flatheads, you've got to get this book! AIM



SOURCES

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