



for immediate publication - free of charge

FAAK 2006 NEWS

MASTER BIKE BUILDER FRED KODLIN

Custombike extreme “Made in Germany”

FRED KODLIN: “Guilty of Customizing!”

The german “Wizard” of Custombike Building

Extreme rides for extreme trips: German Master Builder Fred Kodlin’s

The “Bike Builder of the Year 2005” is taking on his challenges: Building one of his spectacular “one-off’s”, Fred Kodlin respects neither day nor night – and no technological or style limits are accepted either. What already became clear in his hubless 2004 project “Shine”– but in many details, his 2006 “21 R” is even more demanding and technical even more refined. And now he is introducing his brandnew handcrafted custombike project “GUILTY” during the EUROPEAN BIKE WEEK at the CASINO VELDEN! New ideas and new technology almost everywhere – and probably less than half of it is visible at all! And he always does it in style! Fred Kodlin is THE European Master Builder with worldwide recognition.

There are moments in custombike building which you have to attend to catch the spirit and atmosphere – and even then it’s hard to cover it in words. Tension was almost to be gripped with bare hands during the Saturday night special presentation in march 2006, which united custombike builders from all over europe at the CCE Dealer Party and “Master Bike Builder Presentation”. Placed on three seperate stages, covered and illuminated by spotlights, the creation of Cory Ness, Paul Yaffe and Fred Kodlin were awaiting their introduction: The first two, europe-exclusive, the latter (thanks to the finishing touch after midnight the day before) of course world-exclusive.



The names of the customizers themselves fueled the expectations – as did the shapes – especially of Fred’s new bike – under the cover lead to the wildest speculations: “What the hell is under there”, was the question that blew everybody’s mind at that point. As the other silhouettes at least reminded in shape and size to more or less “ordinary” custombikes, Fred’s stretched-out design was far beyond anything on display inside the event hall or even at the European Championship of Custombike Building, held that weekend. At precisely 21.28 and 19 seconds, the waiting ended, followed by much “Aaah” and “Oooh”: Cover lifted – Premiere successful!

The history of Fred Kodlin and his “Murdercycles” knows plenty of them: Extreme bikes are his business. Brake discs on interim axles, rubber drum wheel drives, hidden cables and brakelines and clean look plus – last but not least – the combination of all in show-stopping hubless ultra-custom. Can this be surpassed? For Fred: No problem – he does it on an annual base...

Again, the new bike will feature extreme technology advances such as oil-coolers integrated in the primary cover, and great new design parts by Master builder Fred Kodlin. Just recently, Kodlin Motorcycles has become European importer for Performance Machine products, resulting in the use of the 1st-ever set of 3-D design PM “Del Rey” design wheels which grace the superb ride. A show-polished 121 Cubic Inch Total Performance V-Twin is delivering more than 120 horsepower to the rear end – Fred Kodlin’s innovative new primary distributes the power via a RevTech 6-speed gearbox. Smooth lines and integration of the complete bodyparts are a must for all of Fred’s customs – this time, the paintwork will play a major role in the design, with Austrian Airbrush pro Marcus Pfeil setting new standards: Even gemstones and LED’s are integral part of the design and the paintwork, forcing creator and painter working together as close as possible. The result: a unique custombike that will make headlines and magazine covers all over the world!

What started as a small Custombike business named “Chopper Blacksmith” in the middle of Germany, the area around Borken/Hessen isn’t called “German Sibiria” for nothing, has become a worldwide business, with Fred’s display at Sturgis with his full range of parts and bikes adding a new dimension. Fred Kodlin has won Bikeshows in the US since the early nineties – winning the prestigious Rat’s Hole Chopper Custom Show several times. Now he is back in town with the approved quality products and craftsmanship, German products are famous for.

Text: HRF



**Technische Daten/Technical data/Spécifications/
Technische Specificaties/Formulario Dati Tecnici
Allgemeines/General/Generalité/Algemeen/Generalita:**

Name/Bezeichnung/Name/Nom de la moto/Naam van de motorfiets/Nome della Moto: Guilty

Besitzer/Owner/Propriétaire/Eigenaar/Proprietario: Michael aus Salzburg

Ort/Location/Ville/Stad/Citta: Salzburg/Austria

Auf-/Umgebaut von/Assembly Fred Kodlin Motorcycles

Jahr/Year/Année/bouwjaar/Anno: 2006

Bauzeit/Time/Terminé/bouwtijd/Periodo di lavorazione: 90 Tage

Fertigstellung/Finishishing date/Finissage/afbouwdatum/Dati di completare:
European Bikeweek Faaker See

Modell/Model/Modèle d'origine/model/Marca e Modello: F. Kodlin Chopper

Wert/Value/prix/waarde/valore:
Noch nicht verfügbar

Sonstiges/Other/Autres/ovenig/Altro:

Motor/Engine/Moteur/Motorblok/Motore:

Baujahr/Year/Année/bouwjaar/Anno: 2006

Block/Lower end/Bas moteur/onder blok/Blocco Motore: Total Performance

Kurbelwelle/Crankshaft/Vilebrequin/Ceruleas/Albero motore: Total Performance

Zylinder/Cylinder/Cylindrée/cilinderse/Cilindri: Total Performance

Kolben/Pistons/Pistons/zuigers/Pistoni: Total Performance

Hubraum/Displacement/Cylindrée/cilinderinhoud/cilindrata : (121 Cubic-Inch)

Pleuel/Con Rod/Bielle/dryfstangen/Biella: Total Performance

Zylinderköpfe/Heads/haute Cylindrée/cilinderkop/testata: Total Performance

Ventile/Valves/soupapes/kleppen/Valvole: Total Performance

Stößel/Pushrods/Tiges de poussoir/klepstoters/regolabili: Total Performance

Nockenwelle/Camshaft/Cames/nokhenas/klepstoters: Total Performance

Vergaser/Carburator/Carburateur/carburateur/Carburatore: Mikuni HSR 45

Luftfilter/Air cleaner/Filtre à air/luchfilter/Filtro Aria: Fred Kodlin Motorcycles

Zündung/Ignition/Allumage/ontsteking/Accensione: Crane HI 4

Krümmer/Pipes/ Pipes d'échappement/uitlaten/scarichi: Fred Kodlin Motorcycles

Endtöpfe/Mufflers/Silencieux/demper/silenziatore: Fred Kodlin Motorcycles



Leistung (PS)/Horsepower (hp)/Chevaux/vermogen/Cavallo vapore: 129 hp

Sonstige Bemerkungen/Other/Autres/ovenige bijzonderheeden/Altro: Cylinders diamond shaped, all cases show polished to perfection.

Übersetzung/Getriebe/Transmission/Transmission/Versnellungsbak/Cambio :

Baujahr/Year/Année/bouwjaar/Anno: 2006

Typ/Type/Type/type/Typ: Rev Tech

Gänge/Gears/Vitesse/aantal versnellingen/rapporti: 6 Speed

Schaltung/Shifting/changement de vitesse,/schaledwijze/azionamento: Foot

Primärtrieb/Primary Transmission/Transmission primaire/primaire overbrenging/trasmiss. primaria: Tauer/Fred Kodlin Motorcycles

Kupplung/Clutch/Disques d'embrayage/frizione: Barnett

Sekundärtrieb/Secondary transmission/Transmission secondaire/sekundaire overbrenging/trasmiss. secondaria: Fred Kodlin Motorcycles Beltdrive

Sonstige Bemerkungen/Other/Autres/ovenig/Altro: NEUHEIT!!! Die äußere Primärabdeckung dient als Ölkühler- Öl fließt durch etliche Kanäle... // NEW the outer primary cover acts as oil cooler where the oil is directed through various channels.

Fahrwerk/Frame; Brakes/Cadre; Freins/frame en remmen/Telaio e freni :

Rahmen/Frame/Cadre/frame/Telaio: Fred Kodlin Extrem Chopperframe NEU! / NEW!

Baujahr/Year/Année/bouwjaar/Anno: 2006

Lenkkopfeigung/Rake/Chasse/balhoofdshael/inclinazione: 42°

Verlängerung (Verkürzung)/Stretch (Shortage)/Allongement 5" (Abréviation)/verlenging (inhoulang)/allungamento (riduzione): 10" stretch

Sonstige Umbauten/Other/Autres/andere wegrigenen/Altro: alle Rahmenrohre zieren eingelassene Led's und zusätzlich echte eingefassene Brillis // Framr tubing integrates LED lights and, if you look closer, set with real gem stones (Brilliants)

Schwinge/Swinging arm/Bras oscillant/achtenbrug/Forcellone oscillante: Neu, von der Smoothend abgeleitete, sich in die Rahmenrohre übergangslos einfließende...
NEW Fred Kodlin design, developed from the "Smoothend" swingarm, smooth flowing look with the frame design.

Stoßdämpfer/Shock absorbers/Amortisseurs/schokdempers/ammortizzatori: Progressive Suspension

Gabel/Fork/Fourche/vork/Forcella anteriore: Nagelneue superschöne Springergabel mit Billet Brücken und Rockers und lackierten Rohren. // brandnew superb springer fork, featuring billet triple trees & rockers with painted fork-tubing.

Hersteller/Type/Constructeur/merk/Marca: Fred Kodlin Motorcycles

Verlängerung/ Stretch/Extension/verlenging/allungamento: 16-Inch-over

Sonstiges/Other/Autres/ovenig/Altro:



Räder/Wheels/Roues/wielen/Ruota: Performance Machine

Vorne/Front/avant/voor/anteriore: Performance Machine "Del Ray"... die einzigen wirklich 3D- bis ins äußere Felgenbett gefrästen Räder... es handelt sich um den 1. Radsatz dieser Serie, den Performance Machine Europa-Vertriebspartner Fred Kodlin zur Verfügung stellt // 1st set of Performance Machine "Del Ray" 3-D designed wheels, offered to PM European distribution partner Fred Kodlin.

Größe/Size/Dimensions/maat/dimensione: 3.5 X 18"

Nabe/Hub/Moyeu/naaf/rotore: Performance Machine

Speichen/Spokes/rayons/spaken/raggi: "Del Ray" 3-D billet design

Reifen/Tyre/Pneu/banden/pneumatico: Avon 130- 70 18

Hinten/Rear/arriere/achter/posteriore:

Größe/Size/Dimensions/maat/dimensione: 10.5 X 18

Nabe/Hub/Moyeu/naaf/rotore: Performance Machine

Speichen/Spokes/rayons/spaken/raggi: "Del Ray" 3-D billet design

Reifen/Tyre/Pneu/banden/pneumatico: Avon 300

Bremsen/Brakes/Freins/remmen/Freni:

Vorne/Front/avant/voor/anteriore:

Bremsscheibe(n)/Disk(s)/Disque(s)/remschiguen/Disco: PM Del Ray

Bremszange(n)/Caliper(s)/Bloc(s)/remklaumen/Pinza freno: PM 4-Piston

Hinten/Rear/arriere/achter/posteriore: Fred Kodlin hidden Brakesystem featuring PM 4 Piston caliper

Bremsscheibe/Disk/Disque/remschiguen/Diso: Fred Kodlin

Bremszange/Caliper/Bloc/remklaumen/Pnza freno: PM 4-Piston

Sonstige Bemerkungen/Other/Autres/ovenig/Altri: ---

Accessoires:

Riser: ---

Lenker/Bars/Guidon/stuur/Manubrio: Fred Kodlin mit eingelassenen Blinkern // integrated indicators

Spiegel/Mirrors/Rétroviseur/spiegel/Specchietto: Arlen Ness

Armaturen/Griffe/Grips/Poignées/handgreepen/manopole: Rebuffini

Fußrasten/Pegs/Repose-pieds/voetsteunen/Pedaliera:

Vorne/Front/avant/voor/anteriore: Fred Kodlin Motorcycles "Guilty"

Hinten/Rear/arriere/achter/posteriore: Fred Kodlin Motorcycles "Guilty"

Tank/Gas Tank/Réservoir d'essence/tank/Serbatoio: F Fred Kodlin Motorcycles

Sitzbank/Seat/Selle/zadel/Sella: "Custom Leather" Armin Dobstetter

Öltank/Oil-tank/Réservoir d'huile/olie tank/Serbatoio olio: Zwischen den Tankhälften // located between the tank halves

Schutzblech/Fenders/Garde-boue/spatborden/Parafango:

Vorne/Front/avant/voor/anteriore: Fred Kodlin Motorcycles

Hinten/Rear/arriere/achter/posteriore: Fred Kodlin Motorcycles



Elektrik/Electrics/Electricité/electrciteit/Elettrico:

Lampe vorne/Headlight/Phares/koplamp/Faro: NEW Fred Kodlin Motorcycles design!

Rücklicht/Taillight/Feux arrière/achterlicht/Luce posteriore Fred Kodlin Motorcycles

Blinker/Indicators/Clignotantes/richtingaanweijzers/Lampeggiatore: Integrated

Kabelbaum/Wiring/System électrique/kabelboom/Imp. elettrico: Fred Kodlin

Sonstiges/Other/Autres/ovenig/Altro: ---

Lackierung/Painting/Peinture/spuitwerk/Verniciature:

Idee/Idea/Idée/idee/Idea: Michi and Kathi in Bed... // Michi und Kathie im Bett

Ausführung/Painter/Peintre/spuiter/Autore: Pfeil-Design

Basislack/Base laquer/Laque basique/basiskleur (soort)/Colore base: Metallflake

Farbe/Colour/Couleur/kleuren/Colore: House of Kolours

Airbrush-Gemälde/Design/AirbrushArt/Design/Peinture speciale/ontwerp/Aerografie:
Markus "Pfeili" Pfeil

Sonstige Bemerkungen/Other/Autres/ovenig/Altro: The most advanced and extensive paintjob he ever did // die aufwendigste Lackierung, die er je gemacht hat

Kontaktadresse/Adress/contact/contactadres/Indirizzo

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Fred Kodlin - A Story of Success

1973

His career began at the age of thirteen when he got his very first small motorcycle: a Zündapp moped.

1975

Fred builds his first motocross-bike

1976

Fred buys a Zündapp KS 50 Supersport at the age of 16.

1978

At the age of 18 Fred buys his first real motorcycle: a Suzuki GT 500.

Still in the same year, he switches to a Honda CB 500 Four.

Fred becomes a heating installer by profession. After his apprenticeship of three years he keeps on working for one more year. At the beginning of the '80ies he starts getting into contact with American companies to get motorcycle parts for prices that retailers pay.

1981-82

Fred builds his own shop in Jesberg, state of Hessen.

1982

Foundation of his first company "Chopperschmiede".

1985

The chamber of crafts requires a mastercraftsman diploma to run the business. Fred consequently passes the tests for master forger and for master vehicle builder at one fell swoop.

He also achieves the additional qualification of an welding-expert and passed successfully the final examination of the welding apprenticeship.

1986

Beginning of the parts production.

1988

It's one of the most important years of the young business: Fred starts to reconstruct the first EVOs while developing a new tyre kit for 170 rear tyre. Until the middle of the 90ies hundreds of those ducktail shaped rear- ends leave the company and make the distinctive Kodlin line known all over. Here the "Early Nineties" bike.

1989

The business is doing well. Fred invests in a new milling machine and enlargens the shop in Jesberg.

1990

Fred travels to the US first time with his bike. He rides to Sturgis and wins the prize in his class at the Rat's Hole Show right away. What Fred calls "The American business" begins.

Between 1986 and 1994 Fred imports an average of 300 used Harleys® each year and allocates them.

Middle of 1995

The used bike market breaks down suddenly. Fred changes from a bike retailer to a bike builder. He dedicates himself to the construction of custom bikes.

1996

With the model "2 Fronts" Fred develops the first bike with two front cylinders. This engineering marvel wins the prize "Best of Show" at the Daytona Bike Week.

1997

Fred builds the legendary "F1-Bike", the mother of all formula 1 bikes. This bike wins the Rat's Hole Show at Daytona and Fred gains the respect of the US-bike builders

1998

Construction of the first own frame. It's being tested by the technical inspection agency TÜV and passes. Fred becomes a motorcycle producer.

1999

Moving to the current business premises at Borken, state of Hessen.

2000

Fred builds his first Murdercycle® with a new and elegantly stretched line: the "Purple Hooter", a bike tarred with the same brush as "Flaming Star".

Winter 2000/2001

Construction of "World is not enough" and of "Take over the world". "Take over the world" without visible brakes is the beginning of a development that reaches its climax with the hubless bike "Shine".

Spring 2003

"Sodom" is built. The secondary drive mechanism got invisibly stored on a jackshaft. Further development of *Reibrollensystem* to adopt it to the front brakes and in order to hide swingarm, spokes and hubs.

Mai 2004

Fred rocks the bikers' scene with "Shine": no hubs and gold-leaf paint-work. It's the "Queen of motorcycles".

2005

In March of this year Fred enters the great halls of Walhalla: He is voted "Bike Builder of the Year" at the Bikers' Ball.

Fred builds the Bike "Fuck U" and rides it through the USA to Sturgis.

2006

Master Bike Builder presentation at the Custom Chrome Europe Dealer Show at Mainz. Presentation of the innovative “21 R” bike. In July, Fred builds a new “RAW” Streetfighter-Chopper for his Sturgis trip. Invited to the 1st “Bike Builder Breakfast” with the crème de la crème of the US Custom Scene, Fred Kodlin Motorcycles run a booth during the event at Lazelle Street. September 2006: Presentation of the “Guilty” showbike at the Casino Velden during the European BikeWeek 2006.

The Design

Fred Kodlin’s uncompromising style marks the character of his extreme bikes: Long, low and flat. Constructing the “Take over the World” he set a milestone in the development of motorcycles. He puts the rear rotordisc on a jackshaft behind the tranny.

Being a perfectionist Fred Kodlin was still disturbed by the massive secondary drive mechanism which finally became invisible in spring 2003 with the new “Sodom” bike.

That was not enough, however. He even managed to hide swingarm, spokes and hubs that could have disturbed the perfect line of the bike. Building “Shine” he reached the cleanest looks ever and another climax in building history. It was a stroke of genius – and who else but him could ever go beyond this?

Contact:

Press contact:

www.pr-kodlin.com

In order to use these pr sites properly and to their full amount, you will need a user name and a password. Please contact support@kodlin.com to have your account opened.

FRED KODLIN BIKE SHOWROOM (SELECTION)

Bikes Showroom

Fred Kodlin's Murdercycles® stand for uncompromising design and engineering worldwide.

"From the frame to the paintwork, I only work with the best parts and materials."
(Fred Kodlin)

Fred is always around when plans and design of a new bike are developed and sets new standards with every new machine concerning technical innovation and looks.

- Custom Bikes

-

- Fuck U

Year of construction 2005

Fuck U – Fred's personal bike of 2005

Fred's personal bike got its fantastic looks by an unusual design idea. You were certainly waiting for an infernal machine proving again that impossible ways can be gone. But as the name of the bike already tells you, this is definitely not a mainstream bike. Master Fred Kodlin did not care about any expectations of the broad masses. In spite of its shape and crazy looks, the Master Blaster already proved its unusual running talent during the hell ride of 2800 miles from Los Angeles, through Oregon and Idaho to Sturgis.

- Shine

Year of construction 2004

So extraordinary, so perfect and so pure that it can only have but one name: Shine! The original idea of this Murdercycle® goes back to a drawing of Fred's son Len. By leaving out the hubs and using gold-leaf inlays, Fred breaks all rules. Just the wheel was not invented anew.

- Take over the world

"When you see this bike, there is usually someone lying next to it and trying to look under the frame where all the parts are hidden."

"This extreme bike is specially designed as a show bike but you can ride it nevertheless" explains Fred.

- Kalle's Scorpion

Who ever thinks that Kodlin Bikes are just made for yuppies and human money-bags like uncle Scrooge is so wrong! Kalle is a living proof for a biker whose life beats in a V2 rhythm. He is someone who likes a cool design just as much as a solid engineering. One day he went to Fred, slammed a precise list of wishes on his counter begging him to build a decent bike out of all these requests. It was supposed to be a brutal and powerful machine that can fight anybody on the road and still looked good. What turned out of it is a Scorpion...small and inconspicuous, but dangerous!

-Kit Bikes

-TOBAGO

686562 100" RevTech® motor and gear unit polished
recommended retail price (excl. vat.) 21.112,07 Euro
686583 100" RevTech® motor and gear unit black/chrome
recommended retail price (excl. vat) 20.594,83 Euro

-DRAGON

687448 100" RevTech® motor and gear unit black/chrome
recommended retail price (excl. vat) 19.560,34 Euro
687449 100" RevTech® Motor and gear unit polished
recommended retail price (excl. vat) 20.309,48 Euro
687450 110" RevTech® motor and gear unit black/chrome
recommended retail price (excl. vat) 19.938,79 Euro
687451 110" RevTech® motor and gear unit polished
recommended retail price (excl. vat) 20.688,79 Euro
687452 124" TP® motor and gear unit showpolished
recommended retail price (excl. vat) 23.688,00 Euro

-ATE UP

686561 100" RevTech® Motor and gear unit polished
recommended retail price (excl. vat) 21.112,07 Euro
686582 100" RevTech® motor and gear unit black/chrome
recommended retail price (excl. vat.) 20.594,83 Euro

-THE BOMBER

687677 100" RevTech® motor and gear unit polished
recommended retail price (excl. vat.) 21.810,34 Euro
687676 100" RevTech® motor and gear unit black/chrome
recommended retail price (excl. vat.) 21.112,07 Euro
687679 110" RevTech® motor and gear unit polished
recommended retail price (excl. vat.) 22.168,10 Euro
687678 110" RevTech® motor and gear unit black/chrome
recommended retail price (excl. vat.) 21.464,66 Euro
687680 124" TP® motor and gear unit show polished
recommended retail price (excl. vat.) 24.982,00 Euro

Texts on Kodlin.com

Fuck U – Fred's personal bike of 2005

Fred's personal bike got its fantastic looks by an unusual design idea. You were certainly waiting for an infernal machine proving again that impossible ways can be

gone. But as the name of the bike already tells you, this is definitely not a mainstream bike. Master Fred Kodlin did not care about any expectations of the broad masses. In spite of its shape and crazy looks, the Master Blaster already proved its unusual running talent during the hell ride of 2800 miles from Los Angeles, through Oregon and Idaho to Sturgis. → more of the bike

News:

August 8th, 2005

Sturgis® Rally 2005: The party has just started Sturgis 65. 6th – 13th of August: 65 years of V-Twin® Thunder in the Black Hills. There are only very few pensioners, who are so young at heart at their 65th birthday, but bikers do have more fun in life: The Sturgis Rally is alive!

Some 500.000 up to a million bikers came at the beginning of August to the northern foot of the Black Hills in South Dakota to celebrate the probably greatest biker event of all times.

The fascination of this event keeps on going, even if there were only few European guests there this year.

You just have to experience the extraordinary landscape on your bike yourself: The silence of the Badlands during dawn, the sound of the wind stroking through the fir-trees, the impressing view of the vulcano cone of Devil's Tower at dusk. This is the spirit of Sturgis – and the reason why American bikers spend their vacation only here.

For many, Sturgis is just the finishing spot of their journey, because the adventure is the journey itself: Visitors from the east and west of the US and the golf coasts come frequently and even Canadians without knowledge of the English language get along well in the biker community. Those Hamsters drive their exclusive custom bikes along the highways down to South Dakota to join the party. Also joining the Hamster trek were Holger Mohr, general manager of Custom Chrome Europe® and Fred Kodlin, Custom Bike Builder of the Year, with their own bikes. "Joining the Hamsters once a year is obligatory", explains Holger Mohr who was welcomed in this exclusive club together with Fred Kodlin last year. "And since there are no Hamster rides in Europe, we have to come to the USA", says Mohr.

While Fred Kodlin's bike was built in a fortnight, with day and night work, Holger Mohr's modified "Bomber" kitbike stays in a long-term parking lot in the US. That is of advantage, no doubt, if you are the general manager of the European market leading company.

"In company of Arlen Ness, Paul Yaffee and with other friends, we went from Arlen's shop in Dublin over highways straight through the west. And it was great fun. Nobody can tell us now that these bikes wouldn't run – we can prove the contrary!" Fred Kodlin says.

The American Travel Channel and Biker-Lifestyle film shooter Gerd Scheitel both documented this ride through the wilderness and the event of Sturgis. These will be two reports to look forward to!

The tour led from Los Angeles to Arlen Ness' shop in Dublin, California, at the east coast of San Francisco Bay. From this point the route went straight through the wild west: Nevada-Idaho-Wyoming, where the landscape is still pure. During all of the trip you could even drive and enjoy without the use of a helmet.

In Sun Valley, Idaho, the Hamster gang had already got the support of more than 100 Hi-End machines and the “Eurocustoms” were in the center of everybody’s eye. European custom bikes are not often seen driving down some 2.000 miles within 5 days.

Leaving Sun Valley, the route led further to Jackson and to Grand Teton National Park: an unforgettable mountain view and a party to remember. Through the grass land of Wyoming to the width of the prairie, the last two days were like scenes from a wild west movie. The highways were endless and the silence was broken only once in a while by the sonore sound of the machines and the squeak of an oil pump.

At the hotel in Spearfish close by Sturgis most bikers were almost sad to face the end of the trip, so was Fred Kodlin: “I would rather go on and not stop”, says Kodlin immediately after having arrived. “The journey is your reward – and you won’t find any deeper truth for this than a ride with the Hamster Motorcycle Club. But there will be another tour again next year!”

News archives

General view 2005

- **August 8th, 2005**

See News

- **March 11th, 2005 Bike Builder of the Year 2005**

Fred Kodlin was nominated Bike Builder of the Year on March 11th, 2005.

This title is awarded by the most important biker magazines of the world and is like the Oscar of the bikers’ scene. It is the highest honor a bike builder can ever get.

Each year, the award takes place at the V-Twin® Bikers Ball during the Daytona Bike Week in Florida.

Only invited guests of the V-Twin® industry may appear and one admission ticket is charged with 250,00 \$.

During this event, personal things of stars from movies and tv who attend the ball (like leather jackets, guitars and so on) are sold by auction.

The climax of each year’s auction is a custom bike made by the nominee. On the V-Twin® Bikers Ball in 2006 there will thus a bike be sold that was built in 2005 by Fred Kodlin.

The proceeds of this event is a donation for the boys and girls club (www.bgcabc.org).

- **June 20th, 2005**

Playboy® covers in its HiTec column bolides and other engineering marvels. Quite the right place for Fred Kodlin’s extreme bikes.

The report of this month covers a double page and describes among others the construction of the FK Murdercycles® “Shine”. A must for every Kodlin fan. So buy June’s issue in any case!

- **September 7th, 2005 European Bike Week**

September 7th 'til September 11th, 2005 European Bike Week at Lake Faak, Austria

- General view 2005

- **May 19th, 2004 Shine**

This extremely designed bike does run! Fred's latest Murdercycle® rocked the experts like an earthquake.

Custom Parts

Deciding in favor of Fred's custom parts means deciding for the same uncompromising design and technic that all of his bikes show.

The design series RADIKAL and its typical shape was specially made for the beasts among the custombikes. The second model RELOADED supports the bike's elegance and is the missing link to every Classic Bike.

The new quality standards which were reached with these bikes set new rules for materials and manufacturing.

- Frames

- **Basic information**

Description:

- All frames are compatible for tyre sizes up to 300, with 10" or a wider rim.
- Frames for tyres over 300 are also optimized if requested.
- Integrated steering lock.
- Integrated handlebar detent.
- Welding seams by "TIG" welding method.
- Integrated offset transmissionplate , additionally only 1" primaryspacer necessary
- specially designed gear and brakes save time and money
- Oil tank can be chosen according to frame
- Frames and swingarms in any combination are tested by TÜV (German inspection agency for the safety of machines and technical equipment)

- **View over the frames**

Description:

Here a small view over some frames. If you want to see more, click on "Gallery" →

"View Gallery Custom Parts".

- **Fuck U Extreme Chopper Frame Kit with FK Hidden Brake System™**

**including
rear belt**

Description:

- for tyres sized 300", including
- 9" stretch down tubes
- 3" backbone
- 3.5 ltr oil tank between the halves of the gas tank, oil runs through frame tubes, oiltank tubes are invisible
- Integrated transmissionplate
- Intergrated rear fender
- Battery box

- smoothend swingarm
- 2 halves of gas tank
- allsheet metalwork
- first class craftsmanship (no tinning necessary!!!)

Fuck U Extreme Chopper Frame Kit

Description:

- for tyres sized 300", including
- 9" stretch down tubes
- 3" backbone
- 3.5 ltr oiltank between the halves of the gas tank, oil runs through frame tubes, oiltank tubes are invisible
- Integrated gear units
- Intergrated rear fender
- Ignition spool gripping device
- Battery box
- Smooth end swing
- 2 halves of gas tank
- sheet metal covers
- first class craftsmanship (no tinning necessary!!!)

-DROP SEAT FRAME

Description:

Drop Seat frame with 32mm or 35mm tube. Available for Evo® or Twin Cam engines

Rake 32°-42° (more on demand), 0 - 7" stretch downtubes, 0 - 5" backbone,

also as Single Tube or Right Side Drive available.

For 230 / 250 / 280 / 300 or 330 rear tyres

-SOFTAIL® STYLE FRAME

Description:

Softail® Style frame with 32mm or 35mm tubes. Available for Evo® or Twin Cam® engines

Rake 32°-42° (more on demand), 0 - 7" stretch downtubes, 0 - 5" backbone,

also as Single Tube or Right Side Drive available.

For 230 / 250 / 280 / 300 or 330 rear tyres
To be chosen with or without seat post.

-RIGID FRAME

Description:

Rigid frame with 32mm or 35mm tube. Available for Evo® or Twin Cam® engines
Rake 38° / 40° or 42, downtubes 0 - 7" stretch, backbone 0 - 5" (any other sizes on demand only)
Also available as single tube. For 230 - 250 rear tyres.

-RADIKAL FRAME KIT

Description:

Frame kit for Evo® Motor with 32mm Tube. Dimensions: 40° rake, 0" downtube, 1" backbone.
For Mid Controls and 250 rear tyres. Will be delivered with RadiKal swingarm
(Could also be delivered with Smooth End or Halebob swingarms.)

-SOFTAIL® STYLE FRAME KIT

Description:

Frame kit for Evo® Motor with 32mm tube. Dimensions: 40° rake, 5" stretch downtube, 3" backbone.
For 250 rear tyres. Will be delivered with standard swingarm, oil tank and rear fender.
Also available as single down tube.

-DRAGON FRAME KIT

Description:

Drop Seat frame kit for Evo® Motor with 32mm tube.
Dimensions: 40° rake, 2" stretch downtube, 3" backbone. For 250 rear tyres.
Will be delivered with Smooth End swingarm and oil tank.

-"250" CHOPPER FRAME KIT

Description:

Frame kit for Twin Cam® B Motor with 32mm tube.
Dimensions: 40" rake, 5" stretch downtube, 3" backbone. For 250 rear tyre.
Will be delivered with standard swingarm, oiltank, gas tank, tripletrees, rear fender and seat .

-"250" CHOPPER FRAME KIT DROP SEAT

Description:

Frame for Twin Cam® B Motor with 32mm tube.
Dimensions: 40" rake, 5" stretch downtube, 3" backbone. For 250 rear tyre.
Will be delivered with Smooth End swingarm, oil tank, gas tank, rear

fender, tripletrees and seat.

-RIGID FRAME KIT

Description:

Rigid frame for Evo® or Twin Cam® B Motor with 32mm or 35mm tube.

Dimensions: 40° rake, 5" stretch downtube, 3" backbone. For 250 rear tyre.

Will be delivered with rear fender and oil tank.

-TAKE OVER FRAME KIT

Description:

Custom frame kit with 32mm or 35mm tube.

Completed with swing, gas tank, oil tank, rear fender and all sheet metal works.

Either for Evo® or Twin Cam® B motor, up to 300 rear tyres, available on request.

-SWING ARMS

-STANDARD SWING ARM

Description:

Standard swingarm available for Kodlin frames up to 300 rear tyres, for HD Softail® + aftermarket frames and Twin Cam® models up to 250 rear tyres.

Will be delivered raw finished without any additions.

-HALEBOB SWING ARM

Description:

Halebob swingarm for Kodlin frames up to 300 rear tyres.

For HD Softail + aftermarket frames and Twin Cam® models up to 250 rear tyres.

Either chrome-plated or raw steel

-SMOOTH END SWING ARM

Description:

Smooth End swingarm for Kodlin frames up to 300 rear tyres.

For HD Softail + aftermarket frames and Twin Cam® models up to 250 rear tyres.

Will be delivered raw finished.

-RECTANGULAR SWING ARM

Description:

Rectangular swingarm for Kodlin frames up to 300 rear tyres.

HD Softail® + aftermarket frames and Twin Cam® models up to 250 rear tyres.

Either chrome-plated or raw finished.

-RADIKAL SWING ARM

Description:

RadiKal swingarm for Kodlin frames up to 300 rear tyres.
For HD Softail® + aftermarket frames up to 260 rear tyres.
Will be delivered raw finished.

-EXHAUSTS

General view of EXHAUSTS

Description:

Here a small view of some exhausts. If you want to see more, click on
“Gallery” → View Gallery Custom Parts”.

-RADIKAL EXHAUST (without catalytic converter)

Description:

RadiKal exhaust for Evo® models of the construction years 1986 to 1999
without catalytic converter.

High polished chrome-plated. With ABE and also for all RevTech® and
TP® engines.

-RADIKAL EXHAUST (with catalytic converter)

Description:

RadiKal exhaust from the construction year 2000 onwards for Twin
Cam® models with catalytic converter.

High polished chrome-plated. With ABE and also for all RevTech® and
TP® engines.

-RELOADED EXHAUST (without catalytic converter)

Description:

Reloaded exhaust for Evo® models of the construction years 1986 to 1999
without catalytic converter.

High polished chrome-plated. With ABE and also for all RevTech® and
TP® engines.

-RELOADED EXHAUST (with catalytic converter)

Description:

Reloaded exhaust from the construction year 2000 onwards for Twin
Cam® models with catalytic converter.

High polished chrome-plated. With ABE and also for all RevTech® and
TP® engines.

- DIFFUSER SETS

-V-ROD® DIFFUSER SET

Description:

V-Rod® end pieces, chrome-plated with ABE.

-HANDLEBARS

-HANDLEBAR FOR MINI TACHO

Description:

Handlebar for extra Mini Tacho, risers to be chosen with 105 / 135 or 155 mm height, chrome-plated.

-F-ROD® HANDLEBAR

Description:

F-Rod® handlebar for all HD + aftermarket triple trees

Width: 850 mm, Height 200 mm, pullback 200 mm.

Will be delivered raw steel

-RADIKAL HANDLEBAR

Description:

RadiKal handlebar, width: 800mm.

Will be delivered raw steel

-AIR CLEANER

-HALEBOB AIR CLEANER (chrome-plated)

Description:

Air cleaner with "Halebob" design, compatible for all models with Keihin "CV" carburetor. Made of aluminum and chrome-plated. For other carburetors adapters will be necessary.

k29190 adapter for S&S Super E und G carb

k29191 adapter for Mikuni HSR 40 carb

k29192 adapter for Mikuni HSR 42 carb

-SPADES BILLET® AIR CLEANER (chrome-plated)

Description:

Spades Air Cleaner ass.

For all CV carburetors, chrome-plated

-SPADES AIR CLEANER (raw)

Description:

Spades Air Cleaner ass. For all CV Carburetors, raw-finished.

-HEADLIGHTS

-PURPLE HOOTER HI BEAM

Description:

Purple Hooter Hi Beam Headlight,
chrome-plated

-BILLET MINI SQUARE HEADLIGHT

Description:

Billet "Mini Square" Headlight,
With hi-lo beam , chrome-plated

-GAS TANKS

-RADIKAL GAS TANK

Description:

The RADIKAL gas tank raw steel.

-SPECIAL PARTS

-LOWERING KIT

Description:

For lowering of all Softail® models from construction year 2000 onwards.

-RADIKAL FORWARD CONTROLS

Description:

RadiKal controls for Kodlin RadiKal frames only

In connection with Primo Belt Drive Kits.

-BREATHER KIT

Description:

Breather Bar for Big Twin Evo® or Twin Cam® from construction year 1999 onwards.

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