

HINDALL FRAMES

938 INDIANA AVENUE • VENICE, CALIFORNIA 90291 • (213) 392-7426



If you want something really good, you're going to have to make it yourself. That's the only way to fill your own unique needs of a custom tailored racer. A Hindall frame is an excellent starting place for the ultimate dirt bike.

"The bike simply goes where it's pointed; no fancy stuff is required. Even a novice will not get in trouble," says Dirt Bike, Feb., 1972. DB goes on to say, "... the Hindall frame will provide hours of sliding fun for your bike, because the bike simply will not break loose when heeled over in the soft stuff." "Straight line work at high speeds is also second to none. The machine goes like the proverbial bullet — straight and true." DB March 73, "super Hindall chassis," Barry Watkins said in Cycle World Dirt Bike Accessories, "In my opinion they are best suited for tight twisting motocross courses as handling is quick but forgiving," Popular Cycling March 1973, "The overall feeling of the Hindall Triumph is neutral handling in a corner, steady in a straight line and the front end seems very light." Again Dirt Bike in the August 72 issue, "The Hindall frame was light, strong, and had excellent geometry. What else can be said about a frame?"

For those who are interested in some of the technical aspects of construction, SAE 4130 chrome-moly alloy is brazed together and nickel plated. Brazing was chosen over heli-arc welding to avoid excessive heat ruining the temper of the 4130 near the welding bead. The tubing is seamless, .058" wall.

All kits include tank mounts, seat mounts, foot-pegs, rear brake lever, a tubular swingarm pivot axle and a tubular rear axle. When you order let us know which tank, seat and rear wheel you will be using. An unbreakable plastic seat and tank are available for all kits as an option. Standard with the kits are lightweight aluminum nuts on the axles and a half dozen Adel clamps to mount coils and other equipment.

Steering heads can be set up for Timkin taper roller bearings, Yamaha, Suzuki, Kawasaki or Ceriani forks as standard. For a slight extra charge, a custom head can be made for any fork on the market. For this option, remove the fork legs from the stem and triple clamps and send the stem and clamps with the order.

Oil in the frame is another option. Four-stroke frames will hold four quarts of oil in the backbone of the frame. Two-strokes using oil injection can draw from a one quart supply in the frame tubes.

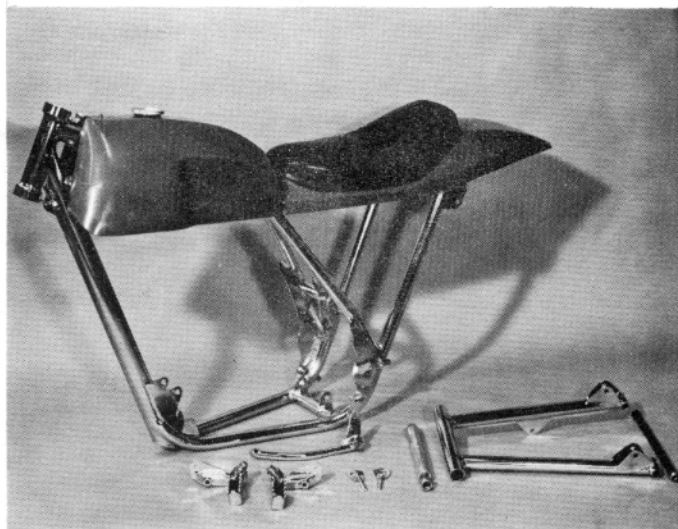
A custom racer equal to the fastest factory bikes can be built by a private individual if he takes the time, shows the ingenuity and has the bank account necessary. And it won't cost any \$15,000 like the factory Suzuki MX'ers. Average cost for a super racer seems to run about \$1800 including the cost of a new bike such as the Yamaha MX to base the Hindall racer upon. But many simply replace their standard frames with the Hindall without going to any extra expense and end up with an excellent bike for about \$400 extra. It just depends on how much money you have. One thing you can be sure of, with a Hindall frame you have excellent handling from the start.



HINDALL'S 650 TRIUMPH



BSA 500



SUZUKI 400

The 55½ inch frame is available for Triumph 650 and 500, for BSA 441 and 500. (Please note the 441 and the 500 are NOT interchangeable). Big two-strokes generally use the 55½" frame for better high speed control. Yamaha 360 and 500, Kawasaki 350 Big Horn and Suzuki 400 kits are available. Since the engine bolt patterns are the same for nearly all of the 250 engines by each of these Japanese companies, this frame can also be used for high speed applications in the 250 class.

All Frame Kits come with frame, swingarm, foot pegs, brake pedal, rear axle, swingarm bolt and bushings and chain adjusters.

The Suzuki frame differs from the other kits in that it has only one down tube to allow clearance for the expansion chamber which exits from the side of the cylinder.

The gas tank and seat, as seen in these various pictures, is 2½ gallons and comes in red only.

In many cases you may have already changed the seat and tank on your present bike. However you may wish to use them, so we have left the tank and seat as an option. You can buy the Frame Kit without the seat and tank. Yet, the tank and seat are sold only with a Frame Kit. You can't find them on another bike. All bikes are identified by their gas tanks (look at one from a distance, you'll see what I mean). Our tank and seat will set your bike apart from all the others.

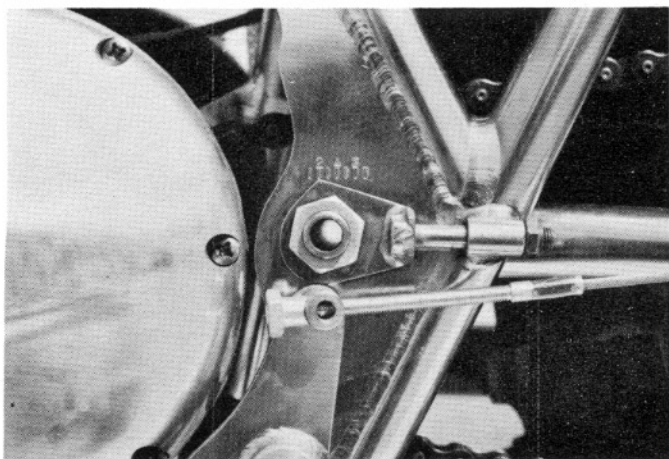
Harry's own bike, pictured at the top, is an example of what can be done. This 650 Triumph is now down to less than 250 pounds with gas and oil. That's about 30 pounds less than a 450 Husky with gas and oil. (Don't believe that bull you read in advertising pamphlets! They all weigh more than any of them will admit).

In the specification table that follows and in all others, the head angle is computed for the Ceriani fork (or any other fork that is 31½ inches in length).

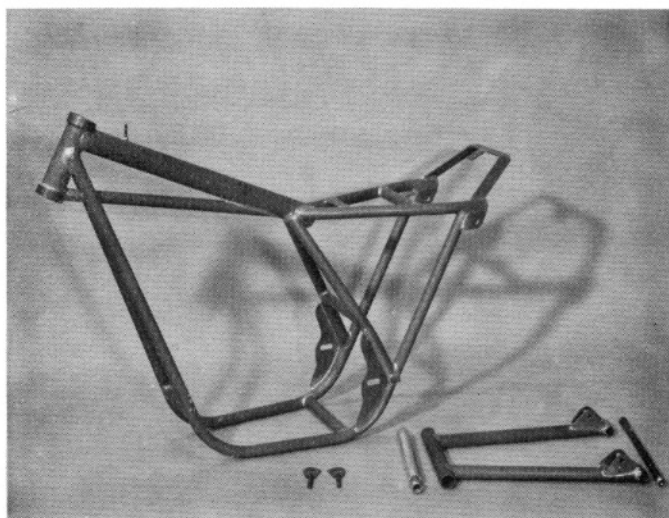
Wheelbase	55½"
Head angle	27°
Ground clearance	7"
Peg height	10½"
Seat height	31½"
Shock length	12½" – 13"
Frame Kit weight	29 pounds



YAMAHA 250



CHAIN ADJUSTERS



BARE FRAME

The head angle on the four different wheel base frames we make, was determined by the length of the front forks and the wheel base. By using this formula, we have been able to develop one of the better, if not the Best Handling frames around. Try one, you'll see what I mean!

The Hindall 54½" frame kits are available for the Yamaha 250, Kawasaki 250 and Suzuki 250. Be sure to state the year of Suzuki since they changed their bolt pattern in 1971. Note that each of these company's 360 engines will bolt into this frame but we don't recommend it — too much power for this shorter wheelbase.

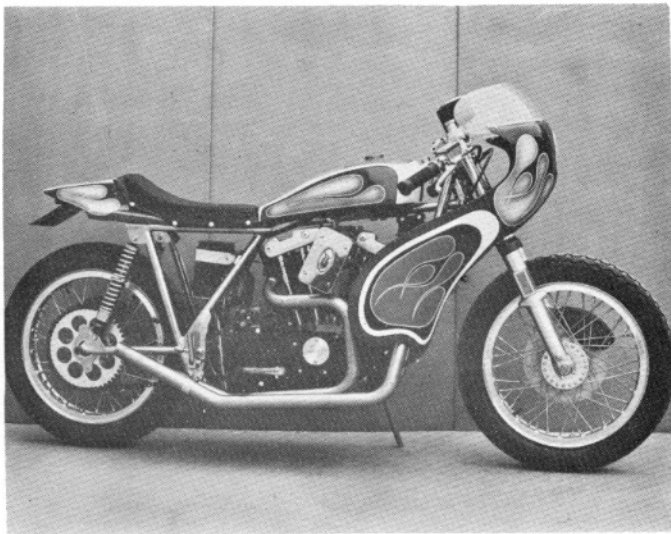
Wheelbase	54½"
Head angle	28°
Ground clearance	8"
Peg height	10½"
Seat height	31½"
Shock length	12½" — 13"
Frame Kit weight	28 pounds

We braze our frames together because we feel brazing 4130 chrome-moly has some advantages. When bringing chrome-moly to the melting point, such as in welding, it changes the molecular structure and normalizing is required. When we braze our frames, we don't melt the chrome-moly, thus there is no strength loss; and the brazing stress relieves the frame, therefore there isn't any internal frame stress.

We offer a couple of items as a special order for experienced builders. Please note the word "experienced", this is NOT for the first time builder nor for the person who isn't an expert welder. It's not a simple thing to put in motor mounts and end up with the engine and rear wheel in line. There is also the problem of properly welding without burning the alloy and ruining the frame. We strongly recommend that no one attempt this job without a lot of past experience.

With that gloomy forewarning out of the way, ALL frames, including a new 53½ inch wheelbase are available in the "black and bare" — no motor mounts, no nickel plate, no pegs and no brake lever. The 53½" frame is intended for engines up to 175cc.

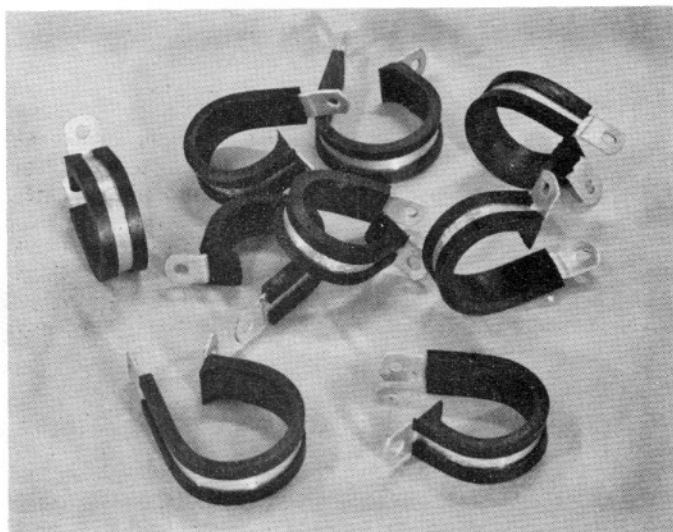
Wheelbase	53½"
Head angle	30°
Ground clearance	9"
Peg height	10½"
Seat height	31½"
Shock length	12½" — 13"
Frame Kit weight	23 pounds



HARLEY SPORTSTER

And for those who really love the ultimate in rumpety-rump, a Hindall 58½" for the big Harley Sportster engine, 750, 55 inch and 1000cc. Originally intended for Class C competition where it performs very well, this frame has lately found favor with the hot street builders and road racers as well. This is the only frame made today (July 73) which doesn't flex under the heavy torque produced by H-D.

Wheelbase	58½"
Head angle	25°
Ground clearance	7"
Peg height	10½"
Seat height	31½"
Shock length	12½" - 13"
Frame Kit weight	34 pounds



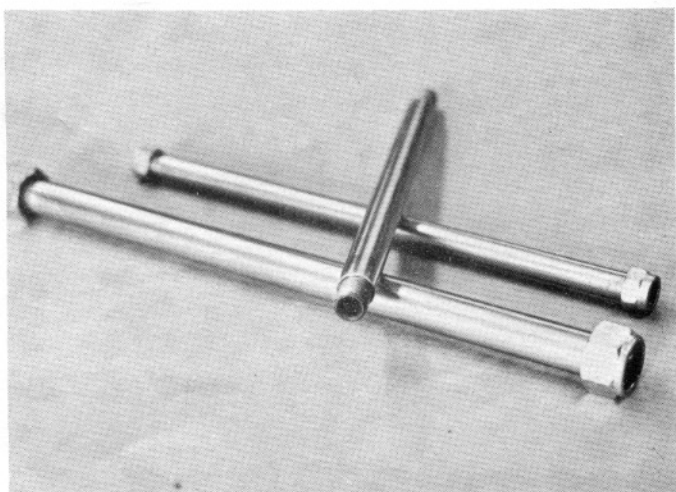
ADEL CLAMPS

To make a tedious job easier, Adel Clamps are offered for mounting coils, still-air boxes, batteries, expansion chambers, number plates, and rear fenders. Anything you can mount on a bike can be mounted with Adel Clamps. There are a half dozen Adel Clamps supplied with each Frame Kit.

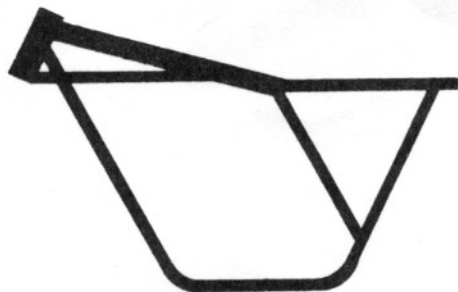
Axles made of the same tubular, heat-treated 4130 chrome-moly, as supplied with all the Frame Kits are available for many other bikes and for wheel swappers, or for someone who wants a stronger axle that won't flex. These axles are threaded on both ends and capped with aircraft quality, lightweight aluminum self-locking nuts. They are centerless ground, heat-treated 180,000 to 200,000 P.S.I. tensile strength and hard chromed. Says, Barry Watkins in Cycle World Dirt Bike Accessories, "Hindall axles are probably the best custom axles on the market".

If you are changing the front or rear wheel, and need a custom axle, we can supply it in most cases.

For a custom axle, make up a carefully measured sketch of what you would like. The sketch doesn't have to be as detailed as a blue-print. A hand-drawn sketch is acceptable as long as the measurements are all noted. We can only make the axle according to the measurements you supply.



TUBULAR AXLES



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PRICE SHEET

ADEL CLAMPS

TUBE SIZE	PART NUMBER	PRICE EA.	0 - 24	25 - 49	50 - 100
3/4	12-2-8	.25			
7/8	14-2-8	.25			
1	16-2-8	.25			
1 3/8	22-2-8	.35			

TUBULAR AXLES

YAMAHA	AT1 - AT2 - AT3	FRONT AND REAR	10.95 ea.	
	DT1 - DT2 - DT3	FRONT AND REAR	10.95 ea.	
	RT1 - RT2 - RT3	FRONT AND REAR	10.95 ea.	
	ALL MX		10.95 ea.	
CZ	125 - 250 - 400	FRONT AND REAR	10.95 ea.	
SUZUKI	TS 250 - TM 250 - TS 400 - TM 400	FRONT AND REAR	10.95 ea.	
MAICO	250 - 400 - 450 - 501	REAR ONLY	10.95 ea.	
	MOST CUSTOM MADE AXLES		12.95 ea.	

FRAME KITS

- | | |
|---|---|
| 1. Two-stroke frame kit without backbone oil tank. \$375.00 | 3. Four-stroke frame kit with oil in complete frame. \$420.00 |
| 2. Two-stroke frame kit with backbone oil tank. \$390.00 | 4. Plastic gas tank and seat sold only with frame kit. \$ 80.00 |

A 50% deposit is required with all frame orders and balance shipped C.O.D.

ORDER FORM

NAME _____

ADDRESS _____

MAKE _____ MODEL _____ YEAR _____ C.C. _____

TUBULAR AXLE ☐ FRONT ☐ REAR

FRAME KIT ☐ PLASTIC TANK AND SEAT ☐

STOCK FRONT FORKS OR - STOCK REAR WHEEL OR -

ADEL CLAMPS 12-2-8 ☐ 14-2-8 ☐ 16-2-8 ☐ 22-2-8 ☐ QUANTITY REQUIRED _____