

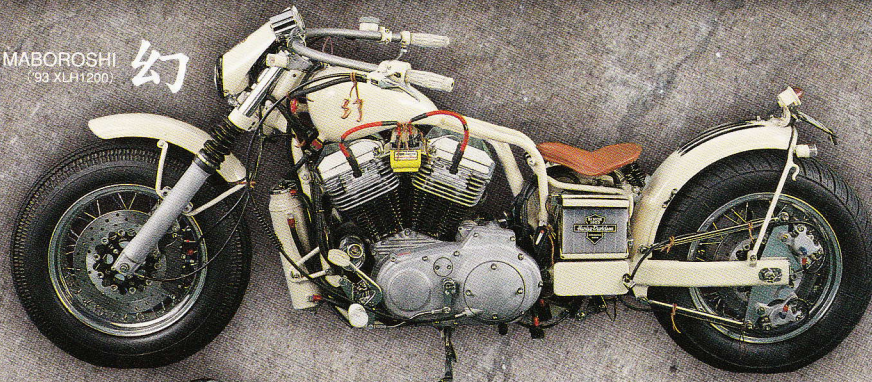
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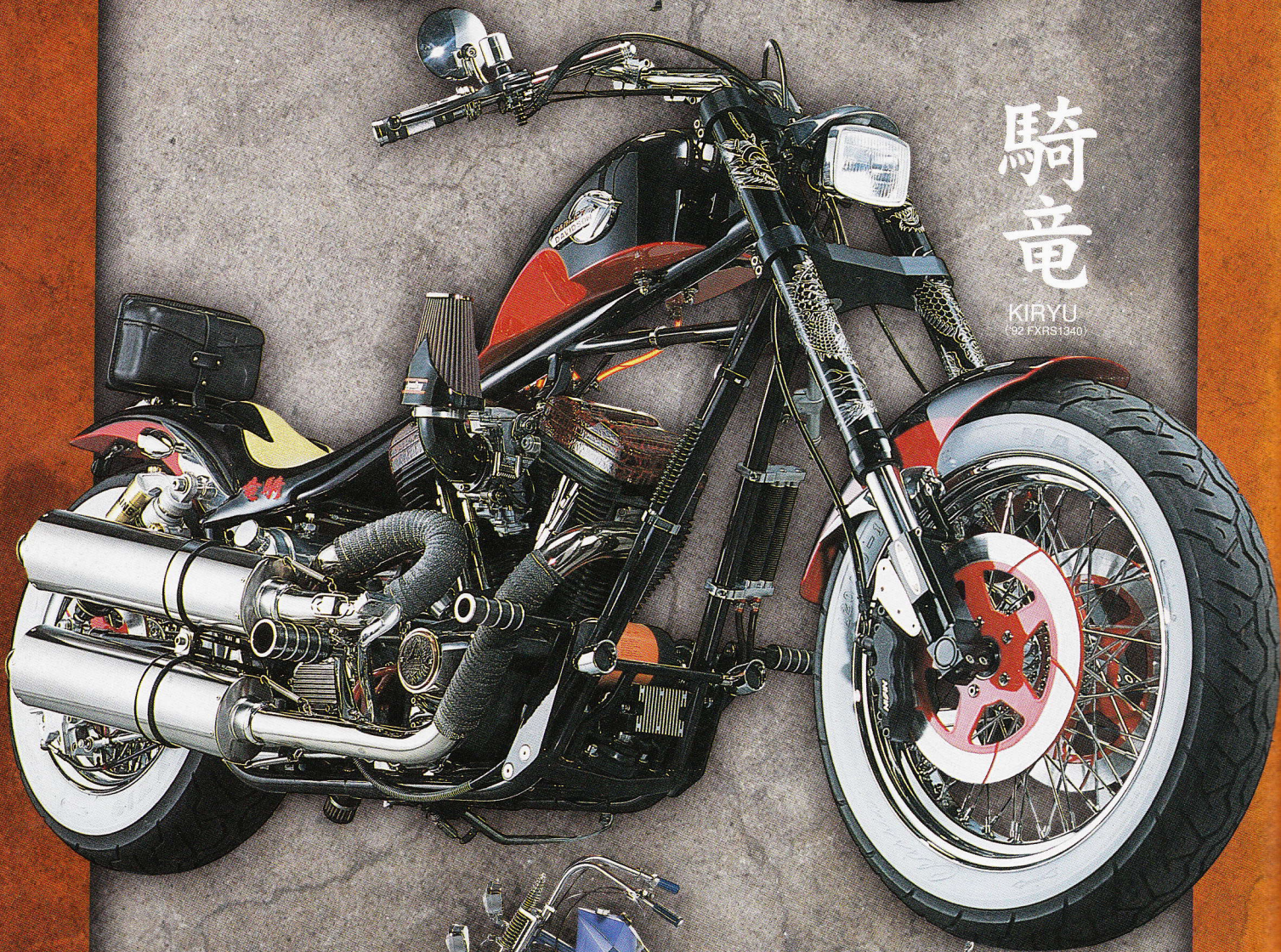
MABOROSHI
(93 XLH1200)

幻



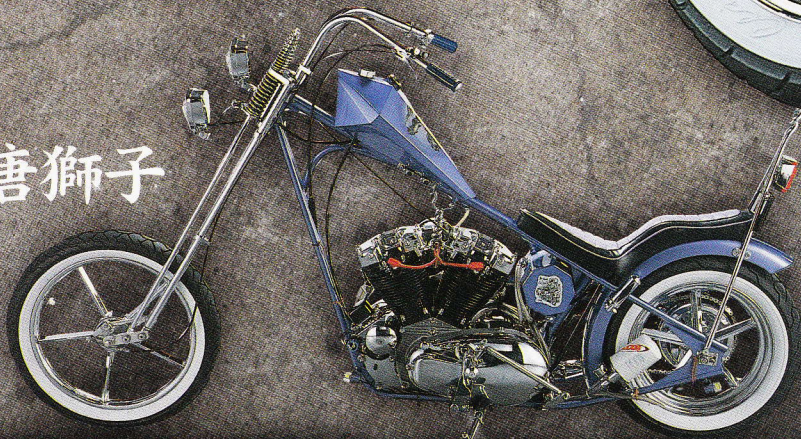
騎竜

KIRYU
(92 FXRS1340)

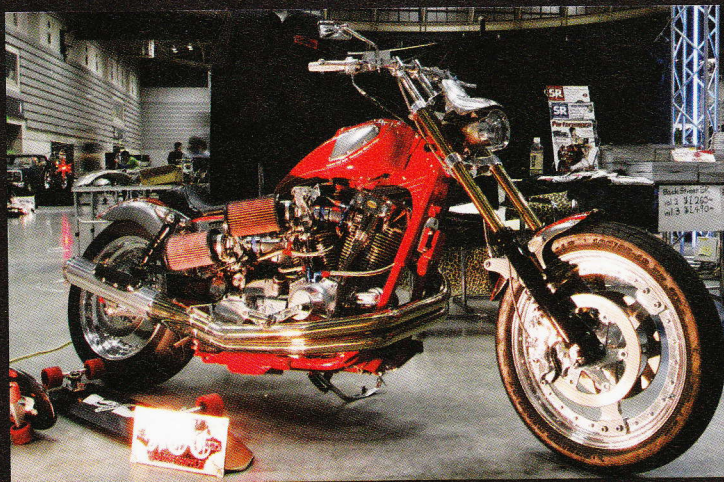


KARAJISHI
(85 XLCH900)

唐獅子

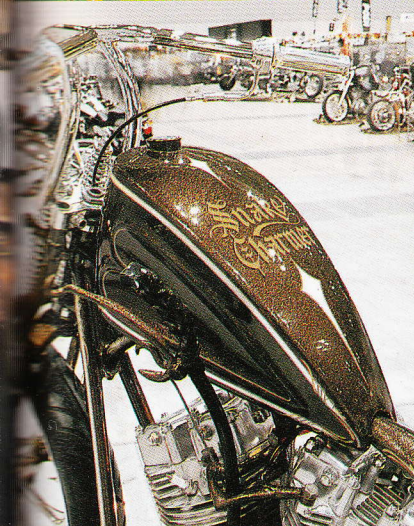


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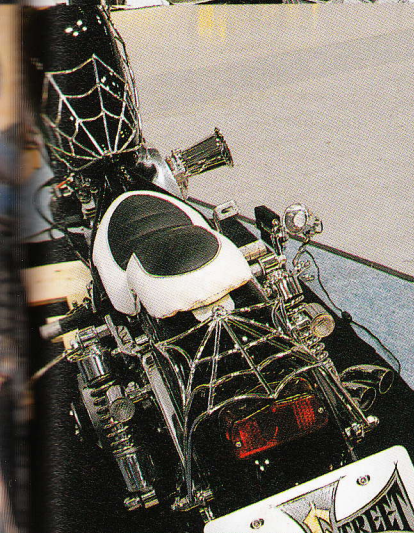
This chopper was built by Sundance for Makoto Watanabe, the editor-in-chief of Hardcore Chopper Magazine. It is a monster machine that uses Dyna's TC88 ignition and is designed for speed. It is the first time that Super XR heads have been fitted on a Twin Cam engine and it represents the peak of Sundance's expertise. Its name is Tequila Sunrise.

Hardcore Chopper Magazine
<http://www.chopper.jp/>



Great care was taken when building this bike to ensure that none of the parts extended beyond the lines of this custom frame. The triple tree was machined out of solid steel. There are lots of amusing touches in its construction from the engraving of a spade on the neck to the headlight bracket, the shape of the tail light, etc.

Iron Works Kato
<http://www.iwk-kustom.com/>



The "Yellow Anniversary 66" was built from a '39 basket case. It boasts new framework that differs from a gooseneck but creates a low profile. It shows numerous unique ideas, such as the fat tank which was converted from one belonging to a Monkey bike, while an extra-large oil filter allows the bike to carry more oil.

Japan Drag Custom Cycles
<http://www.japan-drag.com/>



Look at the metalwork on this '94 FXSTC based chopper by Jean in Yamanashi. The tank, seat base and fenders are not gold plated, rather they are made from expensive and difficult-to-work brass. The finish of the unpainted custom parts is typical of Jene Chopper's work.

Jene Choppers
 e-mail:ftw@comlink.ne.jp



Everything about this bike from the muffler, which is based on a rodder's, the 5 LED lights fitted into the rear fender and the black paint retained from its origins as a Nightrain, make this bike quite unique. It has succeeded in achieving a perfect balance between hot rodder, high tech and high quality.

Ken's Factory / 2000 Twin Cam-88
<http://www.kens-factory.com/>

exhibition in 2004



Based on a '46 Knucklehead the theme behind this bike is "Shamiko Rock and a mad rocker in a kimono" a concept that most people will find meaningless. With a perfect sense of balance and artistically inspired one-off parts, it is a machine that everybody will like while it possesses a strange aura that makes it easy to see who made it.

Zero Engineering / 1946 Knucklehead
<http://www.zero-eng.com/>

exhibition in 2004



The concept for this machine was to create a good-looking chopper that could handle long-distance touring smoothly and with no stress. This was achieved using an Accurate Panhead engine, a Santee frame and 43mm Ceriani mid-glide forks. With an S&S "G" carburetor and Thunder headers to handle the breathing, this bike boasts high performance while retaining old-school looks through exterior trim and form.

Low's Magic Machine / 1958 Panhead
<http://www.lowsmagic.com/>

exhibition in 2004



This masterpiece was built with the objective of creating something that nobody thought could exist. With 2" stretch and the neck pulled back 3", the rigid frame has a custom-built tank created from a 5 gallon Fatbob. It has a suicide clutch and a skull end to the gear lever. It is a unique bike that does not rebel against the latest fashions, but simultaneously does not allow itself to be dictated to by them.

Hide Motorcycle / 1970 Shovelhead
<http://www.hidemo.net/>

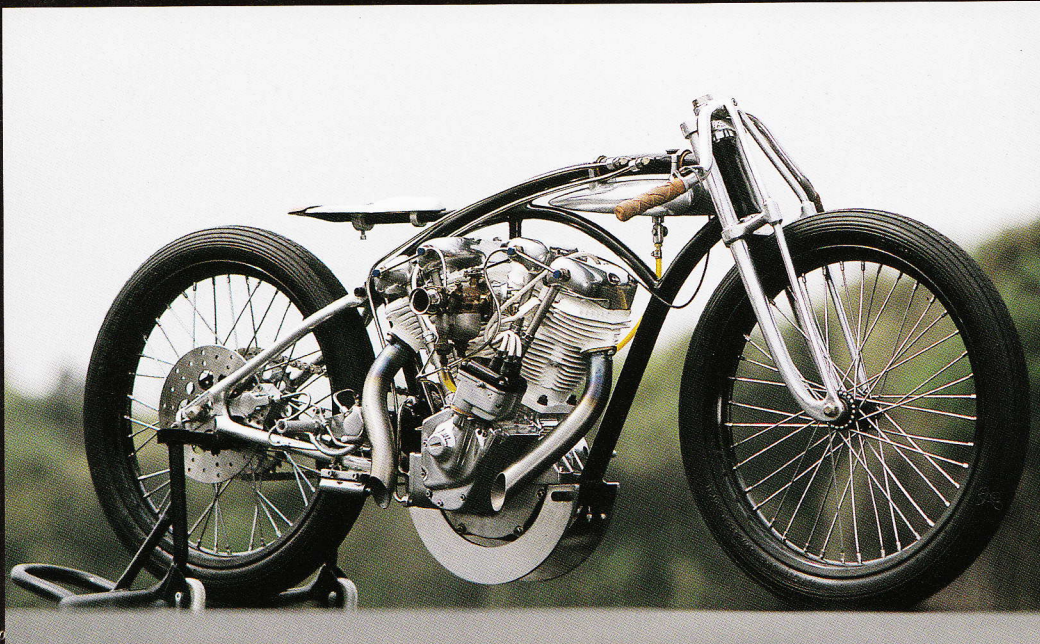
exhibition in 2004



An "Adult Chopper" that was built with no thought of fashion, cost or legality. The rear wheel has 80 spokes for rigidity and carries a Maxis 15-200 tire. The rocker covers have been painted with cracking paint. A Kenny Boyce stretched frame is matched with Ceriani upside-down forks, which have been engraved with a motif of dragons by one of Japan's top engravers.

Japan Drag Custom Cycles / 1992 Evolution
<http://www.japan-drag.com/>

exhibition in 2004



"Hagakure : The Book of the Samurai", which was written in the early eighteenth century, lays down the warrior code of the samurai and is famous for the words "the way of the Samurai is found in death". This bike was inspired by the warrior's code while also embodying the philosophy of the builders, Saga Motorcycles.

Saga Motorcycles / 1978 Shovelhead

exhibition in 1998



The builder of this bike has worked on every type of machine at some time during his career? Harleys, European bikes and racer replicas. He has taken all the bits that he likes in the various styles and put them together in "Maboroshi", the bike you see here. Being a motorcyclist as well as a builder, this bike is recognized as being one of the most interesting machines of its time.

Japan Drag Custom Cycles / 1993 Evolution - XL1200
<http://www.japan-drag.com/>

exhibition in 1998



This bike uses aluminum billet parts wherever possible and is fitted with a SuperTrapp muffler. Based on a Softail frame and an evolution engine, it is a seventies-style machine built using twenty-first century technology. The concept behind its design is that of a fusion of digger and drag racer.

Easy Riders / 1993 Evolution
<http://www.easyriders.jp/>

exhibition in 1998

Comprising of 1" and 1-1/4" tubing, this unusual, low and compact frame was built, "just because I felt like it", says the builder, finishing any further discussion of the image concept. The intake and outlet valves on the rear cylinder of this Panhead engine have been reversed allowing it to use twin S&S "E" carbs. Buddy Custom Cycles / 1998 Panhead
 e-mail:buddy@h3.dion.ne.jp

exhibition in 1998

