

Harley Davidson 621 ombygget chopper registrert som veteran (1955 mod) med 621 kode vurderes solgt.

Motor: S&S 113

Kilometerstand: 21589

Front: Tolle med doble kalipperfester,

Hjul fremme: 3 eiker alu polish, stugis,

Hjul bak: Diskfelg alu polish

Tank: 4" stretch med fly lock

Sal: Le Pera

Skjerm foran: Original flst

Skjerm bak: Custom opp til 200 dekk

Eksos: Supertrapp 2-1 anlegg

Baksving: Santee breddekit 25mm offset

Fremflyttersett: Jay brake alu polish

Hendler: Jay brake alu polish

Sykkelen er i topp stand og mye påkostet: Nytt el. anlegg, ny oljetank, ny hovedlykt, nylakkert ramme, nytt batteri med mer.

Selges høystbydende over

SECOND-STAGE

MANUFACTURERS STATEMENT OF ORIGIN

The undersigned (company, firm or corporation) hereby certifies that the new motor vehicle described below, the property of the said (company, firm or corporation), has been transferred on the date and invoice number below to:

HOG SHOP A/S
HARALD HARFAGRESGT 4
4014 STAVANGER - NORWAY

SECOND-STAGE BODY DESCRIPTION

BODY IDENTIFICATION NO. JMOJ2910	YEAR 2000	TRADE NAME OF BODY JIMS	BODY STYLE Transmission	SERIES OR MODEL NO. 8000
INVOICE DATE 12-5-00	INVOICE NO. 81860	BODY WEIGHT 44 lbs		

FIRST-STAGE VEHICLE DESCRIPTION

VEHICLE IDENTIFICATION NO.	YEAR	MAKE OF CHASSIS AND POWER TRAIN
FIRST-STAGE VEHICLE ACQUIRED FROM		CHASSIS WEIGHT

COMPLETED VEHICLE

COMBINED CHASSIS AND BODY WEIGHT

It is further certified that this is the first transfer of this second-stage vehicle in ordinary trade and commerce.

By:  Secretary
AUTHORIZED SIGNATURE
JIMS 555 Dawson Drive Camarillo CA 93012

OFFICE ADDRESS OF SIGNATORY

Faktura preliminær



Jorkjen MC A/S

Dag Olsen
Toraldåsen 3
4886 GRIMSTAD

Kundenr. 10592
Fakturadato 08.04.2016
Leveringsdato 08.04.2016
Forsinkelsesrente Ved betaling etter forfall beregnes rente etter
forsinkelsesrenteloven

Artikkelnr.	Beskrivelse	Antall	Enhet	Enhetspris	Sum
1	Arbeid byttet speedometer på Harley davidson 1955 modell Regnummer: XL6738 ved 23827,7km	0,50	tim	950,00	475,00
Ekskl. mva				380,00	
Mva (25 %)				95,00	
Avrunding				0,00	
				Å betale	475,00

Betalt



Forfallsdato 22.04.2016
Bankkonto 15035613967



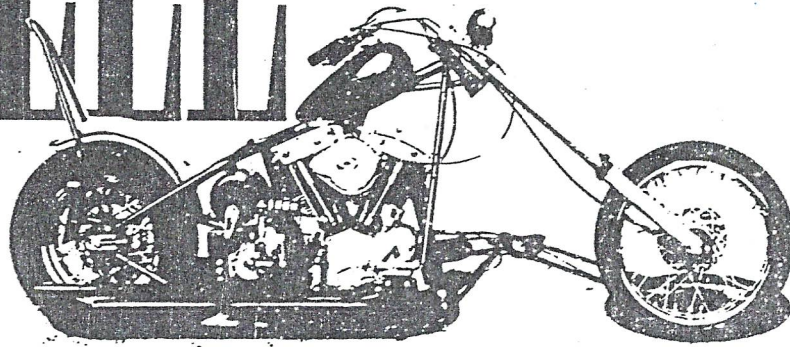
JORKJEN MC A/S
Bedriftsveien 14
4841 Arendal
90549772/91563154
Org.nr 999 100 899

Adresse
Jorkjen MC A/S
Bedriftsveien 14
4841 Arendal

Telefon
91563154/90549772
E-post/hjemmeside
verksted@jorkjenmc.no
jorkjenmc.no

Organisasjonsnr.
999100899 MVA
Foretaksregisteret

TOLLE



GAFFEL-INTYG till Hog Shop Norge

Här med intygas att denna gaffelkrona är original Tolle-produkt.
Tillverkad av "Tolle" Dehnisch Instruments AB

Denna gaffelkrona är dimensionerad att tåla en :

Tjänstevikt på 300 Kg

Gaffelvinkel upp till 55°

Total gaffellängd upp till 1119 mm

SPECIFIKATION

GAFFELKRONA material SIS 4212-06

Sträckgräns 24,0-26,0 Kp/mm²

Brottgräns min 29,0-30,0 Kp/mm²

Dimension gaffelben yttermått Ø 41,26 innermått Ø 32

HOG SHOP AS
HARALDHÄRFAGRESGT. 4
4014 STAVANGER
97 99 18 90 9 MVA
WWW.HOGSHOP.NO

Veddesta den 93-05-19

Torbjörn Dehnisch
"Tolle" Torbjörn Dehnisch

TOLLE AB
Saldovägen 5
175 62 JÄRFÄLLA
Tel 08-36 68 78 • Fax + 46 8 36 68 61

Dyna 2000i
Programmable Digital
Ignition System
 For
 Harley-Davidson Motorcycles

D&K i

● **DESCRIPTION**

The DYNA 2000i Digital Ignition is designed to replace the factory ignition module and sensor used on 1983 and later Harley-Davidson EVO motors. It is also an ideal upgrade for early electronic and breaker-point systems that require a mechanical advancer. The entire ignition fits inside the engine in place of the cam sensor or point plate and connects directly to the coils without the use of an external module.

The 2000i will operate in single- or dual-fire mode and features 8 advance curves and 4 rpm limits to fit a broad range of engine builds and riding styles. For nitrous and turbo equipped bikes, a single stage retard is provided.

A tach output is included, eliminating the need for an additional adapter when operating in single fire mode. Two diagnostic indicators assist in trouble shooting and static timing.

● **INSTALLATION NOTES**

****IMPORTANT**** Coil primary resistance must be in the range of 2.5 to 3.5 ohms.

****IMPORTANT**** Carbon, graphite or spiral core type suppression spark plug wires are required to reduce interference. Do not use metal core wires.

****IMPORTANT **** The 2000i requires the gold colored timing rotor used on 1983 and later EVO motors (HD part no. 32402-83). The earlier silver colored cup will not work properly. Bikes originally equipped with points (except distributors) or early electronic ignition will accept the later model cup without modification.

● **DUAL FIRE INSTALLATION**

Single plug: use Dynatek DC6-1 or stock coil. Dual plug: use two DC2-1 coils wired in series (equals 3 ohms).

1. Remove the stock ignition module. Remove the outer and inner covers on the cam position sensor. Mark the engine case near the middle of the sensor. Remove the cam position sensor. The pins may be removed from the connector housing by slowly but firmly pulling the wires from the rear of the connector.

2. Feed the wires of the 2000i through the hole in the engine case and seat the ignition. Rotate until the timing pickup (nearest to the switches) is at the mark made in step 1. Replace the screws that held the cam position sensor, finger tight.

3. Remove the wires from the coil. Use a test light or meter to find the white wire that has +12V when both the key and the run/stop switches are on (later models have only a single white/black wire). Attach this and the white wire from the 2000i to one of the primary terminals. Attach the pink wire from the 2000i to the other primary terminal.

4. Tach connection (if equipped): Attach the pink wire from the tach to the 2000i green wire with the large (.250) blade connectors. If the bike had only one pink (or pink/black) wire at the coil, connect this to the 2000i green wire.

Do not connect the 2000i tach wire to the coil or damage to the ignition may result.

5. Remove the wire from the VOES (Vacuum Operated Electric Switch). Connect the 2000i purple wire with the small (.187) receptacle terminal. If the VOES is not installed, see the tuning tips on the last page.

The blue wire is left unconnected. If there is no tach, the green wire is left unconnected. These should be folded back and locked into the harness sleeve. The unused stock wire harness can be removed or taped up.

6. Skip to the "Configuring The Mode Switches" section of these instructions.



Installation Instructions for S&S Big Twin Style Long Block Assembly

Safe Installation and Operation Rules:

- Before finishing and installing your S&S Long Block, it is your responsibility to read and follow the installation and maintenance procedures in these instructions and to follow the basic rules below for your personal safety.
- Gasoline is extremely flammable and explosive under certain conditions, and the fumes toxic when inhaled. Do not smoke around gasoline. Perform the installation in a well-ventilated area away from open flames or sparks.
- Compressed air and particles dislodged by compressed air are harmful to eyes and body. Wear protective goggles when using compressed air and always direct the air stream away from your eyes and body and other people nearby.
- Some solvents, degreasers and other chemicals are harmful, especially to skin and eyes. Many chemical compounds such as lacquer thinner are also flammable and present a fire hazard. Read the manufacturer's instruction label for precautions and proper use. Use in a well ventilated area and wear protective clothing to avoid personal injury.
- If the motorcycle has been running, wait until the engine and exhaust pipes have cooled before performing any installation steps to avoid getting burned.
- Before performing any installation steps, disconnect and remove the battery to eliminate potential sparks and inadvertent engagement of the starter while working on the motorcycle.
- Read instructions thoroughly and carefully so all procedures are completely understood before performing any installation steps. Contact S&S if you have questions, if any steps are unclear, or if any abnormalities occur during final assembly, installation, or operation.
- Contact an authorized H-D service manual for correct disassembly, reassembly, and installation procedures for any parts that need to be removed to facilitate the installation.
- Use good judgment during assembly, installation, and when operating the motorcycle. Good judgment begins with a clear head. Don't let alcohol, drugs, or fatigue impair judgment. Perform the assembly and installation when fresh.
- For optimum performance and safety and to minimize potential damage to the Long Block or other components, use correct hardware and follow procedures outlined in S&S instructions and an authorized H-D service manual.
- Be sure all oil and fuel lines are routed correctly with clamps in place and tightened. Lines must not contact exhaust pipes or other hot surfaces where they could melt or leak and catch fire.
- Motorcycle exhaust fumes are toxic and must not be inhaled. Run motorcycle only in a well ventilated area where fumes can dissipate.
- S&S Long Blocks are substantially more powerful than the stock engines they often replace. It is the sole and exclusive responsibility of the user to determine the suitability of the product for his or her use. The user shall assume all legal, personal injury risk and liability and all other obligations, duties and risks associated therewith. S&S parts are intended for experienced riders only.

Important Notice:

Statements in this instruction sheet preceded by the following words are of special significance:

WARNING

Means there is the possibility of injury to yourself or others.

CAUTION

Means there is the possibility of damage to the motorcycle or a component.

NOTE

Other information of particular importance has been placed in italic type.

S&S urges you to take special notice of these advisories.

Warranty:

All S&S parts are guaranteed to the original purchaser to be free of manufacturing defects in materials and workmanship for a period of six (6) months from the date of purchase. Merchandise that fails to conform to these conditions will be repaired or replaced at S&S's option if the parts are returned to S&S by the purchaser within the 6 month warranty period or within 10 days thereafter.

In the event warranty service is required, the original purchaser must notify S&S of the problem immediately. Some problems can be rectified by a telephone call and need no further action. A part that is suspected of being defective must not be replaced without prior authorization from S&S. If it is deemed necessary for S&S to make an evaluation to determine whether the part was defective, it must be packaged properly to avoid further damage, and be returned prepaid to S&S with a copy of the original invoice of purchase and a detailed letter outlining the nature of the problem, how the part was used, and the circumstances at the time of failure. If after an evaluation was made by S&S and the part was found to be defective, repair, replacement, or refund will be granted.

Additional Warranty Provisions:

- (1) No part shall be returned to S&S without first contacting the company and obtaining a Return Authorization (RA) number.
- (2) S&S shall have no obligation in the event an S&S part is modified by any other person or organization, or if another manufacturer's part is substituted for one provided by S&S.
- (3) S&S shall have no obligation if an S&S part becomes defective in whole or in part as a result of improper installation, improper break-in or maintenance, improper use, abnormal operation, or any other misuse or mistreatment.
- (4) S&S shall not be liable for any consequential or incidental damages resulting from the failure of an S&S part, the breach of any warranties, the failure to deliver, delay in delivery, delivery in non-conforming condition, or for any other breach of contract or duty between S&S and a customer.
- (5) S&S parts are designed exclusively for use on Harley-Davidson motorcycles. S&S shall have no warranty or liability obligation if an S&S part is used in any other application.

PRESENT S&S CRANKCASES AND FLYWHEELS ARE NOT COMPATIBLE WITH HARLEY-DAVIDSON ELECTRONIC FUEL INJECTION (EFI) MODELS.

ORIGIN

(MOTORCYCLE SWINGARM)

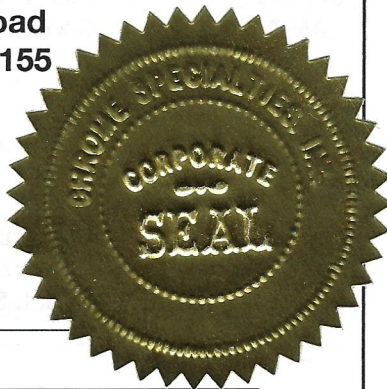
The undersigned corporation, hereby certifies that the new motorcycle swingarm described below, property of said company, has been transferred this 15th day of February, 2000 on Order No. 454840.

Hog Shop A/S
HARAD HARFagresgt. 4
4014 STAVANGER, Norway

SWINGARM DESCRIPTION

Trade Name Jammer Year _____
Model _____ Type _____
Serial No. 234970239 Weight 40#

Chrome Specialties, Inc.
4200 Diplomacy Road
Ft. Worth, Texas 76155



By: Mukul R. Fug
Title or position: Auditor

TÜV Österreich

Geschäftsbereich Umwelt/Energie/Verkehr
Institut für Kraftfahrttechnik/Gefahrgutwesen

Der Zeichnungsberechtigte

Dipl.-Ing. Dr. Masser



Der Prüfer

Dipl.-Ing. Bussek

Geschäftsbereich
Umwelt/Energie/
Verkehr

Institut für
Kraftfahrttechnik /
Gefahrgutwesen

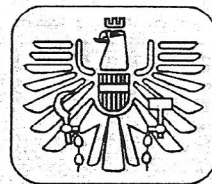
Prüfzentrum Wien
A-1230 Wien
Deutschstraße 10
Telefon:
+43 1 / 610 91
Fax: DW 21
eMail: pzw@tuev.or.at

Motorrad.

S INC.

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Typnummer:



festgestellt, daß
Einhaltung der

dem
en sind.

des bedarf der

Akkreditierte
Prüfstelle,
Überwachungsstelle,
Zertifizierungsstelle;
Kalibrierstelle

Notified Body 0408

Vereinsitz und
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Fax: DW 240
eMail: office@tuev.or.at

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Klagenfurt, Linz,
Salzburg, Wels und
Wien

Tochtergesellschaften
in Athen, Budapest,
München und Wien

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