

CONGRATULATIONS ON YOUR NEW MODEL 21 HARD TAIL FROM...



WOODOO VINTAGE

IT IS IMPORTANT THAT THIS CONVERSION BE PERFORMED BY A QUALIFIED WELDER! IF YOU HAVE ANY RESERVATIONS ABOUT YOUR WELDING SKILLS, HIRE A SHOP, BEG A NEIGHBOR, BLACKMAIL A CO-WORKER IF YOU NEED! JUST DON'T USE THIS AS A "LEARNING EXERCISE"!!!

NOW THAT YOU UNDERSTAND WE WILL NOT BE HELD LIABLE SHOULD YOUR BIKE SUDDENLY BECOMES A UNICYCLE DUE TO UNQUALIFIED ASSEMBLY... GET YOUR SAFETY GLASSES AND LET'S GET TO WORK!



1

MEASURE, CHOP, REPEAT!



1" BEHIND THE EXHAUST MOUNTS, MARK AND CUT THE LOWER FRAME RAILS. AFTERWARDS, CLEAN THE 1" SECTION OF FRAME AND DRILL A 3/8" MIN. HOLE THROUGH THE BOTTOM ONLY!

2

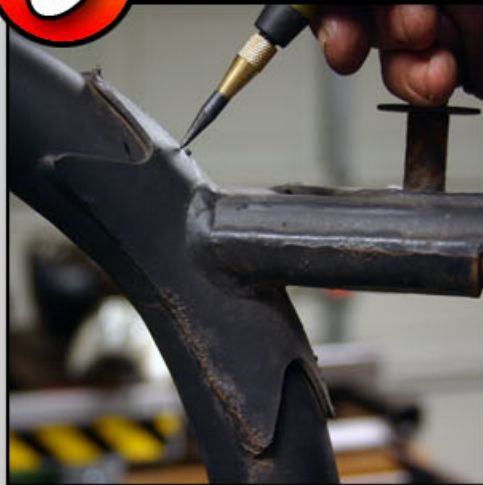
SEVERING THE SEAT POST!



SEVER THE SEAT POST AS FAR BELOW THE REAR MOTOR MOUNT AS POSSIBLE... THEN... SAND THE OUTSIDE FOR WELDING AND EVICT ALL RODENTS AND INSECTS LIVING WITHIN.

3

BYE-BYE SEAT RAILS!



CAREFULLY... CAREFULLY... CAREFULLY... CUT AND REMOVE THE TOP SEAT RAILS AND, REGARDLESS WHAT EVERYONE SAYS... REMOVE THE UGLY-ASS GUSSET AND GRIND CLEAN!

4

PUT THAT ENGINE BACK!

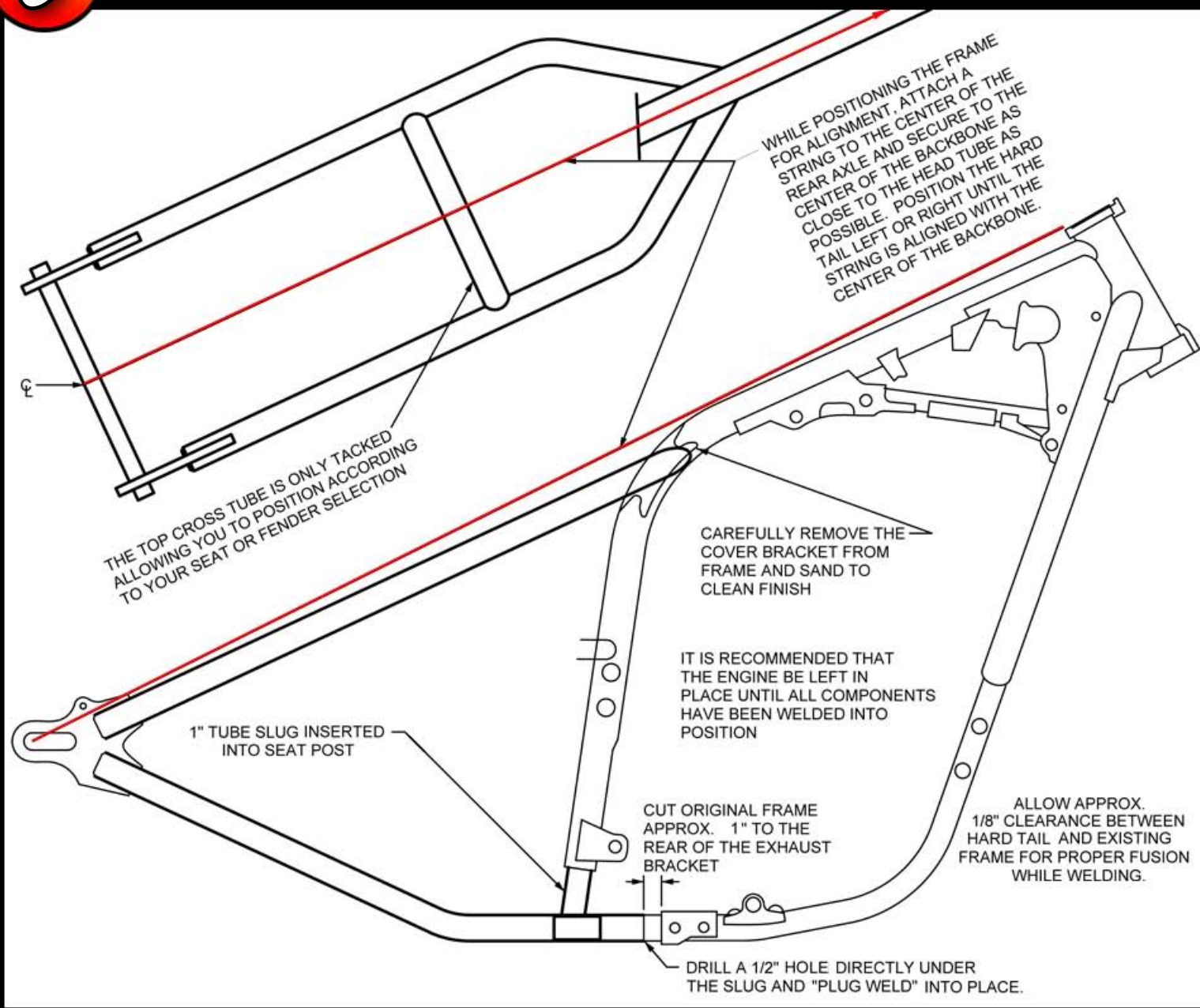
WITH AN ACCURATE JIG OR YOUR ENGINE IN PLACE, USE A TIE-DOWN STRAP TO PULL THE BOTTOM SEAT POST BACK INTO POSITION. MAKE SURE THERE IS "FREE PLAY" IN THE REAR ENGINE MOUNT BOLT OR YOU MIGHT FIND YOURSELF WITH A PERMANENT MOTOR!

AS YOU CAN SEE... THE BOTTOM RAILS HAVE BEEN CLEANED AND PREPARED FOR WELDING. MAKE SURE THAT ALL TUBES HAVE BEEN CLEANED INSIDE AND ARE FREE OF OBSTRUCTIONS.

NEXT... YOU WILL INSTALL YOUR AWESOME WOODOO VINTAGE HARD-TAIL AND YOUR TRANSFORMATION TO THE "DARK SIDE" WILL BE COMPLETE!



USE SOME LEVERAGE TO PULL SEAT POST FORWARD UNTIL FREEPLAY CAN BE FELT IN THE REAR ENGINE MOUNT BOLT. FAILURE TO DO SO COULD RESULT IN THE BOLT BECOMING SEIZED IN THE ENGINE MOUNT

5**RECOMMENDED INSTALLATION OF THE MODEL 21 HARD TAIL...****6****TACK - CHECK - TACK - CHECK...**

WE RECOMMEND THAT BEFORE WELDING, PLACE AN APPROPRIATE SPACER BETWEEN THE AXLE PLATES TO PREVENT TOO MUCH DISTORTION (PULL) DURING THE WELDING PROCESS.

NOW THAT EVERYTHING IS IN PLACE AND ALIGNED... LIGHTLY TACK ALL NEW JOINTS IN PLACE.

WE SAID "LIGHTLY" !!!!

CHECK AND DOUBLE-CHECK YOUR ALIGNMENT MAKING SURE THE STRING LINE IS STILL CENTERED ON THE BACKBONE AND THAT YOUR AXLE IS STILL LEVEL WITH THE BOTTOM OF YOUR FRAME.

REPEAT ALL THESE CHECK POINTS AFTER EVERY WELD AND IF NECESSARY...

BREAK YOUR TACK AND PERSUADE THE HARD TAIL BACK INTO THE PROPER POSITION!

REMOVE THE SPACER BETWEEN THE AXLE PLATES. IF TOO MUCH DISTORTION IS EXPERIENCED, INSERT A SMALL BOTTLE JACK AND EXPAND TO THE PROPER CLEARANCE. DOUBLE CHECK ALL YOUR WELDS... CLEAN OFF THE SLAG... AND GO POP A COLD ONE MY FRIEND! FOR YOU ARE NOW- **COOL!**

