

Detroit Bros. "10"

New JIMS 131 • V-Twin 4-Wheeler  
Big Bear Paradox



DECEMBER 2008

# MAGAZINE BARNETT'S

The #1 Source for Custom and Modified Harleys

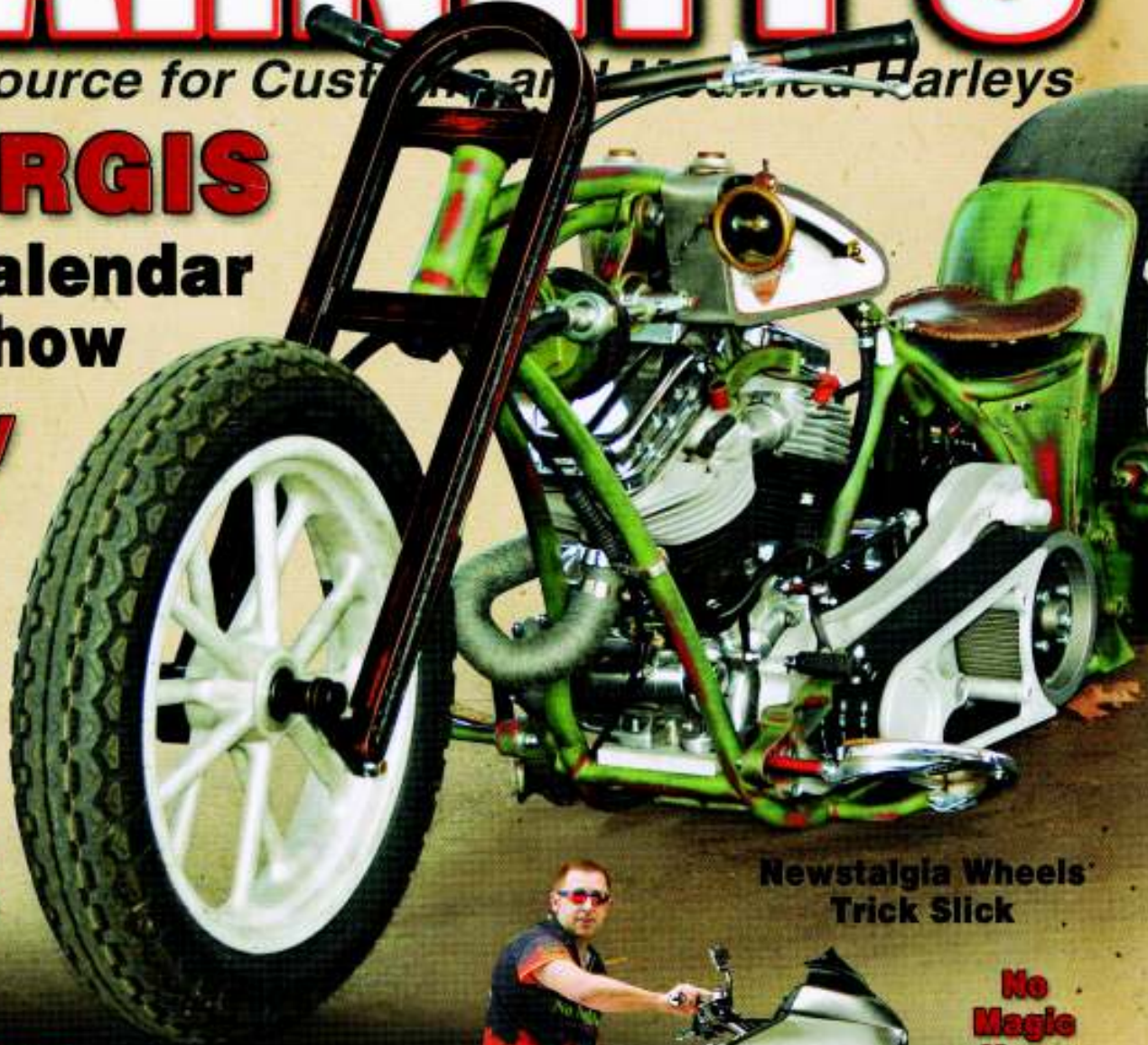
**STURGIS**

**L.A. Calendar  
Bike Show**

**Harley  
105th  
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**Hollister  
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Newstalgia Wheels  
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December 2008 Issue #66

\$5.99 US

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**B**ack in '06 the dark horses of the custom Harley world, also known as Michigan's very own Detroit Bros., Dave and James Kaye, were challenged to a televised bike build-off. It wasn't their first experience with the show and they had learned a few things from their previous contest. "We wanted to make as many of the parts on the bike as possible. Although the time constraints were still tough to meet, we really didn't feel that we challenged ourselves on the first show," Dave said. The brothers quickly decided on a style to aspire to, futuristic boardtracker-ish, and started the work to fabricate their ideas in steel.

During the previous build-off they had designed and fabricated a custom frame within the allotted period, but it sucked up a good chunk of time they could have spent on other aspects of the bike. On this occasion they used one of their production gooseneck, drop seat rigid frames. It was still a big part of the bike that they had designed and created, but they saved numerous hours by simply pulling one down from a shelf in the shop. Their 38-degree raked neck frame features an extra three inches added to the backbone tube and their signature Detroit Bros. drop seat. Many people are familiar with their frame's look,

so to differentiate it and further customize the bike, they added a Wide Glide girder — in ultramodern mechanical dystopia fashion. The only suspension they used was a Marzocchi coil-over shock with nitrogen-charged damping on the two-inch-over front end. According to Dave, after the bike was built that shock earned its keep by softening the washboard bumps in the heavily degenerated Michigan roads. Dave used a CAD program to make the Eliminate wheels a reality. They were constructed from a billet rim that was machined to hold the precision, wire-EDM cut, quarter-inch plate chromoly plate spokes, using two sets of spokes for each wheel. Another set of spoke plates had to be cut for the matching rotors on the front wheel and the drive sprocket and rotor stacked on the final drive side of the bike in the rear.

Greg Gates, of Gates Engineering, provided the performance enhanced 103" motor. "My brother and I envisioned a performance-oriented bike with a number of custom





## UP CLOSE

### Brembo 4-Piston Calipers

We've all heard of Brembo braking systems, but I'll bet you didn't know that the company was named after the river in Italy the original manufacturing plant was located next to. From that small factory that opened in the '60s and now employs over 6,000 people worldwide, Brembo has created a reputation as one of the best (if not the best) brake manufacturers in the industry.

When it comes to Harley's and other American V-twins, Brembo offers two caliper styles, their standard 4-piston/2-pad and their higher-performance 4-piston/4-pad caliper. Both are offered in a variety of surface finishes. Tara Para, Vice President of QTM, Inc., shed some light on how Brembo's calipers out perform the competition's brakes. "The 4-piston/4-pad design is able to grip the rotor more efficiently than the 2-pad version, plus it applies four leading edges to the rotor, instead of two — the leading edge is where most of the braking occurs so the pistons don't need to be differentially bored," Tara said. "Plus, Brembo's pressure-cast aluminum calipers feature aluminum pistons where other companies use stainless steel. Using aluminum for both the piston and caliper insures that under the extreme heat cycles of racing (and some street riding) the piston and caliper will expand and contract at the same rate, maintaining the proper clearances and tolerances. Some of our competition use stainless steel pistons, which don't transfer as much heat, but the caliper still gets hot and expands, but the piston doesn't — this creates a host of problems, one of which can lead to a wobbling piston in the bore, resulting in brakes that fade under extreme heat."

Contact QTM, Inc for more information about Brembo brakes at [www.qtmi.com](http://www.qtmi.com) or call 714-575-5000.

fabbed parts. An off-the-shelf motor wouldn't have matched the other components so we went to a specialist to build us a custom motor that made enough power to back up the bike's styling," Dave said. Greg built the Shovelhead motor with STD heads, cylinders and cases, balanced S&S flywheels and rods, and his own custom machined pistons. An STD camshaft controls the motor's valve timing and a Crane Hi-4 ignition system lights the gases in the dual-plug combustion chambers. A Super E carburetor from S&S meters the air and fuel allowed to enter the cylinders and the Detroit Bros fabricated unique stainless steel exhaust pipes made with one-and-three-quarter-inch tubing that they sand blasted to create the surface finish. Dave claimed that the BAKER Torque Box 6-speed transmission was the third one off their assembly line and that it works as well today as the day he installed it in the bike. The brothers used a three-inch open belt Tauer Machine primary to route power from the motor to the trans with the help of a Barnett Scorpion clutch positioned behind a Detroit Bros. finned front pulley guard.

Race bikes and racing-inspired customs are purpose built and not designed for any kind of touring, hence this bike's inherent lack of sheet-metal. A small Detroit Bros. peanut gas tank was bolted to the top of the backbone and for a slightly larger reserve they attached a small reservoir tank positioned doggy-style to the main one. The two tanks hold two-and-a-half gallons combined. They mounted a standard capacity Mooneyes oil tank in a not-so-standard location behind the transmission and finalized the metal work with a miniscule Detroit Bros. Trailer Fender chopped short and jutting towards the sky. Pops the Painter molded the metal and then covered it in PPG red, white, and silver. "We wanted the paint scheme to have a Bonneville racer/SoCal Speed Shop look," Dave said.

"We named the bike #10 because we had ten days to build it and it was our tenth crazy special construction custom," Dave said. "I've been using the bike as my daily rider this year. I'm always shocked that people are surprised that I actually ride the bike on a regular basis. It's a lot of fun to ride — the bike acts like it's alive."

- Greg Friend  
Photos courtesy of Detroit Bros.





**SPECIFICATIONS:**

- Owner:** Detroit Bros.
- Year / Make:** '06 Detroit Bros. Custom
- Fabrication:** James and Dave Kaye
- Assembly:** Detroit Bros.
- Build time:** 2-weeks
- Engine:** Gates Engineering 103"
- Cases:** STD
- Flywheels:** S&S
- Rods:** S&S
- Pistons:** Gates Engineering
- Cylinders:** STD
- Heads:** Gates Engineering
- Cam:** STD
- Ignition:** Crane Hi-4
- Carb:** S&S Super E
- Pipes:** Detroit Bros.
- Air Cleaner:** SoCal Speed Shop
- Transmission:** Baker Torque Box
- Primary:** 3" Open Taper Machine
- Clutch:** Barnett Scorpion
- Frame:** Detroit Bros. Evo Drop Seat Gooseneck
- Rake:** 38-degrees
- Stretch:** 3" backbone
- Forks:** Detroit Bros. Wide Glide Girder
- Rear Suspension:** N/A
- Front Wheel:** 16x3.25" Detroit Bros. Eliminate Wheels
- Rear Wheel:** 16x3.5" Detroit Bros. Eliminate Wheels
- Tires:** 140/60-16 Dunlop Qualifier
- Front Brakes:** Dual Brembo 4-Piston
- Rear Brakes:** Brembo 2-Piston
- Fuel Tank:** Detroit Bros. Custom Peanut
- Oil Tank:** Mooneyes 3-qt
- Fender:** Detroit Bros. Trailer Fender
- Handlebars:** DB
- Risers:** Detroit Bros. BMX
- Headlight:** Kip Watkins, Watkinz Boyz
- Taillight:** Detroit Bros.
- Hand Controls:** Brembo
- Foot Controls:** Detroit Bros.
- Electrical:** Detroit Bros.
- Painter/Graphics:** Pops the Painter
- Polishing:** Dan Kohl at Kohl polishing
- Molding:** Pops the Painter
- Seat:** Detroit Bros.



**Builders: Dave and James Kaye  
Detroit Bros.**

"My whole philosophy about running a bike shop has changed," Dave said. Not long ago, Detroit Bros. was a custom bike shop that sold a few custom parts on the side, but things have changed. "Over time, our parts sales have continued to climb. I've been using our CAD program more and have learned a few things that help me make better parts," Dave said. "Early last year we introduced a production line of bikes and my brother and I made a conscious effort to make more custom parts that fit Harleys."

Since they opened the shop, the Detroit Bros. have had great success with the media because of their distinctive style and with fellow builders because of their excellent craftsmanship. "We're lucky to have a lot of walk-in traffic, but we haven't capitalized on that fact in the past. We just finished putting in a 1,500 square-foot retail store to sell our clothing line, vintage-style helmets, and vintage leather, and displays of our parts line so people can actually touch them before they buy," Dave said. They've also talked with Indian Motorcycle Company about carrying the Indian clothing brand to provide a little diversity.

Don't worry, the Detroit Bros. haven't given up full-custom bike building. "We still build one or two exotic custom bikes a year. The demand for a custom bike isn't what it used to be a few years ago so we try to push out production customs," Dave said. "Everyone knows that there isn't a whole lotta money in custom builds. Instead of charging a customer a flat rate up front for a custom, we've decided to charge for custom work just like service work. It's 75-bucks an hour plus the cost of parts and materials."

For more information, visit [www.detroitbros.com](http://www.detroitbros.com) or call 248-542-5286.



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OCTOBER 2007

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October 2007 Issue #58

\$5.99US \$6.99CAN

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Printed in the U.S.A.

If this will be your first time at the Myrtle Beach rally you'll want to do some research to be in the know before you arrive. A must for this rally is the Inlet Square Mall. This is ground zero for a lot, including the Chopper Road Show, where you'll see seasoned as well as up-and-coming chopper builders. If you'll be going it alone (Hey, 34.8 million American adults took a vacation by themselves in the last three years), check with your local bike shops and see who's also going, then get some call phone numbers and make plans to meet up for a beer, or start asking around on your favorite message boards.

- WM

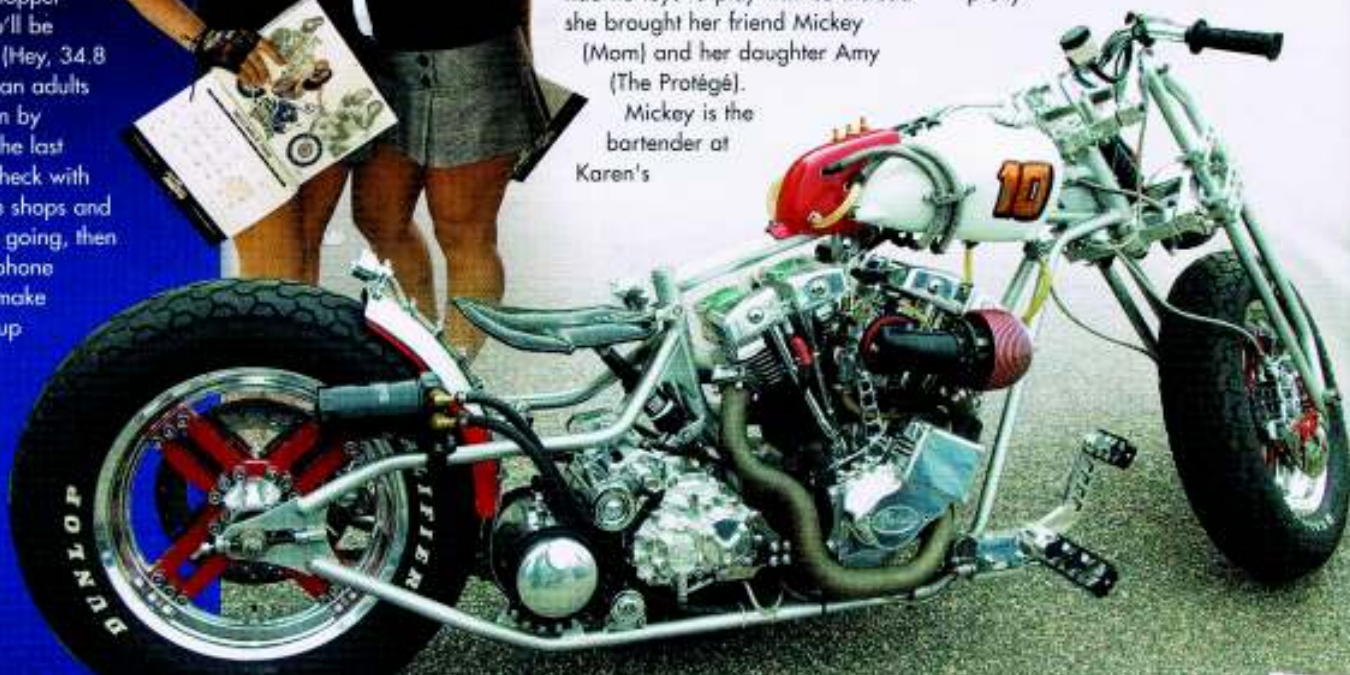


crowd, staying at the same dumpy motel, and going to the same places. Don't get me wrong; I'm not putting it down. I have thoroughly enjoyed those times, but I needed a change, and this year the opportunity for a different Myrtle Beach experience came in the form of one of my oldest and best friends Karen (Murf) Murphy. She normally comes down from New York with her boy toy of the month, but this year she had no toys to play with so instead she brought her friend Mickey (Mom) and her daughter Amy (The Protégé).

Mickey is the bartender at Karen's

favorite pub, and Amy, who can hang with mom drink for drinks were going to make for interesting roommates for the week. That's right buckas, just little old me and three lovely ladies in a three bedroom, three bath (I'm no fool), oceanfront condo. The girls were primed and ready to party. As for me, I had no idea what I had gotten myself into.

The first day in Myrtle went pretty



**Seen at  
Myrtle Beach  
Bike Week**

