

Ironhead Sportster Engine

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Ironhead Sportster Engine

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All our Ironhead Sportster engine parts are made by top manufacturers like Genuine James Gaskets, Colony, V-Twin Manufacturing, J&P Cycles, S&S, and more. Be sure to also check out a new Harley Ironhead Sportster Valve Train, and a new set of Harley Ironhead Sportster Engine Mounts.

Harley-Davidson Ironhead Sportster Engines | JPCycles.com

The 883 Ironhead debuted with the XL Sportster in 1957. It was given its name due to the iron cylinder heads. The XL's 883 was a big step up from the K model's flathead mill. With overhead valves and a higher rpm, it was able to achieve more power, torque and an increased cruising speed.

Harley-Davidson Ironhead Engine Parts | Dennis Kirk

The Harley-Davidson Ironhead motor is the main reason for the enduring success of the Sportster. Considered by many Sportster purists as the last real Harley engine, the Ironhead is the throbbing powerhouse that lends heart and soul to a long line of Sportsters produced from 1957 to 1985.

Ironhead Motor Specifications | It Still Runs

Ironhead Sportster When the first Sportsters rolled out of the Harley-Davidson factory in 1957, they were powered by the iconic 'ironhead' motor—which would remain in production until 1985. The Sportster is still in production 60 years later, and the ironhead has the longest production history of any Sportster engine.

Your guide to the best Ironhead Sportster customs

Unlike today's models, Ironhead Sportster engines were designed to be rebuilt. Among the many serviceable parts are the main bearing races, which can be honed oversize and fitted with new oversize bearing rollers. If your Ironhead cylinders are original (not aftermarket) they have enough material to be bored safely up to .060" oversize.

Ironhead Engine Build

Read: Ironhead Sportster Transmission 1000cc Sportster. To keep up with the litre-bikes that Japan was offering, a bump in motor size was seen in 1972. Boring the cylinders 3/16" brought displacement from 883cc to 997.3cc (advertised as 1000cc).

Ironhead Sportster Project - Classic Motorcycle Build

rebuild harley sportster engines. SERVICES. Buy and Sell Ironheads - Buy and Sell Ironhead Parts - Rebuild Ironheads - Specialty Work - Wheel Building and Lacing - Wiring - Engine Rebuilding - Transmission Rebuilding - Flywheel Trueing - Line Lap Case Bearing Races - Lap Rod Races - Valve Jobs - Install Hardened Seats - Cylinder Boring - Heliarc Welding - Lathe and Mill Work - Powder Coating

IronHeadCycle Home Page

The Ironhead 1000cc Sportster engine was chosen as the starting point of this project, the top end of this motor does not have through studs and allowed for heavy cosmetic modifications to produce the "One off" hand built "Copperhead" tribute you see today!

1000 Ironhead Sportster Motorcycles for sale

1979 HARLEY-DAVIDSON SPORTSTER IRONHEAD 1000 XLH ENGINE MOTOR STRONG RUNNER 6K (Fits: 1979 Harley-Davidson Sportster 1000) \$1,899.00. Free shipping. Harley Davidson IRONHEAD Sportster 1957 - 1985 VITON Valve Seals - Set of 4 NEW (Fits: 1979 Harley-Davidson Sportster 1000) \$14.99.

Engines & Parts for 1979 Harley-Davidson Sportster 1000 ...

When the Ironhead Sportster first appeared in 1957, it combined high-tech four-cam OHV design with the reliability of cast iron cylinder heads. This bike was a reply to the Brit-bike challenge, and hot rodders immediately set to work matching its great looks with increased performance.

Ironhead Sportster - FLO Headworks

1979 harley-davidson sportster ironhead 1000 xlh engine motor strong runner 6k . \$1,899.00. free shipping

1976 Harley Davidson Ironhead Sportster ENGINE ...

The ironhead was a Harley-Davidson motorcycle engine, so named because of the composition of the cylinder heads (Iron instead of Aluminium). The engine is a two-cylinder, two valves per cylinder, pushrod V-twin. It was produced from 1957 until 1985 and was replaced by the Evolution engine in 1986.

Harley-Davidson Ironhead engine - Wikipedia

Sportster motorcycles are powered by a four-stroke, 45° V-twin engine in which both connecting rods, of the "fork and blade" or "knife & fork" design, share a common crank pin. The original Sportster engine was the Ironhead engine, which was replaced with the Evolution engine in 1986.

Harley-Davidson Sportster - Wikipedia

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The engine numbers where 10 digit numerical IDs. The VIN numbers of this era where 9 digit codes where the first two digits corresponded to the model code (see list below), the next 5 digits were the production numbers (always starting above 10,000) and the last 2 digits were the year code (see list below).

Harley-Davidson VIN Numbers Explained

Harley Rear Master Cylinder Kit Replaces HD # 42374-77 77+ Big Twins & Sportster Regular price \$11.00 \$11.00 NEW HARLEY XLH XLCR SPORTSTER (rear) FLT FLTC TOUR GLIDE FLHT (front) BRAKE PADS

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