

# Tech. Specs

## BACKGROUND INFO.

OWNER: DENNIS TOLL

FABRICATION: I.C.E.  
ASSEMBLY: DENNIS TOLL  
PAINT/ GRAPHICS: RANDY TOMOLIK  
CHROME PLATING: KOHL POLISHING

## MOTOR SPECS

YEAR/ MODEL: 2005 S&S  
DISPLACEMENT: 124 C.I.

IGNITION: CRANE HI 4  
CASES: S&S  
HEADS: S&S  
PISTONS: S&S  
CARB: S&S SUPER G  
EXHAUST: DSZ CUSTOMS  
CAM: S&S  
ROCKER ARMS: S&S  
LIFTERS: S&S  
LIFTER BLOCKS: S&S

## TRANSMISSION

YEAR: 2005  
SHIFTING: 6 SPD  
TRANS SPROCKET/ PULLEY: 32  
CASE: PRIMO

## FRAME

MANUFACTURER: INDEPENDENT CYCLE  
SUSPENSION: LEGEND AIR  
NECK RAKE: 40 DEGREES  
MOTOR MOUNT TYPE: SOLID  
STYLE: LOWLIFE  
CONSTRUCTION METHOD: COMPLETE  
SHEET METAL WORK DONE BY I.C.E. AS-  
SISTED BY DENNIS TOLL OF DZ CUSTOM.  
DENNIS IS COMING TO WORK FOR I.C.E.

## FORK

MANUFACTURER: MEAN STREET  
STYLE/ TYPE: AVOLN  
SPECIAL FEATURES: HARD CHROME LINE  
FOR FRONT BRAKE

## WHEELS & BRAKES

FRONT/ SIZE: 21 x 3.5  
RIM: FLOW INDEPENDENT CYCLE  
HUB: FLOW INDEPENDENT CYCLE  
TIRE: AVON  
CALIPER/ ROTOR: PM/ COVINGTONS

REAR/ SIZE: 18 x 10.5  
RIM: FLOW INDEPENDENT CYCLE  
HUB: FLOW INDEPENDENT CYCLE  
TIRE: AVON  
CALIPER/ ROTOR: PM

## ACCESSORIES

HANDLEBARS: I.C.E.  
RISERS: I.C.E.  
GRIPS: T.M.I. OF DZ CUSTOMS  
HEADLIGHT: INDEPENDENT  
MIRRORS: NESS  
TACH: NOPE  
SEAT: DAVEY-STINGRAY  
GAS TANK: I.C.E.  
FENDERS: I.C.E.  
OIL TANK: INDEPENDENT  
OIL LINES: HARD STAINLESS

Front  
Rear

Winebrenner's Motor Service has been around for more than 25 years. In the beginning, catering to mostly 4 wheeled vehicles, then motorcycles as well as cars and most recently exclusively motorcycles. The Winebrenner crew has loads of design, fabrication, and motor building experience any way you look at it. A couple of years ago a special motorcycle manufacturing division was cranked up to meet the demand for high-end, top drawer custom motorcycles. Independent Cycles East was born. Jimmy Winebrenner and Jeff Kessel are partners in this venture and both are dedicated to providing their customers with the best products and services that two long time, very experienced riders and builders can put together. Independent Cycles East produces between 8 and 10 full blown customs per year, and the demand for their products and services is growing in leaps and bounds.

The motorcycle here is owned by Dennis Toll who purchased a Lowlife chassis from Independent Cycles East' (hereafter to be referred to as ICE) as the starting point for building his own top notch custom. Jimmy and Jeff jumped at the chance to help Dennis complete his dream bike, and ended up having Dennis come aboard at ICE to help the company keep up with the growing request for even more

custom motorcycles. Dennis is an experienced rider & builder in his own right. So now ICE has no less than 3 of the best bike builders in the industry putting their talents to work building some of the best custom motorcycles to be had in the state of Ohio.

Dennis Toll's Candy Apple Red motorcycle (as seen on these pages) is appropriately named Lowlife. Lowlife took just over 4 months to complete. Fabrication was performed by I.C.E., with assembly done by Dennis. All the outstanding chrome plating and miscellaneous polishing was done by Kohl polishing. It, we are told, is THE place to go in Youngstown, Ohio when you need the best chrome money can buy.

Paint and graphics are by another local provider, Randy Tomocik, and the paint is truly candy, and a mile deep. The big V-Twin powerplant is an S&S 124 cubic inch super twister using a Crane Hi-4 ignition for sparking. Appropriately, an S&S Super-G carburetor feeds the big motor all the fuel air mix it needs for puttin' around town or high speed freeway blasts.

A Rivera-Primo 6 speed right side drive transmission transfers power from the motor to the rear wheel in rider selected increments chosen via foot shifting. A Ness Rad II top cover decorates the top of the transmission.

The chassis is an "Lowlife" unit using the very popular Legend Air adjustable suspension. Legend Air suspension allows the rider to adjust the ride height while riding. How convenient is that? All sheet metal work was done by ICE, with assembly done by Dennis of D2 Custom. As we mentioned before, Dennis is now working with the ICE crew.

Up front, a Mean Street fork and a 21 X 3.5 wheel & tire assembly leads the way. A chrome, hard line brake hose sends the hydraulic signal to the front brake when stopping. That front brake caliper is a Performance Machine 6 piston with lots of pinch power. At the rear axle, traction and push are delivered through a 300-18 PM wheel, Avon tire assembly. Both wheels hubs are from ICE. Stopping on the rear axle is again by PM, with a 4 piston rotor pincher. Custom spacers were required on both axles to match the wheel taper. Handlebar grips are from T.M.I and D2 Customs. Davey Stringway designed, fabricated and stitched the outstanding seat for this machine. The ICE oil bag uses stainless steel oil lines to deliver and recover the slick stuff that keeps the motor alive. Like what ya see? Give the folks at Independent Cycles East a call at 717-870-4109.

# I.C.E

