



THE SUPER X

WHEELBASE	65 INCHES
LENGTH	95 INCHES
WEIGHT	675 POUNDS
SEAT HEIGHT	27.5 INCHES
FRAME	TUBULAR STEEL, DOUBLE CRADLE STYLE
FUEL CAPACITY	5.8 GALLONS
LOAD CAPACITY	415 LB.
ENGINE MOUNTS	TAVAS-TORSION ACTIVATED VIBRATION ABSORBING SYSTEM
BRAKES	FRONT-SINGLE 11.5" WITH FOUR PISTON CALIPER REAR-11.5" DISC WITH DUAL PISTON CALIPER
OIL TANK	4 QUART CAPACITY
FINAL DRIVE	HIGH PERFORMANCE SYNCHRONOUS BELT
SUSPENSION	FRONT-LEADING LINK DOUBLE STRUT SYSTEM REAR-FULLY ADJUSTABLE GAS CHARGED SYSTEM
ENGINE SIZE	85 CUBIC INCHES (1386CC)
ENGINE DESIGN	50° "X-TWIN"
ENGINE COOLING	AIR
FUEL DISTRIBUTION	ELECTRONIC MULTIPORT FUEL INJECTION
VALVE TRAIN	4 VALVES PER CYLINDER, DUAL OVERHEAD CAM DRIVEN
PRIMARY DRIVE	WET MULTI GEAR DRIVE
TRANSMISSION	5 SPEED, CONSTANT MESH
MANUFACTURER	EXCELSIOR-HENDERSON MOTORCYCLE COMPANY MINNEAPOLIS, MINNESOTA

THE LEGEND

NAMESAKE DATES TO 1876

ONE OF THE "BIG 3" OF AMERICAN-MADE CRUISING MOTORCYCLES

FIRST MOTORCYCLE TO REACH 100 MILES-PER-HOUR

FIRST MOTORCYCLE TO CIRCLE THE GLOBE

HERALDED AS "BEST MOTORCYCLE IN THE WORLD"

FIRST AMERICAN-MADE X-TWIN 45 CUBIC-INCH MOTORCYCLE ENGINE

PURCHASED BY SCHWINN IN 1917 AND MANUFACTURED UNTIL 1931

BUILT IN CHICAGO AT THE WORLD'S LARGEST MOTORCYCLE FACTORY

FAMOUS PAST OWNERS OF EXCELSIOR-HENDERSON MOTORCYCLES

—HENRY FORD, CHARLES LINDBERGH, MALDWIN JONES, JOE PETRALI, LEE HUMISTON, CARL CLANCY

FAMOUS FUTURE OWNERS—YOU



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