

Ironhead Sportster Engine

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[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](#)

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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](#)

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[IronHeadCycle Home Page](#)

Below you can find a vast array of technical information about the Sportster model motorcycle created by Harley-Davidson in 1957.. The information is divided into four sections: Ironhead Models (1957-1985) Evolution Models (1986-later) Reference Material (All Years) Misc Resources - Sportster Parts, Tech Bulletins, etc. Click on a section above or simply scroll down the page to review the ...

[Sportster Technical Menu - Sportsterpedia](#)

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](#)

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](#)

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](#)

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](#)

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](#)

A new approach to a divorced Ironhead project has been implemented and has proven effective when the bike was ridden into the BF6 show. The BF6 "Shortster #1" is in a frame with two shelves -- big twin style. Instantly we realized the possibility of modifying a stock XL frame for the big twin 4-speed. ... Much easier than an assembled engine ...

[Shortsters](#)

74" IRONHEAD SPORTSTER These engines built by us are real fun. It make believers out of non-believers that Iron-heads are still alive! 74" S&S STROKER KITS DYNA OR CRANE IGNITION CASE MODS FOR STROKER KITS HILLSIDE CYCLE STAGE II IRONHEADS W/DUAL PLUGS S&S "E" CARBURETOR SPACER BLOCK

[74" IRONHEAD SPORTSTER - Hillside Motorcycle](#)

79-80 Harley Davidson Ironhead Sportster XLH 1000 Top Engine Motor Mount Bracket (Fits: 1979 Harley-Davidson Sportster 1000) \$14.99. \$7.99 shipping. Harley Davidson Ironhead Sportster 900 & 1000 Tappet Lifter Guide Housing Blocks (Fits: 1979 Harley-Davidson Sportster 1000) \$174.99.

[Engines & Parts for 1979 Harley-Davidson Sportster 1000 - eBay](#)

72 HARLEY XLH XLCH 1000 IRONHEAD SPORTSTER REAR ENGINE MOTOR MOUNT. \$55.00 + shipping . Replacement Replica Rivet On Rear Drum Chain Sprocket Harley Ironhead Sportster. \$41.95. Free shipping . Harley Davidson Ironhead Sportster Front Cylinder Head 1000 XLCH AMF 16682-71 XL. \$92.99.

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