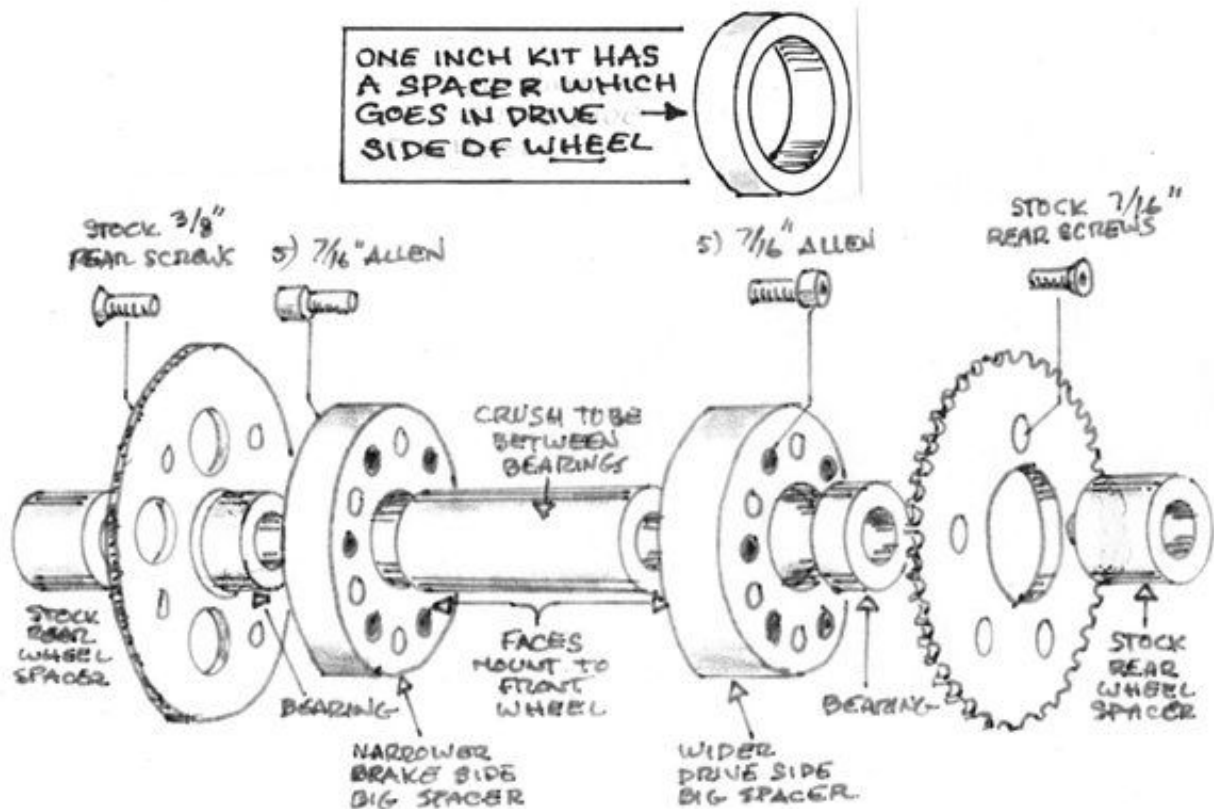


SXR 19" kits for 13 spoke wheels

Print this out so it's near your tool box when you need it.



Wheels

We now make four front wheel-to-rear conversion kits for Harley wheels from 1988 to 205 and maybe beyond. This is good news for Street trackers and for sure Hooligan racers who need a 19" rear wheel so dirt track tires can be used. It really doesn't matter what 19" cast wheel you buy off Ebay. Make sure it doesn't have deep scratches or gouges. Just give me the measurements of your wheel and I'll get you fixed up.

Here are the three kits for 13 spoke cast wheels. Sorry for the screwy kit letter numbers-that's just the order in which we developed them:

- Kit C: for 13-spoke 19" wheel with 3/4" axle and 2" pilot
- Kit D: for 13-spoke 19" wheel with 3/4" axle and 2 3/8" pilot
- Kit B: for 13-spoke 19" wheel with 1" axle and 2 3/8" pilot

Common kit parts

- [2] Big spacers that mount on wheel hub
- [10] 7/16-14 Allen cap screws. These secure big spacers to wheel
- [1] Long crush spacer between bearings
- [2] Huge sealed bearings. I insert them in the big spacers

Stock OEM rear wheel parts reused

- [2] End spacers against the swing arm-longest on drive side, narrow on brake side
- [10] Flat head socket cap screws

You have to do three things to your 19" front wheel right now

1. Remove the bearings and races from your wheel
2. Drill out the 5/16" holes in the wheel and tap and countersink them for 7/16-14 x 1 1/2" Allen screws. Five holes per wheel side-screws supplied
3. If you have a 1" axle, have the wheel center drilled out to 1 5/16" to accept wider crush spacer

If you don't have a local machinist we can do the work. Here's the cost:

1. You ship wheel to me
2. **Wheels with 3/4 rear axle**--drill and tap 5/16" holes for 7/16" Allen screws--\$65 plus return shipping
3. **Wheels with 1" rear axles**--tap holes for 7/16 screws and blow out the wheel center to 1 5/16--\$125 plus return shipping

Instructions-wheel prep

To make a 19" Harley wheel worthy for the rear of your Sportster, here are some recommended steps to take because these 25 year old wheels often are not pristine.

1. Select the nicest wheels you can find without dings. Without paint too so you don't have to pay to have it removed
2. Pull out bearings and races
3. Tap out the 5/16" holes to 7/16-14".
4. If you have a 1" rear axle machine out the wheel center to 1 5/16" to accept the larger diameter inside crush spacer) Subject your wheel to the parts washer and remove the dirt and bearing grease
5. Assemble your kit and wheel parts with red Use Loctite
6. Mount your tire and balance the wheel
7. Install wheel on bike
8. Ride off into the sunset because now you are the coolest guy on the planet

Assembly

1. Once all the machining is done attach the *thicker* of the two big spacers (with bearings installed) to the right/drive side of the wheel
2. Drop the long tube (crush spacer) into the wheel. This keeps the bearings in place when you finally tighten the axle
3. Attach the *thinner* of the two big spacers (with bearings installed) on the left/brake side of the wheel. [If you have a 4 3/8 wide wheel hub which uses a 1" axle another spacer came in your kit. It's as tall as the bearing and about 3/4" wide. This piece drops in the brakes side]
4. Okay you have all my pieces attached to the wheel. With OEM screws attach the rotor and sprocket
5. The wheel is complete. Using the OEM end spacers place the wheel in the swing arm. The longest end spacer goes on the drive side, the narrow one goes on the brake side
6. Now close up the project Doctor--yer done!

Beautification

1. Hire a metal polisher to remove scratches and dings from side wall. Have side walls brightened to chrome
2. Have your blaster tape off polished parts and have the rest of the wheel bead blasted
3. Clean wheels and re-mask your side walls before painting. Auto wet paint works just fine-no screamin' need for powder coat.

Instructions - mounting a big tire on a narrow rim

If you don't communicate the following to your tire guy--you'll find him in the rafters mumbling to himself with his pants off and throwing 1" nuts at you the next time you go back.

1. Remove valve stem
2. Slobber mounting solution liberally to rim and tire
3. Introduce air in one great rush and stop when you hear a sound like a shotgun going off. If he isn't ready for the sound he'll load his pants--so tell him upfront.
4. If the tire doesn't go on the wheel evenly here's a trick. Some folks have found putting an inflated tire/wheel in a very warm room overnight allows the tire to seat evenly

Tire choices for street use

Chris Carr's Italian Golden tires are DOT approved, have a harder longer lasting compound and are cheaper than Goodyears or Dunlops. **Chris Carr**, 14 Glenview Dr., Fleetwood, PA 19522. [610-888-3518](tel:610-888-3518). carr41197@aol.com. About \$351.91 to your door. GoldenTyre front 27" x 7" x 19" medium (CC5), GoldenTyre rear 27.5" x 7.5" x 19" hard (CC6). You will need to use a powered hand sander to knock 1/8" off the corner edges the front tire only. Start with course and finish with fine and no one will see the change.

Others - there are other DT tires but I am not up on the latest. When Goodyear and Dunlop had their spat, I locked onto Chris's tires and stopped my research. You Hooligan racers call Chris for the right racing compound.

Mounted tire rubs on the fork slider

You tried to mount the front 27 x 7 x 19 tire and you couldn't squeeze it in or it sorta rubs. You need clearance or the dirt on your tire acts like sand paper and will grind gouges in your slider.

Here's the quick fix:



Pull out your belt sander. Install a coarse grit belt. Grind away the point where rubber sidewall and business end of tire meet. After you have clearance, install a fine belt to smooth the dressed area. You won't be able to tell it was an operation sight.

Thanks.

Phil | PhilLittleRacing.com

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