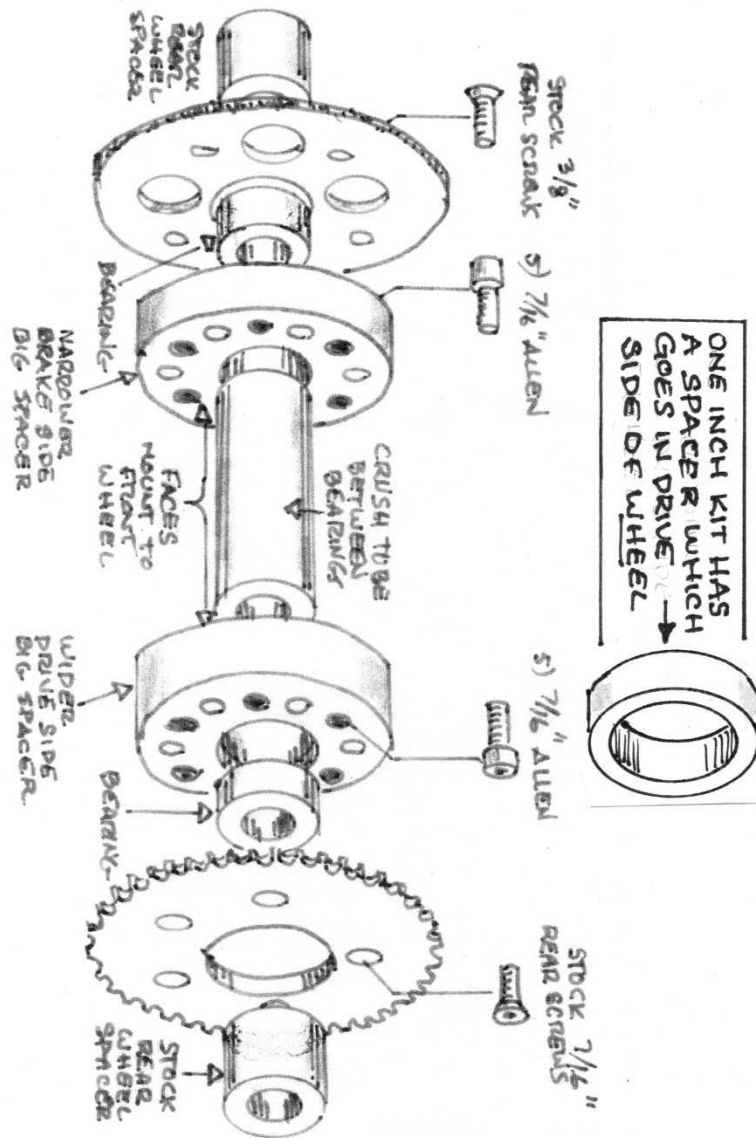


Updated 8/6/17

SKR 19" kits for 13 spoke wheels

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



**Rotor fits the large but narrower spacer with 3/8" screws on left side
Sprocket fits large but wider spacer with 7/16" screws on right side**

Instructions for wire wheels

Don't buy my spacer kit. Do what customer Rob Robinson did. He used a stock Harley Davidson 19' x 2.5" cross four pattern rim mounted to a stock 1993 rear Sportster hub. He contacted Buchanan's Spoke & Rim. He said Buchanan wanted a rim photo to confirm the dimple pattern prior to confirming the spoke kit. Buchanan's rear spoke kit is custom made and the description of the **spokes is 8 1/4"-XS-75**. The estimated cost for 40, 6-8 gauge stainless steel spokes w/nipples is \$135.00 each rear set. With tax and shipping the total cost was just shy of \$160. Shipping will vary.

Buchanan's Spoke & Rim, Inc.

805 W. 8th Street

Azusa, CA 91702

Tel (626) 969-4655 Ext 17

Fax (626) 812-0243

www.buchananspokes.com

techsupport@buchananspokes.com

With wire wheels go with tubes. It may seem odd but here's the tube size.

5.00 to 5.8 x 18. Rob blew two 19" tubes trying to find the correct answer.

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. 13-spoke 19" wheel with 3/4" axle and 2.205" pilot

[] Kit B. 13-spoke 19" wheel with 1" axle and 2.205" 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] Harley spacers against the swing arm-longest on drive side, narrow on brake side

[10] Flat head Harley 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 counter sink 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 costs

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) Drill & 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
- 4) Subject your wheel to the parts washer and remove the dirt and bearing grease
- 5) Assemble your kit and wheel parts with 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 large 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 a 1" ID crush spacer came in your kit. Okay you have all my pieces attached to the wheel. With Harley screws attach the rotor and sprocket
- 4) The wheel is complete. Using the Harley 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
- 5) Now close up the project Doctor-yer done!

Special note

Your 13 spoke kit may come with a bearing stop in one large spacer and no stop in the other spacer. Don't not worry. Simply assemble the wheel and kit in the prescribed way with the crush spacer between the bearings and the Harley little spacers against the swing arm. As you tighten the axle, the bearing without a stop will be pushed and stops

against the long center crush spacer and the Harley spacer. That is the designed plan

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

One tire choice for street use

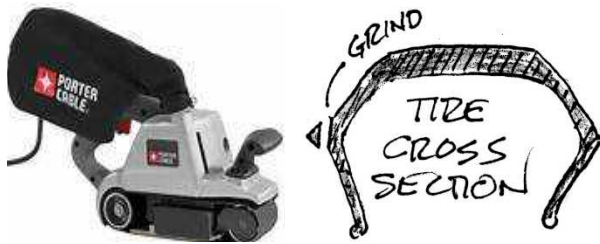
Chris Carr's Italian Golden tires are DOT approved, have a harder longer lasting compound and are cheaper than Goodyears or Dunlops. **Chris Carr**, 14 Glenview Dr., Fleetwood, PA 19522. 610-888-3518. carr41197@aol.com. About \$351.91 to your door. GoldenTyre front 27" x 7" x 19" medium (CC5), GoldenTyre 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. .

FYI Maxxis has a 27.5 x 7.5 x 19 tire which is 5.5" (140 mm) wide mounted on a 2.5" rim used on the rear. Harley front wheels are 2.15 wide

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 course grit belt. Grind away the point where rubber side wall 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.

Rob Robinson from Woodside, CA didn't trust a belt sander from past experience and found a more comfortable way to scrub rubber off an overly wide front tire. He loosened the axle, cut course sand paper into squares then used a layer under the sand paper (like a square of a rubber inner tube) and duct taped it to the inside of his sliders. He spun the tire by hand to scruff off rubber. When he got the desired tire level he attached new sand paper, tightened the axle and drove around his yard. Presto-no hard work and the edge of the tire no longer contacts the sliders. Ingenuity!

Thanks Phil PhilLittleRacing.com 952-935-8833 or cell 952-607-6063 12/7

Kits as we know them for 13 spoke cast wheels

5/30/17

Kit B. 13 spoke kit 1" axle (Clint kit)

- Hub width (length) between mount faces 4.391"
- Sleeve (pilot) around bearings 2.208"
- Axle 1"
- Big Spacer 4 1/2"OD x 1.089" wide. Thicker for drive/sprocket/right side
- Big Spacer 4 1/2"OD x .944 wide. Narrower for rotor/left side
- 1" ID Long Crush spacer, 4 27/32 long
- Single piston rear brake
- Narrow big spacer is .944" wide-rotor side
- Wider big spacer is 1.089" wide-drive side

Kit C. 13 spoke kit, 3/4" axle

- Hub width (length) between mount faces 4.055"
- Sleeve (pilot) around bearings 1.975"
- Axle 3/4"
- Big Spacer 4 1/2"OD x 1.190" wide. Thicker for drive/sprocket/right side
- Big Spacer 4 1/2"OD x 1.110 wide. Narrower for rotor/left side

[1] 3/4" ID Long Crush spacer, 4 27/32 long
Dual piston rear brake
3/4 " axle
Sealed roller bearings

Kit D. 13 spoke kit, 3/4 " axle. 2.205 pilot

2000-2003

[] Hub width (length) between mount faces 4.391"
[] Sleeve (pilot) around bearings 2.208"
[] Axle 3/4"
[1] Big Spacer 4 1/2"OD x 1.089" wide. Thicker for drive/sprocket/right side
[1] Big Spacer 4 1/2"OD x .944 wide. Narrower for rotor/left side
[1] 1" ID Long Crush spacer, 4 27/32 long
Dual piston rear brake
Sealed roller bearings