

GETTING LOW, DOWN, & DIRTY



Storz XRified Sportster

A rubber-mounted, vibration-dampened Sportster? Now that was good news when Milwaukee debuted its upgraded Sportster in 2004. It gets better. Steve Storz, of Storz Performance located in Ventura, California, got hold of one of the new breed of Sporties, then took out his calipers and sketch pad and went to work R&D'ing a badass makeover package that stuffs the gnarly into the nostalgic. Voila! An XR-ified Sportster that looks like the original Harley dirt track legend and actually rides a whole lot better.

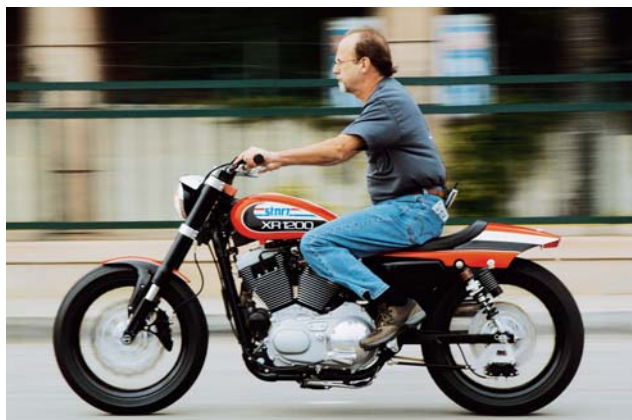
BY: PAUL GARSON ■ PHOTOGRAPHY: MARCUS CUFF

Building better handling and performance components since 1980, Storz previously created an XR kit for the previous generation of Sportsters, but this was an all-new ballgame since the rubber-mount model was a completely different animal as far as fitment for Storz XR components.

Says Steve, "Because the new bike is so different from the previous rigid-mount '86-'03 models, absolutely nothing we had came anywhere close to fitting this bike. It was stop everything and start over again since we needed new pipes, a new tank, new rearsets... everything. The first hurdle was replacing the big, bulky, heavy stock exhaust system. So the question was what are we going to do with a pipe that fits in with our flat track thing and how in the world are we going to deal with the fact that we can no longer support it from the top shock mount."

The light at the end of the tunnel came in the form of Dennis Manning of BUB enterprises, the pipe people. After Steve brainstormed with Dennis at his Grass Valley, California, facility, they decided on a variation on the headpipes from the earlier Sportster XR kit. Eventually, with input from BUB's Pete Davis, they designed a fairly elaborate bracket that goes off the back of the crankcase. It allows them to get the pipes up at mid-level and still support them without getting shaken off the bike. The next challenge was to fashion a gas tank to sit down correctly over the framerrails since they're set up much differently than the previous models. ►





"The stock rear brake system is a convoluted, heavy strange thing, and we couldn't see any way of making that work with what we were doing, so we got rid of it completely which also shaved off several pounds."

“Not to sound boastful, but I think it looks better than our earlier one,” says Steve.

“The things fit together better and it looks more like a production motorcycle, which was the goal.”

Ditto for the left side of the bike. There was a problem with the shifter since you couldn't mount it to the engine plus the plan was to keep the standard shift pattern. As a result, the Storz crew designed a new linkage system since the rear sets reversed the direction of the stock shifter. There wasn't much space to mount the components, but they found a way to mount a support plate for the shifter and wound up making a mount for the footpeg so that it bolts directly ▶





to the frame. Summing it up Steve says, "It came out very clean."

In other words, although this package looks very much like the previous XR conversion kit, it's completely re-engineered.

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production motorcycle, which was the goal."

The new kit designed specifically for the '04-'05 Sportster is called the XR1200 Kit, which is a bit of a misnomer since you can also use all these parts to convert an 883 (and for earlier model Sporties, remember the Storz catalog still carries the XR kit for the '86-'03 models). As for the kit itself, seen here on the Storz XR1200, it includes the ►

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So some people ask, 'If I just want the XR look, what should I do first?'

The answer is simple: get the seat, tank, and exhaust pipes. You can keep your stock forks, wheels, and brakes.

But in a day, you can transform your stock Sportster into something with XR personality."



3-gallon aluminum gas tank, rearsets, Storz/Ceriani inverted forks, a fiberglass seat with a custom-made Saddleman pad, and the hi-style BUB chromed dirt track pipes with heat shield. By the way, the pipes feature a stepped diameter design. They come out of the cylinder head at 1-3/4 inches, then step up to the 1-7/8-inch which provides greater velocity in the primary part of the pipe. It lets you keep the top end and basically works a lot better than just a straight

STORZ XR1200 PARTS LIST – '04/'05 SPORTSTER 883 & 1200		
PN	DESCRIPTION	LIST PRICE
AT-1200	Alloy Tank (unpainted)	\$1045
FGL-250	Fiberglass Seat and Pad (unpainted)	\$357
IF-250	Inner Fender	\$38
ML-051-04	Seat Mounting Kit with Taillight	\$355
KSB-88312	XR Style Exhaust by BUB	\$875
HD083-04	Rear Set Footpeg Kit	\$670
HD255B.3132-SSB	Front Fork Legs, Satin Black	\$1,662
HD255.03SB	Triple Trees, Satin Black	\$649
HLB4354	Headlight Adaptor Bracket	\$24.95
650-08575	Flanders Café Handlebar	\$98.95
08836	Front Brake Line Kit	\$151.75
08845	Rear Brake Line Kit	\$147.25
XR1200WT	Chain Drive Kit for 180/55-18 tire	\$307.35
RD1200	10-inch Rear Disc Kit Without Caliper	\$330
RD1200G	10-inch rear Disc Kit With Grimeca Caliper	\$455
BRS350	Front Polished Rim and Spokes 18x3.5	\$455
BRS550	Rear Polished Rim and Spokes 18x5.5	\$608
BR-ANO	Black Anodize Option	\$69
BR-LACE	Lace and True Wheel Assembly	\$92
Total :		\$8,060.25

diameter pipe. Plus it sounds a whole lot better. The addition of a Mikuni 42mm Flatslide carb also helped punch up the performance.

Another major change made to the stock bike and part of the Storz XR1200 kit is the conversion from the stock belt to a chaindrive. The design spaces the chain to miss the fatter 18-

inch Metzeler 180-series rear tire.

One thing you'll find on this bike and not in the Storz catalog, as least at the moment, are the Galfer wave rotors. Steve chose them because he wanted to go for a Supermoto look.

"We designed and machined up our own carriers for them, so they're floating rotors, and if ►

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there's enough interest, we may offer them. You can use the stock brakes or go for PM rotors as well."

Storz also wants to emphasize that you can take the makeover in steps or stages. "It's a hefty chunk of change if you step up and buy all this stuff at once. So some people ask, 'If I just want the XR look, what should I do first?' The answer is simple: get the seat, tank, and exhaust pipes. You can keep your stock forks, wheels, and brakes. But in a day, you can transform your stock Sportster into something with XR personality."

Replacing your stock tank involves relocating

the coil and key ignition switch. Storz supplies the brackets with the kit. As for the handlebars, they're a Flanders product: a low, flat, dirt-track-looking unit called a Café bar. It's available through Storz. If you stick with your stock fork, you can retain your stock fender while the new seat section serves to act as the rear tire fender. The kit comes with a plastic inner fender that acts as a mudshield. You can't see it but it's there as is the subframe that supports the seat, a steel tube that bolts to the side of the seat-rail and provides a means to attach the seat. That subframe

XR1200 PARTS – REFERENCE ONLY (NOT SOLD BY STORZ PERFORMANCE), PRICES ARE ESTIMATED

Works Performance Shocks – Pro Racer with Ride Height Adjustment	\$849
Performance Machine – Contour Clutch Lever, Handmaster, and Switch Housing. PM Front Caliper 112X6B, Rear Caliper 125X4R.	\$1,659.76
Metzeler Tires – Front 130/70-18	\$169.95
Metzeler Tire – Rear 180/55-18	\$235.95
Continental Tubes, 18-inch	\$13.95
Galfer Wave Rotor 13-inch Front, 10.6-inch Rear on Custom Storz Disc Centers	N/A
Dakota Digital – HLY 6000 Tachometer/Speedo, Chrome	\$645
Buell XB9 Front Fender PN M1662.02A8MW	\$89.95
Harley-Davidson Rear Hub Aluminum, PN 40976-00	\$198
Harley-Davidson Front Hub Aluminum, PN 43619-00A	\$232
Vintage Restoration – Bill Kee, Custom Paintjob, Estimate	\$1,050

Estimated Outside Parts Total : \$5,143.56


mounting kit for the seat includes all the hardware and the taillight/license plate.

For instrumentation, Steve used a Dakota Digital tach mounted flat in front of the handlebars. A \$600 item, it pays its way by clearing out that whole area of the bike, no big instruments sticking up, more in keeping with the lean, mean, and clean look of the XR racer it emulates.

Asked to compare the stock Sportster versus the Storz XR1200, Steve replies, "This thing looks and feels lower, and it's significantly lighter. We swapped a steel tank for an aluminum one, a fiberglass seat instead of steel fender. We tossed the stock footpegs, stock brake linkage, stock wheels, stock exhaust. We did away with the stock handlebar controls and went with the clean, integrated-control bars from PM. Three buttons for the starter, horn, hi/low lights. Bottom line, the makeover shed 83 pounds from the stock bike."

A major factor contributing to the XR1200's improved tracking talents was the switch to the Storz/Ceriani inverted forks, in this case the black anodized model. The forks accept the stock fender, brakes, and headlight making it all that easier.

"The stock bike's not bad, but these forks and the Works Performance shocks we added make it way better than the original XR. If you could ride one those dirt trackers for an hour, you were pretty tough. But on this bike, you don't want to get off it. With that rubber mount, it's the best Sportster they ever made. And with the XR kit, it's even more fun to ride."

The Storz XR1200 will be appearing at several upcoming shows, and maybe a couple years down the road it will be for sale. But for those who can't wait, remember you can replicate the bike seen here. The parts list on the previous page gives you a breakdown on the part number and price for each piece. The first group is the parts that you buy from Storz. The second group: you can get from other sources, although Storz can provide them for you as well. If you're really in a hurry, Storz Performance can gather up every single nut and bolt you need and send it on over. Storz can go one step further and build you the whole deal, you just provide a stock '04-'05 Sportster donor bike and consider it done. As for paint, Storz can duplicate the exact colors appearing on the prototype. Call that instant XR-ified Sportster gratification. 



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