

# ACTION JACKSON

SUPER STREETBIKE ★★★  
**FEATURE**

**ALL STUNT BIKES AREN'T THE RATTLETRAPS YOU MIGHT EXPECT. DAN JACKSON WALKS US THROUGH THE VARIOUS CUSTOM COMPONENTS THAT HELP KEEP HIS KAWASAKI ZX-6R ON ONE WHEEL.**

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**B**ack in the day all it took was a straight road, big cojones and some horsepower to be a stunt rider. As the sport progressed and the action was moved off highways and into controlled areas, riders began to modify their bikes to slow down the speeds for the smaller venues. The first modifications were done out of necessity and included such things as cutting down exhaust pipes simply to keep them from scraping the ground. As the tricks became more and more technical, crash cages were added to avoid broken case covers and an oily end to the day. The next revolution came in the form of a hand brake, and an influx of different designs were introduced in search of the perfect setup. These days there are purpose-built stunt parts designed specifically for each rider.

"Crazy" Dan Jackson is one such rider who has utilized the numerous custom parts to help perfect his craft. He's been a part of the sport since 2000, and his resume includes being on the first cover of *Super Streetbike*, as well as numerous first place finishes in various stunt competitions across the globe. Over the years his bike setup has also progressed in order to keep him at the top of his game, and we were surprised at the intricacy and amount of specialized stunt parts.





It's all in the  
**DETAILS**



**CUSTOM SEAT**  
A HOLE WAS CUT IN THE SEAT TO GIVE DAN A PLACE TO PUT HIS FOOT FOR LEVERAGE DURING WHEELIES. IT HELPS THE BIKE APPEAR STOCK; FREE OF ANY UNSIGHTLY SCRAPE BARS AND REAR-FACING CONTRAPTIONS.



**FLATTENED GAS TANK**  
THE TOP OF THE TANK WAS REMOVED SO THAT A CUSTOM, FLATTENED TOP COULD BE WELDED ON, PROVIDING A FLAT SURFACE FOR SITTING OR STANDING.



**STEERING DAMPER**  
A SCOTTS STEERING STABILIZER IS CRITICAL TO KEEP THE BIKE FROM GETTING HEADSHAKES DURING STOPPIES AND HARD ACCELERATION.



**FAIRING BRACE**  
RK ARMOR'S ALUMINUM BRACE LOOKS TRICK AS IT PROTECTS THE BIKE. IT OFFERS SUPPORT WHEN DOING TRICKS IN THE HIGH-CHAIR POSITION (FEET OVER THE FRONT).



**WINDSCREEN**  
A KEEN EYE WILL NOTICE SMALL PIECES OF GRIP TAPE ON THE TOP OF THE FRONT FAIRING. IT'S THERE BECAUSE THE CUSTOM PAINT HAS A SLIPPERY SURFACE. THE FAIRING AND WINDSCREEN ARE SHORTENED FOR INCREASED RIDER MOBILITY.



**DUAL CALIPER REAR BRAKES AND AFTERMARKET WHEELS**  
HOHEY DESIGNS BUILDS THE CNC BRACKETS FOR A DUAL CALIPER SETUP ON A 280MM ROTOR. THE HAND BRAKE OPERATES THE FOUR-PISTON CALIPER OFF THE FRONT OF A HONDA CBR600F4I. A SINGLE PISTON BREMBO OPERATES THE FOOT BRAKE AND WAS CHOSEN FOR ITS OUTSTANDING PERFORMANCE GIVEN ITS COMPACT SIZE. THE CARROZZERIA WHEELS WERE ORIGINALLY CHOSEN FOR AESTHETIC REASONS, BUT PROVED TO HELP MAKE WHEELIES AND STOPPIES EASIER DUE TO THEIR REDUCED WEIGHT OVER STOCK.

**EXHAUST**

A PIPE WITH SOME SOUND IS IMPORTANT TO MAKE HIS RIDING APPEAR MORE AGGRESSIVE AND DRAW ATTENTION DURING DEMONSTRATIONS AND COMPETITIONS. DAN RUNS A LEO VINCE SLIP-ON BECAUSE IT PROVIDES GOOD BACKPRESSURE AND INCREASED HORSEPOWER OVER STOCK FOR A STRONGER PULL DURING HIGH-IDLE MOVES.

**RACE BODYWORK**

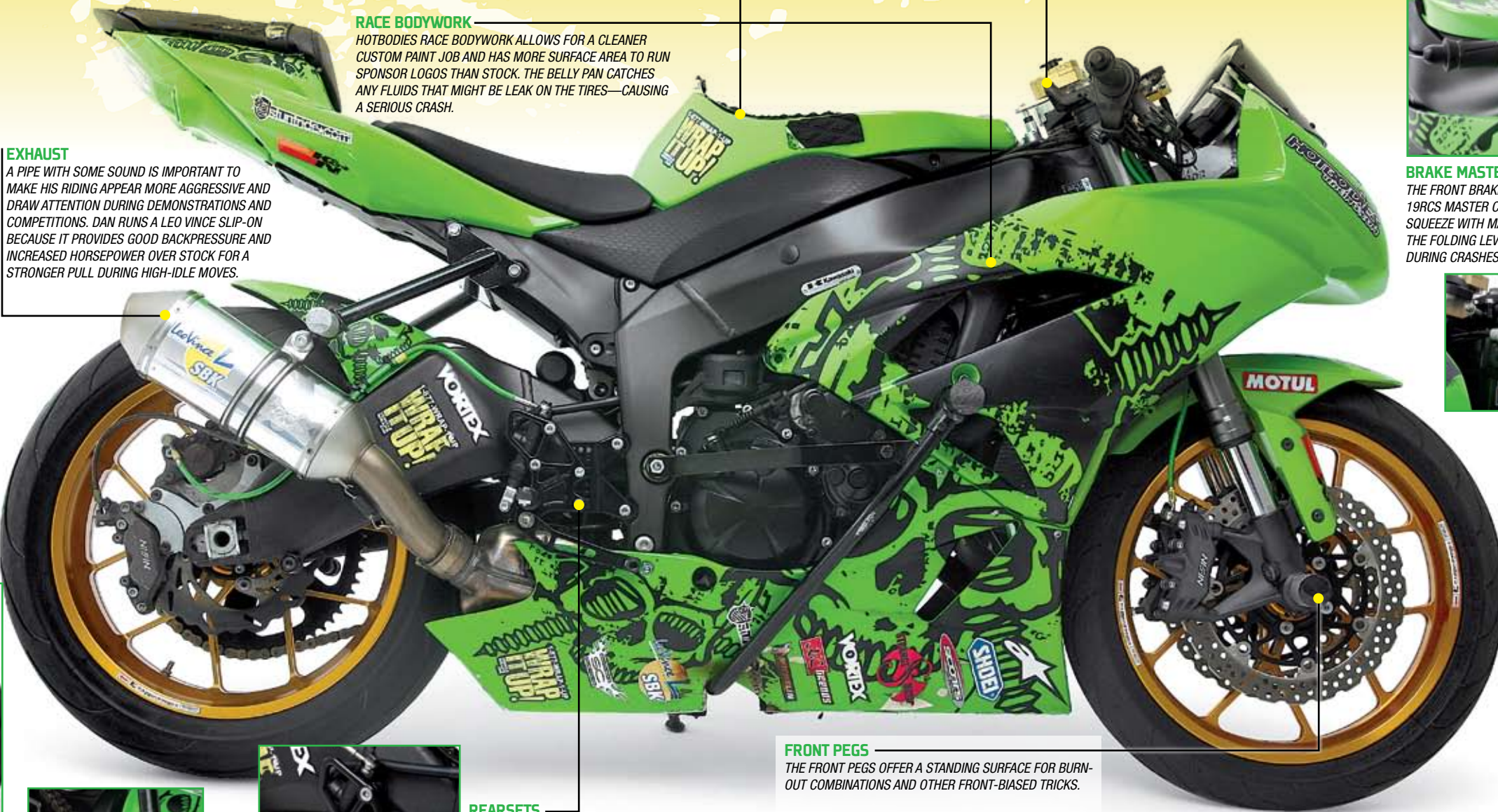
HOTBODIES RACE BODYWORK ALLOWS FOR A CLEANER CUSTOM PAINT JOB AND HAS MORE SURFACE AREA TO RUN SPONSOR LOGOS THAN STOCK. THE BELLY PAN CATCHES ANY FLUIDS THAT MIGHT BE LEAK ON THE TIRES—CAUSING A SERIOUS CRASH.



**BRAKE MASTER CYLINDER AND LEVERS**  
THE FRONT BRAKES ARE OPERATED WITH A BREMBO 19RCS MASTER CYLINDER. IT PROVIDES THE MOST SQUEEZE WITH MAXIMUM CONTROL DURING STOPPIES. THE FOLDING LEVER ALSO HELPS PREVENT DAMAGE DURING CRASHES.



**HAND BRAKE, CLUTCH AND CLIP-ONS**  
THE HAND BRAKE AND CLUTCH SETUP IS WHAT SEPARATES THE PROS FROM THE JOES. FINDING THE IDEAL CONFIGURATION IS THE HOLY GRAIL OF STUNT RIDING. DAN USES A RIGHTEOUS STUNT METAL CLUTCH LEVER WITH A BREMBO 16RCS MASTER CYLINDER. AFTER YEARS OF TRIAL AND ERROR, THIS SETUP PROVED THE BEST AND ALLOWS HIM TO OPERATE BOTH CONTROLS WITH A SINGLE FINGER. THE BREMBO HAS A FOLDING LEVER THAT FLIPS UP INSTEAD OF SNAPPING DURING A CRASH. THE VORTEX CLIPS-ONS ARE TURNED UPSIDE DOWN TO GIVE THE BARS A SEVEN-DEGREE UPWARD POSITION. THIS GIVES DAN MORE LEVERAGE DURING STOPPIES AND CIRCLES VERSUS STRAIGHT OR DOWNWARD-SLOPED BARS.



**FRONT PEGS**

THE FRONT PEGS OFFER A STANDING SURFACE FOR BURN-OUT COMBINATIONS AND OTHER FRONT-BIASED TRICKS.

**2009 KAWASAKI ZX-6R**

**FRONT END:** Carrozzeria wheel, Michelin Pilot tire, Scotts stabilizer, Vortex clip-ons, Righteous Stunt Metal clutch lever, Brembo RCS master cylinders

**REAR END:** Carrozzeria wheel, Michelin Pilot tire, Vortex sprockets, Hohey Designs brake adapter, Tsubaki chain

**MOTOR:** Leo Vince slip-on exhaust, K&N air filter, Motul oil

**PAINT:** Smithers Customs paint, Wrap It Up vinyl wrap

**BODYWORK:** Hotbodies Racing

**ACCESSORIES:** Star Customs seats, Freestyle Ingenuity cage and rear sub cage, custom front pegs, RK Armor fairing brace

**OWNER:** "Crazy" Dan Jackson

**BUILDER:** Smithers Customs (smitherscustoms.com)



**REAR PEGS**

STOCK PASSENGER PEGS ARE MEANT FOR SUPPORTING FEET; NOT STANDING OR JUMPING AROUND ON. FREESTYLE INGENUITY'S REINFORCED REAR PEGS HAVE A ROUNDED SURFACE FOR GREATER GRIP REGARDLESS OF WHAT ANGLE THE BIKE IS AT. BOTH PEGS ARE CONNECTED WITH A STEEL PLATE THAT REINFORCES THE SUBFRAME AS WELL.



**REARSETS**

THE VORTEX REARSETS ARE MADE FROM BILLET ALUMINUM AND TAKE A BEATING—WHETHER IT'S IMPACTING THE GROUND OR SUPPORTING A RIDER'S FULL BODYWEIGHT.

**SPROCKETS**

A LARGER REAR SPROCKET HELPS DELIVER THE POWER FROM HIGHER RPMs AT SLOWER SPEEDS. A 62 TOOTH REAR SPROCKET IS 19 LARGER THAN STOCK. DAN ALSO WENT ONE TOOTH DOWN ON THE FRONT SPROCKET FOR THE EQUIVALENT OF 22 MORE TEETH THAN STOCK.