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## AMERICAN MOTORCYCLE DEALER

THE ONLY MAGAZINE FOR THE WORLDWIDE V-TWIN PARTS, ACCESSORY AND PERFORMANCE INDUSTRY

### Baird's Harley-Davidson dealer survey

OCT 2013  
ISSUE #171

**B**AIRD Survey suggests positive response from consumers as dealers report steady sales growth and interest in new models.

In the latest survey undertaken by Robert W. Baird questioned 62 Harley-Davidson dealers about retail trends, inventories, promotional activity, financing trends and future expectations. The sample group was made up from dealers in the US, Canada, UAE, Austria and Belgium.

The US dealers surveyed reported an average increase in sales of 8-9 percent, with a significant increase toward the end of August when details of 2014 year model bikes emerged.

These figures correspond with those from the Motor Company that show year-on-year sales increases for second quarters since 2010. However, the release of the new models is reported to be having a negative impact on used bike sales, with these being down around three percent. The wait for the new models to arrive also had a negative impact on footfall through the dealer showrooms, with

quotes from the dealers responding to the survey including: "Rain and expectation of 2014 model changes just killed August sales," and "Very slow for the last while as people waited to see the 2014 lineup." Yet other dealers had more positive responses including: "Seems like new Harleys are drawing interest, sales on new should improve quite a bit," and "Traffic has been down until the '14s were released. We have had good traffic since then," and also "New bike momentum is picking up with the release of 2014 machines. Total new combined sales (Jul/Aug) should finish up around 14 percent."

While awaiting delivery of the new for 2014 models many dealers have been reducing new bike inventory. This lack of new machinery on the dealership floor has been balanced out by a reasonable level of used machinery due to good trade-in activity. In the survey 90 percent of those that responded to question on inventory level commented on them being 'about right' or 'too low' for this time of year. Over one third indicated

they wanted more inventory versus the 10 percent that said inventory was 'too high' - many dealers indicated they could use more 2014 bikes.

Using available data Baird is suggesting that the average US dealer had a 60 bike inventory at the end of second quarter of 2013, which sees the level up from 49 bikes for the same period last year.

Comments on inventory levels from surveyed dealers range from: "We have been low all this year on new bike inventory. Always could use more," and "Lowest new and used bike inventory in five years," to "Probably going to be sitting on too many used when weather turns, the new norm," and "Seems like most dealers are giving something away on new deals, inventory levels are better, but still doing a lot of dealer trades."

Despite the improvement in sales and inventory levels it would appear that dealers are still having to discount to maintain business at a reasonable level with over half of the dealers

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### NEWS



French muscle bikes return to production



"Project Rushmore" customer researched features make debut on '14 H-D Touring models

### PRODUCTS



Laurent Dutruel took second place in the Freestyle class at the 2013 World Championship of Custom Bike Building, and followed that with a win in Performance Custom with his turbo charged XR 1200



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After winning the Performance Custom class at the World Championship, Laurent Dutruel took his XR 1200 to the USA and rode it from San Francisco to Bonneville where he set a Land Speed Record



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# It is the brand that sells, not the metal

**R**EACTION to Harley-Davidson's new model range has been mixed. Purists citing 'Jelly Mold' cosmetics and sterile styling as the company recycles itself in search of buyers-of-bland; while dealers and consumers with money are motivated by the reassuring familiarity and warm embrace of Harley's 'biking-lite' lifestyle packaging.

What is interesting is that those (mostly of the purist persuasion) who criticized the company for whoring the brand up to 2007 through unsustainably large output and outlet numbers are noticeably quiet now.

The trick that Harley-Davidson has performed in the past five years has been an object lesson in survival excellence. Balance sheet house-keeping has been combined with classic brand management in which everything appears to have changed, while in reality very little has changed.

Perception is everything and by taking ownership of how the brand is perceived it matters not that the message delivered in the past 36 to 48 months is actually not that different to what went before - quite the opposite in fact.

The brand loyalty the company has sought to engender has been among those who previously perceived the brand to represent the ultimate outsider statement, and looked covetously at those who were inside its values.

Those outsiders merely wanted to be invited in, and Harley's marketing has done exactly that - those who perceived the brand as one that could bring a frisson of 'edge' to their lives now have ownership and will jealously guard that territory with just the same proprietary instincts displayed by all the previous generations of outsiders who found the weather on the inside to their liking.

**G**ood brand management is about carefully manicuring a message for an equally carefully groomed community of individually targeted wallet-books.

In these days of the 'Twitterati' and the oxymoron of mass social media predicated on individual self expression and exposure, it is tempting to assume that the wheel of customer reach has been re-invented. But it hasn't.

All that has happened is that a new generation of marketing executives have discovered the self-same self-evident truisms of so-called outreach that every generation of their predecessors have stumbled upon, and those are the self same golden rules of selling that has underpinned customer grooming (sorry, I mean marketing of course!) ever since the Sumerians carved the first beer recipe with the then cutting edge technology of hammer, chisels, stone and glyphs.

None of this is to say that the new generation(s) of buyers that Harley is harnessing are 'same old same old' anymore than Harley's own product offer is identikit.

If you compare the 2014s to the last few years then, liquid cooled tourer engines notwithstanding, there has been evolution of their offer - all be it gradual

and subtle rather than revolutionary (as it should be and is for most motorcycle manufacturers).

Standing them alongside the pre-recession boom-time products of ten years ago shows just how much distance can be travelled incrementally in a relatively short time.

**L**ast month I described the market's new customers as 'digital boomers' - a concept that neatly encapsulates the idea that while everything changes, nothing changes. Yes, the buyers emerging into the sweet-spot of our median demographic this decade are ones who have known nothing but the digital age, nothing but a wired world of instant communication and gratification.

But the concept also draws attention to what has remained the same with the new generations of buyers - the desire to be an individual in a tribal context, the desire to be social loners, and the desire for ever better products at ever better prices; characteristics that equally well describe the 'classic' post-war boomers.

The success of Harley's brand management since the early eighties (in particular) has been to keep it 'edgy', even if it is largely a matter of selling perception rather than the reality of the metal.

**T**hese 'digital boomers' don't want the products of their parents, or of their grandparents, but whether they realise it or not (generally not) they do want to be able drive away from the dealership convinced that they are making the same kind of 'outsider' and individual statement about themselves that their elders did.

In that regard moving on to find rich new seams of new customers in niche markets that hadn't been mined before has been a no-brainer; and in principal is no different to what they did in the late eighties when no self respecting 'Madison avenue man' wanted to be left outside and un-cool. Relatively speaking the new buyers that Harley are attracting are low hanging fruit whose hot-buttons are (as ever) entirely different to those of experienced riders, but (as ever) are entirely the same as those of Harley buyers of the past.

By bringing this generation's outsiders onto the inside Harley is perpetuating the brand myth and sowing the seeds for the next generation of outsiders to be harvested - precisely because they are not allowing the engineering to race ahead of brand perception.

Harley are using 'edge' to bring outsiders in

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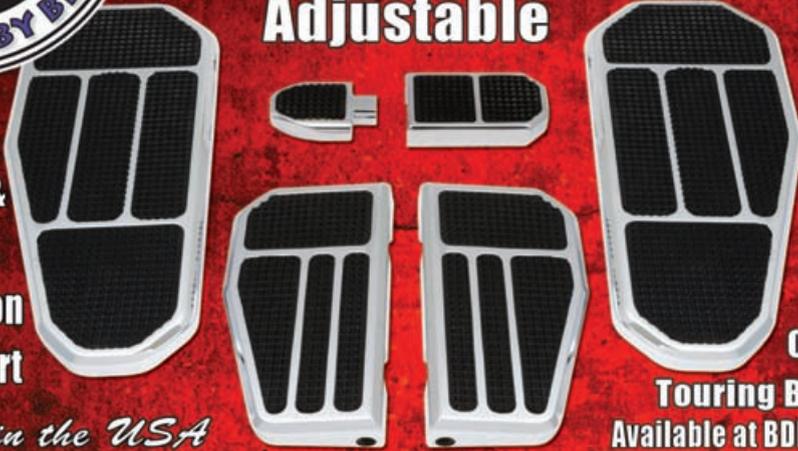


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# S&S 55th Anniversary carb used in Land Speed Records

S&S created special Super E and Super G carbs for its 55th anniversary, which feature a black Enduraguard coating to protect them from corrosion. This corrosion resistance was really put to the test on the Bonneville Salt Flats.

Ken Zetterquist of Zman Machining in Chico, California put an S&S 55th Anniversary Super G carb on a supercharged Ironhead Sportster and took it to the BUB Motorcycle Speed Trials, where he set

new records. Ken increased the record in the 1000-APS-PBG class from 151.439mph to 153.729mph, and he took the record in the 1000-APS-PBF class from 150.732mph to 151.075mph.



In addition to this Jimbo Fisher of Downers Grove, Illinois, put a 55th Anniversary black Super E carb on his 1974 Ironhead Sportster, known as the Gray Ghost. He broke three records at the East



Coast Timing Association Wilmington Ohio Mile, with a best speed of 141.958mph, and at the Loring Timing Association 1½-mile track in Caribou Maine, with record speeds of 146.979 in the 1350 M/CPF class and 145.6 in the M/CPG class.

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## Kansas Motorcycle Works launches second modular concept model

FOLLOWING-on from the successful launch of its first motorcycle, The Regulator, at Big Bike Europe in Essen, Germany, in May, Kansas Motorcycle Works has now introduced a second model - The Gunfighter.

Kansas Motorcycle Works debuted its second model, a Pro-Street styled bike at European Bike Week, and the new model follows the same modular concept as The Regulator. This latest model features an S&S 111ci motor, Jims six-speed RSD transmission and shocks from Progressive Suspension as standard parts.

The Gunfighter is currently undergoing European homologation, and at the same time Kansas Motorcycle Works is working to establish dealerships in the UK, Norway, Switzerland, Hungary, Slovakia, Kazakhstan and Italy.

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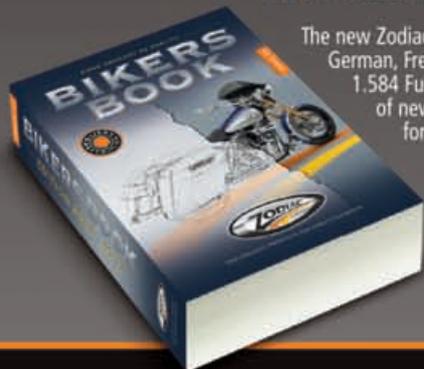
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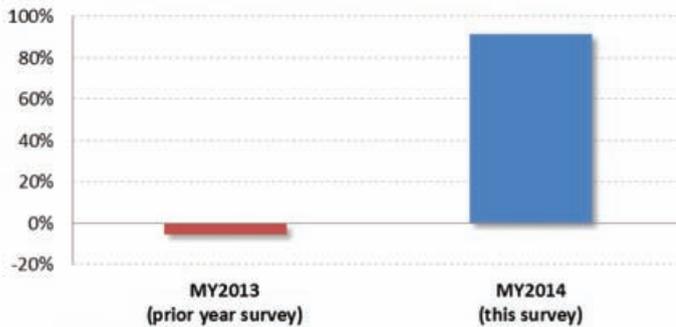
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## Dealer Opinion of New Model Release

% responding "positive" minus % responding "negative"



Source: Baird research

<<< Continued from Cover

surveyed reporting selling bikes below MSRP. However, this is less than for the prior period and the year-ago survey. Reasons given by dealers who took part in the survey include: "Very heavy discounting from local dealers. Our area did not lose any during the downturn, it's just too many dealers competing for a slice of a smaller pie," and "Some dealers have adopted some really bad habits as far as discounting goes. We are basically telling the consumers that our products are not at all worth MSRP."

Yet despite these comments there are dealers who have resisted discounting citing reasons such as: "We don't have enough bikes, so we

don't need to sell below MSRP."

The increase in sales may not only be due to the launch of the 2014 models and dealer discounting as consumer financing remains stable, and incrementally more dealers reporting the easing of credit availability. Yet the credit option offers by the Motor Company have been criticized by dealers. "Harley-Davidson promotions are somewhat limited with only 2.99 percent financing currently available for customers, but the Motor Company's sponsorship of UFC, Sons of Anarchy, and movies has been effective in keeping the brand in the forefront of consumers' minds."

"There are no Harley promotions in our region at this time; we are not

offered the 2.99 percent HDFS customer rate."

Dealers are, however, confident of an improving sales season with respondents to the survey expecting retail sales to improve low single-digits percent in 2013, and their outlook improving to mid-to-high single-digits percent for 2014. This confidence is reflected in H-D's own figures which show that retail sales grew 6.6 percent in the US and 5.6 percent internationally in 2012. Baird executives who have analyzed the reports and responses from dealers expect US retail to grow four percent in 2013 and international retail to grow five percent for the year.

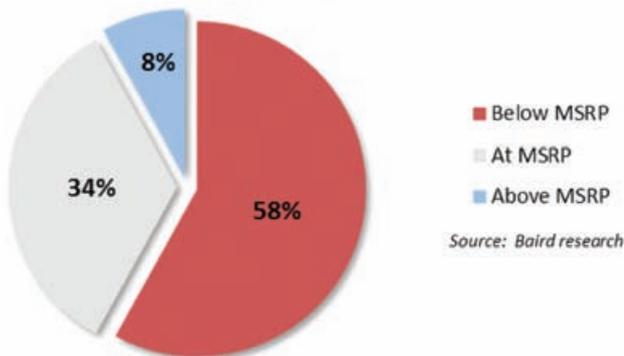
On the subject of the launch of 2014 year models the response from surveyed dealers was on the whole positive, with the positive-to-negative ratio increasing dramatically to 27:1, compared to responses that were roughly balanced last year. Comments from dealers on the bikes' launch included: "Rushmore bikes are a game changer. Updated radio and better cams in the 103 are positive upgrades. We'll see how the liquid cooled heads sound and are accepted.

I think it'll be a win for Harley," and "The new bikes look great. The twin-cooled is a tremendously exciting addition. We've already sold the two we got, but now I have to broom the '13s I have left," and "Best new product ever! Biggest changes in 25 years! Bikes are selling immediately at MSRP plus freight and prep. We received double our usual shipments the day after the show and it appears we'll sell all the Touring and Trikes within the week. Homerun product, more reasons to trade than any time in the last 25 years!"

These positive comments on the new bikes were then echoed when the surveyed dealer were asked their thoughts on this year's dealer meeting. The positive rating was 87 percent, which is a significant improvement from 29 percent last year. Comments indicate dealers were generally pleased with the enthusiasm, new models, information and programs at this year's meetings. "Best dealer show I've attended in a while. The pride and enthusiasm of the Motor Company staff was evident as they unveiled all the improvements made under Project Rushmore. Great job!"

## New Bike Pricing

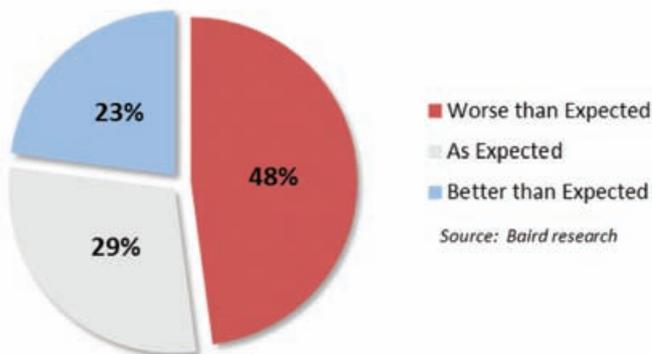
vs. MSRP



Source: Baird research

## Customer Traffic

vs. Expectations



Source: Baird research

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# French muscle bikes return to production

**A** VINTON may not be an established name in the V-twin industry, but there is a history behind the company. Back in 2006 in France a motorcycle manufacturing business was formed under the name Wakan.

The plan was a simple one, to build no-compromise, V-twin-powered muscle bikes inspired by the cars built by Carroll Shelby in the US in the '60s. Unfortunately, a downturn in the market and a lack of potential investors meant that the project looked set to fail. Now, however, the bikes are back in production, and this time it is under the Avinton name.

The return of the French muscle bikes is down to Cédric Klein, who in 2011 was able to obtain the plans and patents for the original designs and develop them into the three models (or as Avinton refers to 'them riding styles') that make up the current range; Roadster, GT and Race.

Once Klein, a French manufacturer specialized in developing innovative thermodynamic systems, had disposed of his existing businesses and taken control of Wakan, he set to work putting together a team that would become Avinton. He, like the rest of his team, is an ardent admirer of the AC Cobra cars from Shelby, and wanted to take that design philosophy and apply it to British style cafe racers, just like Shelby had with British sports cars, in effect creating a reinterpretation of Shelby's Cobra, but on two wheels rather than four.

Now based in a workshop in Sommières, near Montpellier, in the south of France, the Avinton team is made up of five people who hand-build the machines across six work stations with a maximum production output of 300 bikes a year, and a permanent stock of around 40

completed motorcycles.

Talking about the introduction of Avinton motorcycles, Klein says: "We're not here to sell motorcycles, we're here to create the motorcycle that will correspond to all of the future owners' hopes and desires. Take for example the riding position. Each muscle bike is adapted to the morphology of its owner and the three points of contact (handlebar height, seat height and footpeg position) that they have with their machine. These physical considerations are then taken into account along with the buyer's riding style and his or her tastes as far as image is concerned."

When a potential buyer decides to purchase an Avinton, the first decision is which model, or riding style, and then each of the three styles has a choice of six finishes, which can be applied to them; Collector, Vintage, Deluxe, Grand Sport, Super Snake, and

Cult. Further choices also include paint and engine finishes and an extensive list of optional fittings and accessories.

The Avinton range starts with the Roadster, which Klein describes as "Definitely the most adaptable and comfortable to ride. The handlebars and rake are specifically adapted to its large steering radius, making the Roadster the bike the most adapted to daily use, out in the countryside or in downtown traffic jammed areas. Strong in character, agile, and a true muscle bike, the Roadster allows its rider to enjoy each and every ride, no matter what the setting."

Drawing more on cafe racer influences, the GT has its handlebars at an intermediate level; 5cm higher than those of the Race and 5cm lower than those of the Roadster. This change is said to offer a riding position which is half way between sport and comfort.



"This is the definition of a muscle bike in all of its splendor and audaciousness," says Klein of the final model – the Race. With this model the



Cédric Klein obtained the rights to the plans and patents for the original Wakan motorcycle in 2011, and has now reworked and relaunched them under the Avinton brand



The current Avinton range is made up of (left to right) the Race, GT, and Roadster models

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The Roadster is described by Avinton as: "The bike the most adapted to daily use, out in the countryside or in downtown traffic jammed areas. Strong in character, agile, and a true muscle bike, the Roadster allows its rider to enjoy each and every ride, no matter what the setting."

emphasis is placed on performance; the handlebars are low, putting the weight distribution more over the front wheel.

When it comes to finishing packages on the Avinton bikes, the selections include the Collector Finish. "It is all about the minimalist equipment already visible on the first Avintons. However, the Collector

Finish Avintons differ from the first bikes due to the fact that they can be personalized with any or all of the 50 options that we offer," says Klein. Included with each Collector are



Cédric Klein credits British Café Racers as being the influence behind the Avinton GT model

aluminum Marchesini wheels, an APJ six-piston caliper and lever for the front brake, and a Devil stainless steel silencer.

British cafe racers are used as a design influence when it comes to the Vintage Finish package. The Marchesini rims are replaced with Kineo spoked wheels, with the owner selecting the color of the anodizing on the hubs, spokes, rims and spoke heads. The mirrors are placed at the ends of the handlebars, and the sport seat is replaced with a comfort seat.

Owners choosing the Deluxe Finish package get a bike equipped with a thick comfort seat, a modified ignition curve for a slightly more relaxed ride, and a steering damper. The rims are again replaced with Kineo spoked wheels, a carbon fiber silencer also replaces the stainless steel version, and a Beringer single-disc front brake with a radial mount six-piston caliper is fitted.

Talking about the Grand Sport Finish, Klein says: "For this finish the bikes are equipped with a dual-disc

Beringer brake system. This considerably reduces the breaking distance necessary before turning. In addition, the rear shock is replaced by a special racing version customized to the owner's weight, and the steering damper eliminates any vibrations as speed increases. And last, but definitely not least, the Devil Carbon carbon fiber silencer emits a mechanic symphony for a completely unique riding experience."

Key features of the Super Snake Finish are the use of Beringer's

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quadruple-disc system, customized front and rear racing suspension, brake and clutch levers adapted to the owner's hands, black motor treatment, Marchesini rims, Alcantara comfort seat, carbon exhaust pipes, and a customized ignition curve.

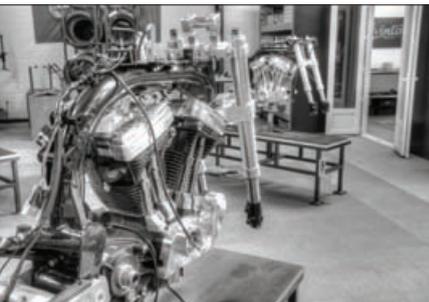
"The Cult Finish is absolutely the most exclusive of our muscle-bikes," says Klein. "Using the base of the Super Snake, the Cult Finish is a completely custom made bike from the forms of the frame to the materials used (titanium, carbon, magnesium and leather), continuing on to the colors of the motor. An Avinton Cult is certainly the most 'haute couture' muscle bike that can be constructed."

When ordering a Cult outfitted Avinton motorcycle the client is invited

to the workshop, from wherever they are in the world, and once there they create their ultimate bike together with the Avinton team.

No matter what model and finish options are selected, the Avinton motorcycles are all powered by an S&S Cycle supplied 100ci, four-cam, two-valve per cylinder V-twin, with a claimed output of 120hp and 168Nm of torque. This is backed by a five-speed gearbox developed by Andrews and uses a belt drive primary and chain final drive.

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# H-D 110th celebration custom show

**A**S part of the Motor Company's 110th activities, a custom show was held at the Harley-Davidson Museum Campus in Milwaukee during the weekend of celebrations. The custom show, organized by Biker Pros, included four AMD Invitational classes; Freestyle, Radical Bagger, Retro Mod and Mod Harley.

In the Freestyle class it was Shaun Ruddy who took top honors with his Chop Deluxe. As a part of his class win Shaun will be traveling to Essen, Germany, in 2014 to compete in the World Championship of Custom Bike

Building as part of the Team USA incentive to bring US-based builders over the World Championship now that it is being held in Europe.

Ruddy's bike takes the boar tracker theme to extremes with its stretched and raked frame and tall thin wheels. At the front of the bike there is a radical Deville leading link fork carrying progressive-rate, coil over, nitrogen shocks from a dirt bike, while the whole package is powered by a motor said to put out 167hp.

A 2012 custom Indian was good enough to take second in Freestyle for Jesse Bassett from The Gasbox, with third place being taken by Daniel



Chop Deluxe took the class win in Freestyle for Shaun Ruddy of Chop Deville



Twin rear chain drives are among the many features on Old Black, which took top honors in the Retro Mod class for Jeremy Cupp of LC Fabrications



Jon Shipley of Hoosier Daddy Choppers followed his top five in the Mod Harley class at the 2013 World Championship with a win in the same class with the same bike at the Motor Company's 110th celebration custom show

Sanchez from CutThroat Customs with Tracker.

Blacksmith Motoring Company's 2008 Retroliner, named El Vendetta, was the winning Radical Bagger and featured a stroked, turbocharged and nitrous injected motor along with Blacksmith Phantom remote control air ride suspension and a 26in front wheel conversion. A 2010 Road Glide took second for Scott Baugh, and the Roys Toys Customs' Beelzebub 2004 custom Bagger of Roy Martin rounded out the top three.

Former World Championship top three finisher Jeremy Cupp of LC Fabrications placed first in the Retro Mod class with his 1976 Ironhead Old Black, which features two rear cylinder heads and dual final drive

chains. Copper Mike from Gravesend Cycles placed second in class with his '47 Knucklehead and third place went to 'Once in a While', a '45 Flathead by Paul Anderson.

After placing top five in the 2013 World Championship Modified Harley class at the World Championship, Jon Shipley of Hoosier Daddy Chopper took first place in the same class at the Milwaukee celebration show with the bike Firehouse Racer. The 1985 FXR 'Sudden Impact' from Cory Edwards, took second in the Modified Harley class and third was awarded to Clay Rathburn, from Atom Bomb Customs, for his Sportster.



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Surrounded by H-D Tourers, Blacksmith Motoring Company's 2008 Retroliner was named winner of the Radical Bagger class



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# “Project Rushmore” customer researched features make debut on ‘14 H-D Touring models

**H**ARLEY-Davidson has launched its 2014 range of models with the keystone of the line-up being the Touring family, which has been heavily reworked under Project Rushmore.

Project Rushmore includes new electronics and controls, aerodynamics and bodywork and significant engine changes. “Project Rushmore is a pure expression of our relationship with our customers and a shared passion for riding motorcycles,” says Mark-Hans Richer, H-D Senior Vice President and Chief Marketing Officer. “It’s resulted in some outstanding innovations, but from day one we’ve been focused on taking the total rider and passenger experience to the next level. We come together through a process that uses not just formal feedback, but the kind of input we get from listening to customers out on the road, and then we blend that with our engineering and styling expertise. For years at Harley-Davidson we’ve been saying that we ride with you. Project Rushmore elevates that devotion to a higher level.”

**Enhanced by Project Rushmore, the 2014 CVO Road King combines the largest displacement V-twin engine offered by H-D with a vented Wind Splitter windshield, Reflex linked brakes with ABS, and the Daymaker LED headlight**



**As part of Project Rushmore, the 2014 Electra Glide Ultra Classic gains the High Output Twin Cam 103 engine, a restyled Batwing fairing with Splitstream vent to limit buffeting, Reflex Linked Brakes with ABS, Daymaker LED lighting, and electronic cruise control**



The Road King, Street Glide, Street Glide Special, Electra Glide Ultra Classic, Ultra Limited, Tri Glide Ultra, CVO Ultra Limited and CVO Road King are the eight models in the 2014 line-up that receive elements of Project Rushmore.

In response to demand for more power from riders H-D has created the High Output Twin Cam 103 as part of Project Rushmore. The motor is equipped with a new camshaft to optimize bottom-end torque and a new high-flow airbox, which is said to result in a five percent increase in torque, compared to a standard Twin Cam 103 powertrain in a Touring configuration. The new airbox is also said to provide improved legroom and airflow around the rider.

**T**he HO Twin Cam 103 is original equipment on the 2014 Road King, Street Glide, Street Glide Special, and Electra Glide Ultra Classic motorcycle models.

Perhaps of more significance than the launch of the High Output engine is the creation of the new Twin-Cooled High Output Twin Cam 103, which is featured in the 2014 Ultra Limited and

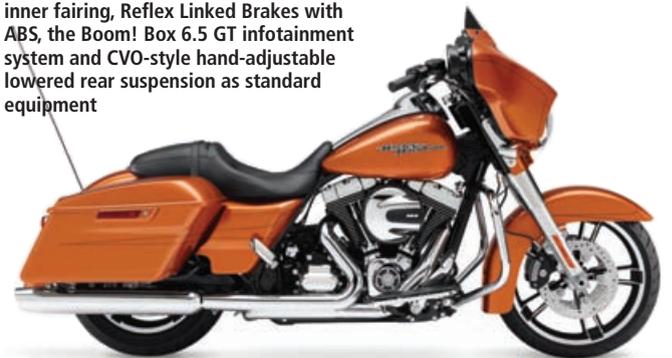
**The Dyna Switchback features detachable hard saddlebags and a quick-detach windshield, allowing the bike to be used as either a touring bike or a cruiser**



**The 2014 Road King is one of the Touring family given the Project Rushmore treatment, and new features on this model include new Impeller wheels, restyled hard saddlebags and a new easier-to-read speedometer**



**Project Rushmore enhancements on the Street Glide Special include a gloss black inner fairing, Reflex Linked Brakes with ABS, the Boom! Box 6.5 GT infotainment system and CVO-style hand-adjustable lowered rear suspension as standard equipment**



Tri Glide Ultra models.

A combination of air-cooling and liquid cooling allow the Twin-Cooled High Output 103 to maintain peak performance under demanding loads and riding conditions, and enables a higher 10.1:1 compression ratio. The Twin-Cooled High Output 103 is claimed to offer 10.7 percent more peak torque than the standard Twin Cam 103 engine.

The liquid coolant is routed through the cylinder heads in the area around the exhaust valves and then to ducted heat exchangers located in the left and right fairing lowers.

**U**nder Project Rushmore all 2014 Touring and Trike models, except the Road King, are equipped with a new hydraulic clutch control, which is said to maintain the previous cable clutch-lever effort despite stronger clutch springs fitted to the 2014

models.

The 2014 Tri Glide Ultra is equipped with a new Assist and Slip (A&S) clutch, said to reduce lever effort by 23 percent. The Assist feature increases torque capacity at times of high demand while keeping lever efforts low. The Slip feature enables smooth downshifts and engine braking.

**C**hanges under Project Rushmore continue with the launch of H-D’s Reflex linked brakes with ABS on all 2014 Touring models as either original equipment or as a factory-installed option.

Reflex linked brakes combine ABS with electronically linked braking that optimizes front/rear brake balance. Linked braking is activated when the motorcycle is above 20 to 25mph. If braking is initiated at slower speeds the front and rear brakes function independently. When linked braking is

The Touring chassis used in the 2014 Ultra Limited is based on a single-spar, rigid backbone frame and a swingarm developed to withstand the demands of long-haul touring and today's more-powerful engines like the Twin-Cooled High Output Twin Cam 103



The CVO Limited is one of the CVO models to take in the improvements offered by Project Rushmore



A new Batwing fairing with Splitstream vent to reduce rider head buffeting is one of the key features of the 2014 Street Glide



active, applying the front, rear or both brake controls will apply braking force to both the front and rear brakes in a proportion determined by the Reflex system.

Reflex linked brakes with ABS are original equipment on the 2014 Street Glide Special, Electra Glide Ultra Classic and Ultra Limited Harley-Davidson motorcycle models, and a factory-installed option on the Road King and Street Glide models.

On the Tri Glide Ultra a linked brake system allows the rider to apply both the front and rear brakes through the rear brake pedal by actuating two pistons of each new six-piston front caliper. The full front brake system is applied only through the front brake lever and remains independent. A new Tri Glide Ultra parking brake system uses a foot pedal on the rider's left side to activate the rear parking brakes.

Under Project Rushmore all 2014 Touring models are equipped with new front suspension components, including larger fork sliders and stiffer triple clamps, to improve steering response. Fork diameter is increased from 43.1mm to 49mm, and the steering stem is supported by larger bearings.

Daymaker LED headlights and Daymaker LED fog lamps are new features for 2014, with the headlamp having two D-shaped lenses: one that focuses light into a pool directly in front of the bike for low-beam illumination, and another separate high-beam projector delivering a super-bright, focused beam. Daymaker LED lighting is original equipment on the 2014 Electra Glide Ultra Classic, Ultra Limited, and Tri Glide Ultra.

Lighting changes continue with the introduction of the new 'Dual



The Factory trike, the Tri Glide Ultra Classic Trike, is included in Project Rushmore and as such gets the Twin-Cooled High Output Twin Cam 103, which features liquid cooled cylinder heads with heat exchangers in the fairing lowers



The Softail Slim is a Softail paired down to the essentials to mimic early custom Bobbers



The Heritage Softail Classic is described as capturing the spirit of the original dressers, with its '40s-style leather saddlebags with quick-detach buckles, full FL front fender, chrome laced wheels and hub cover

Halogen' headlamp as original equipment on the Road King, Street Glide and Street Glide Special models, and it is paired with halogen fog lamps.

Aerodynamics are said to be improved with the design of the new Batwing fairing, which has splitstream venting to reduce head buffeting. The fairing lowers for the Electra Glide Ultra Classic, Ultra Limited and Tri-Glide Ultra models have been reshaped as part of over-all aerodynamic testing and to accommodate the heat exchangers for the Twin-Cooled High Output Twin

Cam 103 engine.

Completing the Project Rushmore makeover of the Touring family is the new color-screen Boom! Box infotainment system, which feature what is claimed to be the first original-equipment voice recognition and touchscreen for music, GPS navigation and phone in motorcycling, with audio, Bluetooth connectivity, text-to-speech technology, plus support for intercom and CB communications in a single module.

Additional headlines from the 2014 Harley-Davidson line-up include a restyled Fat Bob, the availability of

The Fat Boy earns its name with fat tires, fat bars, a fat fender and a black powder-coated, counter-balanced Twin Cam 103B engine



The V-Rod Muscle features a 240mm rear tire, and a fastback-style tail section to complement the 1250cc liquid-cooled Revolution engine



The Street Bob features a mini ape-hanger handlebar, Fat Bob fuel tank, solo seat, mid-mounted foot controls and a black Twin Cam 103 engine



Building on the Fat Boy legacy, the Fat Boy Lo features custom, black bullet hole wheels, a denim black frame, blacked-out covers and header shields, and satin chrome in all the places mirror chrome would normally reside, while the narrow-cut seat rides just 24.25in off the ground



The new CVO Softail Deluxe model combines the clean lines of the Softail chassis and an Art Deco-style paint scheme with a high-performance engine. Convertible components make it quick and easy to transform the CVO Softail Deluxe from a touring machine to a cruiser, and power comes from a Screamin' Eagle Twin Cam 110B engine



A part of the Dyna model family, the Super Glide Custom's long, low profile is enhanced by a low-slung, two-up ribbed seat, while steel laced wheels and the Fat Bob fuel tank add to the classic look



The Dyna Wide Glide gets a chopped rear fender, black rims on 40-spoke laced wheels, a black tank console, Tommy Gun exhaust, raked-out forks and a swept back sissy bar, lowered suspension, internally-wired handlebar with 4in riser and forward controls



Twin headlamps and knobby treaded tires give the Fat Bob a distinctive look matched by the performance benefits of 49mm fork legs and dual front disc brakes



The Breakout is a long and low-slung Softail, which features a wide rear tire visually balanced with thick forks and chopped fenders, while a shaved tank console and a drag handlebar keep the profile low



The 2014 CVO Breakout combines the power of the Twin Cam 110B engine while a Softail chassis mimics the clean lines of a vintage hardtail frame



The Night Rod Special features a tapered tail section, lighter-weight wheels, and improved ergonomics with reduced reach to both the rider's footpegs and handlebar



The Iron 883 is a blacked-out 'anti-chrome' Harley model, with the straight cut, dual shorty mufflers, a drag-style handlebar, front fork gaiters, chopped rear fender and solo seat giving a stripped-down look

anti-lock brakes on all five 2014 Sportster models, and the continued integration of H-D1 Factory Customization.

The Dark Custom styling of the Fat Bob model gets a make-over from Harley-Davidson Styling. Highlights include a new slash-cut rear fender with a recessed twin-ring LED tail lamp. Black replaces chrome, including the powertrain, air cleaner cover, rear shock covers, triple clamps, headlamp trim rings, console and battery box cover. The aluminum slotted disc wheels are powder-coated black and finished with a laser-engraved Harley-Davidson logo and rim stripe.

All five 2014 Harley-Davidson Sportster models are available with the ABS (anti-lock braking system), and also feature new hand controls and brake components, improved service access, and an optional keyless H-D Smart Security System with a proximity-based, hands-free security fob.

The 2014 CVO series features the

Wide triple trees and fat tires on chrome five-spoke cast aluminum wheels combine to give the 1200 Custom the attitude of a custom cruiser



The Seventy-Two offers a classic Sportster 2.1-gallon fuel tank, narrow whitewall tires, chrome steel laced wheels, and high mini ape-hanger handlebar that complete a look that harks back to '70s Choppers

Under-bar mounted mirrors, a 26in seat height, a peanut tank and 16in wheels create a distinctive look for the Forty-Eight



new CVO Softail Deluxe model equipped with a detachable windscreen with GPS navigation, Daymaker LED lighting, detachable saddlebags, bold paint and Screamin' Eagle powertrain. The CVO Road King and CVO Limited return with new features and Project Rushmore enhancements. The CVO Breakout Softail returns with three new paint schemes.

The V-Rod family now has ABS as standard equipment, and new paint colors and graphics are available on the Muscle and Night Rod Special.

The Twin Cam 103 powertrain is now standard equipment on the Street Bob and Super Glide Custom models, both part of the smooth-handling Dyna line.

Six Softail models offer traditional styling with modern ride and handling due to the hidden suspension components.

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## Scorpion Series clear Derby covers

BARNETT'S all new Scorpion Series clear Derby cover has been designed to fit OEM primary covers on '98-'13 H-D Big Twins, and feature a 1/4in thick, clear polycarbonate window to the clutch.

Said to be scratch and discoloration resistant, the window is secured and sealed with an O-ring gasket. The outer cover area is CNC machined from billet aluminum and finished in a

choice of chrome or black anodizing. The Derby cover gasket is also included.

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## Pingel Victory shifter kits

PINGEL Enterprise has released a version of its Speed Shifter kit designed for use on Victory motorcycles. Bolt-on shift kits are available for the Victory Vision



'08-'10 and Hardball '10-'11. The shift kit electronically suspends the ignition system, while simultaneously shifting the transmission for smooth gear shifts up or down at the push of a button. Clutch use is eliminated except for starting and stopping. The unit works for normal riding or full-throttle shifting and the ability to clutch and shift manually is retained.

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## Wizards Mystic Clay

WIZARDS Products, the exclusive provider of cleaning and polishing products for the 2013 World Championship of Custom Bike Building, has introduced a new detailing clay and surface restorer - Mystic Clay.

Mystic Clay is said to quickly and easily remove tree sap, industrial fall-out, rail or brake dust, and other contaminants that make a vehicle's surface feel rough. It can also be used to remove fresh overspray without harsh solvents or rubbing compound. Mystic Clay is safe for all paint/clear, glass, fiberglass, metal or any hard surface.

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# Pin Stripe Series ignition switch cover

ROARING Toyz has expanded its line of billet aluminum parts in the Pin Stripe Series with the introduction of an ignition switch cover for use on Bagger models.

CNC machined from 6061 aluminum, then black anodized and cut with pin stripes, the cap fits all '03-'13 H-D Street Glide, Road Glide, Ultra Classic, Electra Glide Classic and FL Trike models.

Along with the anodized and machined finish, the cover is available in triple plated chrome (with a lifetime chrome warranty).



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# Hot Set Up kits and crankcases from S&S

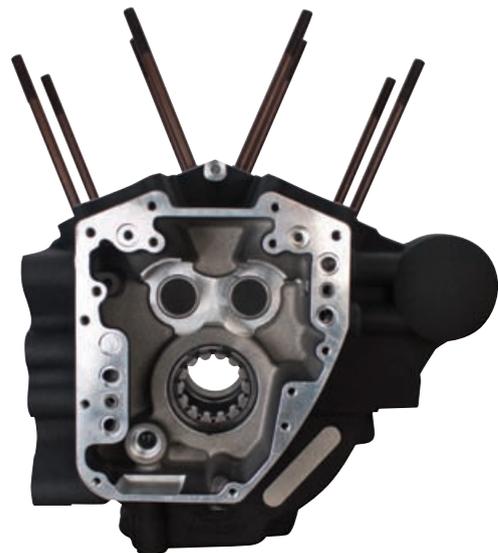
S&S Cycle's 124ci Hot Set Up kit has been developed by the company to allow users to retain the bike's stock crankcases, cylinder heads, oil pump, and cam cover from all '07-'13 Big Twin and 2006 Dyna models while taking the capacity out to 124ci.

Options available on the kits include a 10.8:1 compression ratio with S&S 91cc high flow Super Stock heads, other choices are flat top pistons, or without heads, a 10.4:1 compression ratio intended for stock 85cc chamber cylinder heads with 10.9cc dished pistons. When replacement cylinder heads are included in a kit they are finished in wrinkle black powder coat to match the factory finish.

S&S originally included chain drive cams in 124ci Hot Set Up kits, but due to continued customer requests for S&S gear drive cams, these are now included and are the Easy Start cams.

Alongside the Hop Up kits, S&S Cycle also has upgraded crank cases available. Created for use on '07-'14 Touring model Big Twins, the cases, made from 356-T6 aircraft grade aluminum, feature thicker wall sections and are cleared for strokes up to 4<sup>13</sup>/<sub>16</sub>in and cams up to .720in lift. A Timken sprocket shaft bearing is included and the front motor mount is reinforced.

The cases are available machined for stock bore, 4<sup>1</sup>/<sub>16</sub>in bore, or 4<sup>1</sup>/<sub>8</sub>in bore cylinders, and are supplied complete with a Manufacturer's Statement of Origin (MSO) and studs and cam bearings installed.



**S&S CYCLE**  
La Crosse, Wisconsin, USA  
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[sscust@sscycycle.com](mailto:sscust@sscycycle.com)  
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# 28<sup>TH</sup> BIKER FEST

## THE ITALIAN BIKE WEEK



# Triple stepped headers for 2014 year models

FREEDOM performance is now offering what it claims to be the world's first and only triple stepped curved radius header system for selected platforms and models from as early as 1986 right up the new 2014 introductions.

The header pipes are stepped in size from 1¾ to 1½ to 2in, and covered by a one-piece, full length, 220-degree coverage heat shields. The system is said to be engineered for anti-reversion, torque and optimal horsepower.

The pipes are supplied as standard with performance baffle sections, and optional quiet baffles sections are available.

Engineered to fit the new Harley Breakout, '08-'14 Rocker, '95-'14 Bagger, '86-'14 Softail, '91-'14 Dyna, '06-'14 Victory and '86-'14 Sportster models, all of the pipes are available in chrome or special order high-temperature black finish.



**FREEDOM PERFORMANCE**  
 Gardena, California, USA  
 Tel: 310 324 0415  
[info@freedomperform.com](mailto:info@freedomperform.com)  
[www.freedomperform.com](http://www.freedomperform.com)

## GlowRider electro-luminescent vest



GLOWRIDER is an electro-luminescent vest manufactured by Adaptiv Technologies. The vest incorporates patented and patent pending electro-luminescent technology directly into the vest, which allows panels at the back and sides of the vest to light up at the touch of a button. Power for the illuminated panels comes from a AA battery pack, said to be capable of delivering

over 70 hours of run time.

The GlowRider vest features a mesh outer shell, reflective strips, clear chest pockets, two side pockets, an inner pocket, and flashing and constant-on lighting modes. "We're very excited about this technology," says CTO Adam Gold. "Since the EL panels emit a soft surface glow, they are easily visible at night. They do not destroy or impair night vision like a traditional LED might."

**ADAPTIV TECHNOLOGIES**  
 Santa Monica, California, USA  
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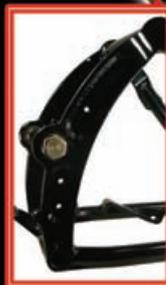


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## Latest Drag Specialties additions

It is not only custom parts and accessories that are available through Drag Specialties, as the company offers a wide range of OEM replacement parts too. One such example is its OEM style replacement air filter. The high-quality paper filters fit directly inside the OEM air filter housing, and meet or exceed the OEM specifications. Filters are available for most Big Twin and XL applications.



Drag Specialties OEM style air filter fits inside the stock filter housing

More custom orientated parts Drag Specialties has are shock bolt covers that will hide the stock upper shock bolts. The covers are available in chrome or black and supplied complete with mounting hardware.

Staying at the rear of the bike, Drag Specialties has rear fender skirts available. The chrome plated steel skirts can be ordered in a choice of smooth or embossed designs, and both styles are shipped with

The shock bolt cover kit tidies up the bikes' rear shocks



The latest Predator 2-Up seat is for use on '11-'13 FXS, '12-'13 FLS models



mounting hardware and fit '07-'13 FLSTF models.

Drag Specialties continues to promote its own brand range of seats with the expansion of its Predator 2-Up seat line. The latest addition features molded polyurethane cushioning, 3/16in ABS thermoformed seat base, solar-reflective leather in the seating area and automotive-grade vinyl on the

The chrome fender skirt from Drag Specialties fits '07-'13 FLSTF models



sides. The rubber bumpers and a carpeted bottom protect the bike's paint. Each rides 3/16in lower compared with stock seats and fits '11-'13 FXS, '12-'13 FLS models. The seats are compatible with Drag and most H-D sissybars and include all mounting hardware.

**DRAG SPECIALTIES**  
Janesville, Wisconsin,  
USA



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[drag@dragspecialties.com](mailto:drag@dragspecialties.com)  
[www.dragspecialties.com](http://www.dragspecialties.com)

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# Sudco Keihin FCR performance carb kits

KEIHIN FCR carburetors are said to offer performance gains thanks to precise metering, high flowing flat slide throttle design and adjustable accelerator pump for quick response. Now Sudco International has put together a complete line of

bolt-up Keihin FCR 39 and 41mm performance carburetor kits for many Harley-Davidson Big Twin and Sportster models.

Each Sudco Keihin FCR kit includes a pre-jetted Keihin FCR 39 or 41mm carb that is ready to run for most applications, equipped with the correct linkage to work with stock cables, and includes an air cleaner/cover adapter, with or without a K&N chrome filter.



**SUDCO INTERNATIONAL**  
 Commerce, California, USA  
 Tel: 323 728 5407  
[sudco@sudco.com](mailto:sudco@sudco.com)  
[www.sudco.com](http://www.sudco.com)

# Dynaplug tubeless tire repair tool

DYNAPLUG is a tubeless tire repair tool that can be easily carried on a bike. It is said to be capable of repairing a tubeless tire in minutes without dismounting the wheel from the motorcycle.

To use the rider extracts the puncture object and then inserts the Dynaplug viscoelastic rubber repair plug in the puncture path.

The Dynaplug is available in the 6061

aluminum Ultralite model or in the Dynaplug Pro model manufactured in stainless steel. Both versions are made in the USA.

**DYNAPLUG**  
 Chico, California, USA  
 Tel: 530 345 8000  
[info@dynaplug.com](mailto:info@dynaplug.com)  
[www.dynaplug.com](http://www.dynaplug.com)



# GripAce hidden switch controls

GRIPACE is manufacturing a new version of its patented hidden motorcycle switch system that it says will allow users the ability to remove the stock switch controls from any motorcycle and replace them with a switch pad located under the rider's

fingers in the left handgrip. This latest version features a better switch pad and a more powerful control module. The switch pad can be fitted to many different styles of hand grips, and the GripAce controls hi/lo headlights, horn, turn signals and starter. It will add self canceling turn signals to a motorcycle not equipped or control the existing turn signal module. The GripAce system can also control other switch functions such as air ride, LED lights, and nitrous systems.



**GRIPACE INDUSTRIES LLC**  
 Beverly Hills, California, USA  
 Tel: 323 556 0730  
[info@gripace.com](mailto:info@gripace.com)  
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## AMD PRODUCTS

# JIMS Cruise Drive upgrade kit

JIMS Cruise Drive upgrade kit has been designed to offer positive shifting and shaft centerline integrity capable of working with modern high performance powertrains. The upgraded 6061 precision-machined aluminum trap door is claimed to hold transmission shaft centerlines to within .0005in and incorporates wider, heavy duty bearings. These bearings are retained with beveled retaining rings to eliminate bearing endplay. Included with the kit are two solid true centerline rigid strength shift fork shafts that replace the OEM hollow shafts.



**JIMS USA**  
Camarillo, California, USA  
Tel: 805 482 6913  
sales@jimsusa.com  
www.jimsusa.com



## Renegade Derby covers



RENEGADE Wheels has expanded its product line with the introduction of Derby covers in designs that match its wheels. Renegade Derby covers are engineered in a stunning two-piece design to allow customers to mix and match finishes. The two pieces are the Derby base and the Derby cover and both are machined from T6061 aluminum. The base is available in chrome or phantom black anodized, and the cover is offered in matching Renegade Wheels designs in both chrome and Phantom-Cut.

**RENEGADE WHEELS**  
Orange, California, USA  
Tel: 714 998 7241  
sales@renegadewheels.com  
www.renegadewheels.com

**RENEGADE WHEELS**  
*Custom Motorcycle Wheels*

## Paughco Tri-Bar Rocket light

PAUGHCO'S latest new product launch is its chrome billet Tri-Bar Rocket headlight assembly. The bar features 5/8in diameter lights, and it can be ordered with or without a visor.

Each light is supplied with a replaceable H4 bulb, chrome bottom mount and wiring.

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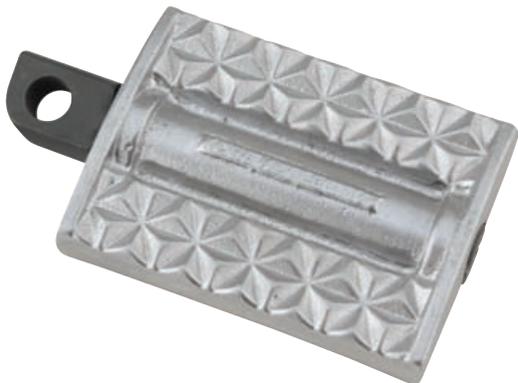
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## Latest parts at W&W

W&W Cycles continues to expand its product line and the latest addition to its array of parts includes new products from IK Works. The kicker pedal from IK Works features a steel shaft and the pedal is available in cast aluminum or cast iron.



IK Works' kicker pedal is available in cast aluminum or cast iron

The next IK Works product is the narrow style triple trees. CNC machined from billet steel, the trees are designed to work with 41.3mm fork legs. Once installed, the center to center distance of the fork legs is 170mm, meaning either no brake is used or a centered drum brake wheel like those from early Sportsters will be needed.

For those that like Old School styling W&W now has MHC billet magneto caps available. Offered in machined aluminum or brass, the caps are available to fit Fairbanks, Morris and Hunt magnetos.

Catering for more modern tastes, W&W is carrying



IK Works narrow style triple trees are CNC machined from billet steel



Available in brass or aluminum, MHC billet magneto caps are available to fit Fairbanks, Morris and Hunt magnetos



Chrome, Contrast Cut, or Black Ops finishes are options on the Roland Sands Design Café gas cap for XL applications

the Roland Sands Design Café master cylinder cap from '04 and onward XL models. CNC-machined from billet aluminum, it is designed to match other products in the RSD Café line, and come in Chrome, Contrast Cut, or Black Ops finishes.

The JIMS Forceflow cylinder head cooler, now in stock at W&W Cycles, is designed to help with the cool running of Twin Cam motors. Adapted from NASCAR race car brake coolers, it is said to reduce cylinder head temperatures by as much as 37 degrees Celsius. It mounts in the horn area and a horn relocater is hidden inside the housing. The fan can be installed to turn on and off manually, or be regulated by a thermostat controlled sensor.

The Crane HI-4N replaces Crane's existing HI-4 ignition and has many new features. The aluminum housing protects against vibration, moisture, dirt and improves heat dissipation. Also, the new housing features degree and advance direction markings on the flange. Installation becomes easier with the convenient cable notch in the housing which also helps to prevent cable damage. Built onto the back plate, the sensor/magnet housings protect the sensors from damage during installation. The sensor housings contain advanced flux concentrators (intensify magnetic fields) with high temperature resistant samarium/cobalt magnets for accurate and reliable triggering.

The HI-4N ignition has four rotary switches for mode selection, advance rate, and rev limit (1,500-9,900rpm). Modes are: single fire, dual fire, OEM curve, race curve, kick start, and electric start. For street use Crane recommends coils with a minimum of 2 Ω. Coils with 4Ω or higher may be used, but may not produce optimum output.

The Crane HI-4N is available to fit Big Twins



The Crane HI-4N replaces Crane's existing HI-4 ignition with improved features



The TLT-Moto CAN-switchbox allows aftermarket controls to be used on current Dyna and Softail models



The cylinder head cooler from JIMS is said to significantly reduce running temperatures

'70-'99, and Sportsters '71-'03.

Continuing on the electrical theme, W&W now has the TLT-Moto CAN-switchbox. It simulates the stock handlebar control modules and speedometers of current Dyna and Softail models allowing the use of custom switches and buttons, while maintaining all factory functions. All push-buttons or switches connect to the Can-switchbox at their respective terminal against ground (GND) at the other end. A speedo change is also possible because the box simulates the CAN signal. The CAN-Switchbox features 12 inputs, and 4 outputs.



**W&W CYCLES**  
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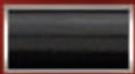
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# Butty Buddy pillion pads

BUTTY Buddy is the name of the removable pillion seat created by BB Comfort Systems, which has been designed to provide passenger comfort on bikes with minimal seat pads.

The Butty Buddy is a three-piece design, which can be broken down when not in use and carried in its own bag. The idea for the additional seating came about when its creator noticed many pillion riders sitting on rolled up jackets to gain extra cushioning on the back of bikes. When fitted together it measures 13.5in across and is ergonomically shaped

for passenger comfort. It is constructed from lightweight composite materials and covered with closed cell cushions for even greater comfort, and can be used over existing pillion pads or on bare fenders.

**COMFORT SYSTEMS**  
**Maryville, Tennessee, USA**  
**Tel: 865 806 2975**  
[info@buttybuddy.com](mailto:info@buttybuddy.com)  
[www.butterbuddy.com](http://www.butterbuddy.com)



# Twin Power custom brake rotors

BIKER'S Choice, under its Twin Power brand, has custom brake rotors manufactured by one of Europe's premier brake rotor experts, an OEM manufacturer to many well-known brands.

Laser-cut for accuracy to the ten thousandth of an inch, the rotors also have CNC billet machined aluminum carriers, and they also exact grinding and heat treatment to ensure no warping even under extreme usage. Available as a direct bolt-on fitment, the rotors are offered in 10in, 11.5in and 11.8in configurations.



**BIKER'S CHOICE**  
**Fort Worth, Texas, USA**  
**Tel: 817 258 9000**  
[bikerschoice@bikerschoice.com](mailto:bikerschoice@bikerschoice.com)  
[www.twinpower-usa.com](http://www.twinpower-usa.com)

# Bagger Werx drop seat for Touring models

BAGGER Werx states that its 3.5in drop seat kit for Touring models is the only one on the market that works with California Canister motorcycles. In addition it is the only kit to work with ABS and non-ABS models, and does not require the ABS brake line to be disconnected and the system to be bled and/or the use of the Digital Technician 11.

The kit, which is available for Touring models from '09-'13, lowers the seat height without affecting the bike's ride height or ground clearance. It eliminates the OEM saddlebag guards and rails but retains the fender, fender struts and saddlebags at the stock height and location, only the set area drops down. Optional saddlebag guard kits are available through Bagger Werx.

Each kit includes a gloss black powder coated, fully-assembled rear section, battery box, fuse box, negative battery cable, left and right side covers, a custom seat and all necessary hardware.



**BAGGER WERX**  
**Gilroy CA, 95020 USA**  
**Tel: 408-623-0050**  
[info@baggerwerx.com](mailto:info@baggerwerx.com)  
[www.baggerwerx.com](http://www.baggerwerx.com)



# Speed-Way motorsport shelters

SPEED-Way shelters have been designed to be used as secure, miniature motorsport garages with a retractable roll top feature allowing easy access to the bike stored inside.

Among the main features of Speed-Way shelters are weather proofing, and ease of assembly and use.



**SPEED-WAY SHELTERS, INC.**  
**Santa Cruz, California, USA**  
**Tel: 831 477 9600**  
[info@speedwaysshelters.com](mailto:info@speedwaysshelters.com)  
[www.speedwaysshelters.com](http://www.speedwaysshelters.com)

# AIM VP68LT variable pressure clutch

AIM is stating that its VP68LT variable pressure clutch offers a 40 percent lighter pull, while at the same time featuring a bigger counter weight for more torque capacity.

The new VP68LT has been specifically designed for stock 103ci or CVO 110ci motors, and has a smaller pressure ring (68mm) for more clutch pull reduction and bigger weights for more centrifugal force. In addition, AIM uses a lighter base plate for less rotational inertia, with around 20 percent of the weight being removed from the steel plate.

The VP68LT variable pressure clutch is



available to fit '98 and later Big Twin models, except 2013 and up CVO Big Twin models).

**AIM CORP.**  
 Huntington Beach, California, USA  
 Tel: 714 848 3030  
[info@aim-tamachi.com](mailto:info@aim-tamachi.com)  
[www.aim-tamachi.com](http://www.aim-tamachi.com)

# New parts from Küryakyn

KÜRYAKYN'S latest range of new product releases includes LED saddlebag rear accents, which have been designed as auxiliary run/brake lights. Mounted on the saddlebags, the accents illuminate in red and install with high strength 3M VHB, and use plug-and-play wiring. The accents are available in chrome with red lenses or gloss black with smoke lenses to fit '93-'13 Harley-Davidson Touring models with hard saddlebags.

Küryakyn's lid organizer bag has been designed to fit the trunk on '09-'13 Tri-Glide models. It has a variety of padded and see-through mesh compartments offering protection and easy accessibility for all frequently used items.

Alongside styling parts and practical accessories

Küryakyn offers performance parts such as its Mach 2 Co-Ax air cleaner. A reworking of the original Mach 2 air cleaner, the Mach 2 Co-Ax retains the same performance specs as the original but has an updated look, and is capable of supporting motor builds well over 140hp.



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[salesupport@Kuryakyn.com](mailto:salesupport@Kuryakyn.com)  
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## JayBrake Dual Series calipers

SUPERTRAPP, under its JayBrake brand, has released a line of Dual Series calipers, which are designed with two equal sized pistons.

The shallow back versions are available for low clearance spoke patterns with larger diameter rims. Front applications require brackets for mounting.

The JayBrake Dual Series calipers are available in polished, chrome or black finishes.



**SUPERTRAPP INDUSTRIES**  
Cleveland, Ohio, USA  
Tel: 216 265 8400  
[jaybrake@supertrapp.com](mailto:jaybrake@supertrapp.com)  
[www.jbrake.com](http://www.jbrake.com)

## Primo HD Xtreme video camera

RIVERA Primo is best known for its primary drives and carb kits, but the company also produces a comprehensive line of electrical equipment and components, and it has now taken the expertise it has in electronics and developed a high definition video camera under the RP Tronix brand name.

RP Tronix is claiming that its Primo HD Xtreme is the most advanced and complete action sports camera system available. The camera is being marketed as a complete action package which include



various mounts, remote control, waterproof cover, cables, power adaptors and carry bag. The PHDX camera uses the latest generation image processor to allow filming in 1080p/960p/720p high definition video along with 8.0 mega pixel stills photography. It is powered by a rechargeable high-capacity lithium battery, and uses Micro SD/MMC memory cards. The PHDX camera is supported by an industry leading two-year warranty.



**RIVERA PRIMO**  
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# RSD Misano front fork accessories

ROLAND Sands Design has introduced a new line of components for use on front forks under the Misano name.

The line-up of parts includes the RSD Misano stem nuts, which replace the stock piece. CNC machined from billet aluminum and stainless steel, they are a bolt-in fitment.

For users of clip-on bars, RSD has created its Misano race styled riser hole plugs to fill the holes in the top of the stock triple clamp. They are a universal fitment and CNC machined from billet aluminum.

Completing the range of Misano accessories are the RSD preload fork adjusters, which allow fork spring preload adjustment. An Allen wrench is used to increase or decrease preload to alter the handling characteristics for a softer or stiffer ride. The CNC machined billet aluminum adjusters, which offer up to 1.15in of preload, replace the OEM top fork caps in either 39mm or 49mm forks.

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## Longride Old School bags



LONGRIDE has introduced a line of retro look, waxed cotton 'Old School' bags with aged leather finishing. The saddlebags can be used as universal throw-over bags with a quick release system, but are provided with a rigid hidden back plate and can also be used with Longride's own Klickfix fitting system. The universal tool roll can be mounted anywhere using the included leather mounting straps.

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[www.longride.be](http://www.longride.be)

## Spectro Oils Platinum Heavy Duty STL

SPECTRO Oils of America's Platinum Heavy Duty STL Sportster transmission lube features the company's six-speed synthetic technology in a format suited to the needs of Harley's Sportster and Buell applications. This synthetic transmission lubricant is engineered to work in applications where the same oil lubricates the clutch, primary and transmission.

Rollin Karoll, Spectro Oils' VP of Sales, says of Platinum Heavy Duty STL: "Since the introduction of Spectro six-speed transmission lube for H-D Big Twins, Sportster owners have been asking for a lube of their own. That day is now here with the introduction of Spectro STL Sportster Transmission Lube. Like our industry leading Heavy Duty Six-Speed transmission lube, Spectro STL provides easier shifting, less gear noise and reduced heat for Sportsters. Our proprietary wet clutch formula also reduces clutch chatter and slippage. If you ride a Sportster, this is the transmission lube you've been waiting for!"

Spectro STL is made in the USA, with an API GL-1 rating, and exceeds all known OEM and Harley-Davidson warranty requirements.

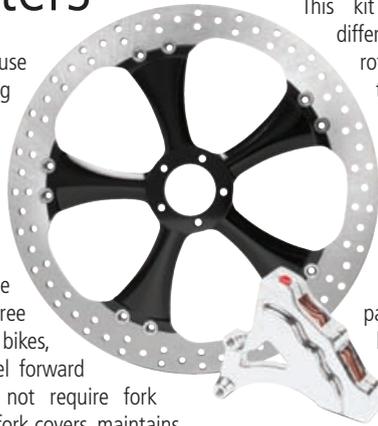
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## New brake options from Hawg Halters

IN response to the increased use of large front wheels on Touring models, Hawg Halters Inc. (HHI) has introduced its X-23 bolt-on triple tree kit.

The new kit is designed to make it easy to use a 23in front wheel on FL models without needing to modify the frame. The X23 bolt-on triple tree kit fits all '97 and up Touring bikes, and positions the front wheel forward approximately 2in. It does not require fork extensions, uses stock length fork covers, maintains a fully functional fork lock, includes fork travel



limiters, and does not need a raked head light bezel kit.

The X23 is available in machine or black finishes. To keep everything in proportion when using an over-sized front wheel, HHI has launched its BFBK – an 18in, six-piston caliper and floating rotor kit.

This kit features a new six-piston differential bore caliper for 18in brake rotors that the company claims is the first direct bolt-on, purpose built caliper for the big wheel Bagger market.

The BFC-18 caliper, used in the kit, features a completely redesigned and upgraded six-piston configuration with bigger bores and larger brake pads to deliver increased overall braking performance. It is available in polished, chrome or black anodized finishes.

The matching BFR-18in floating rotors can be ordered to match Renegade wheels or in an HHI design with matching or contrast finish to the user's wheels. The BFR-18 rotors are manufactured in a traditional HHI Pin Type design.

The BFR-18 floating rotors feature a billet aluminum center section in chrome or black, with a 420 stainless steel, cross drilled friction ring.

**HAWG HALTERS INC**  
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[info@hawghalters.com](mailto:info@hawghalters.com)  
[www.hawghalters.com](http://www.hawghalters.com)



## Manganese bronze valve guides



KIBBLEWHITE describes its latest valve guides as being designed with the price-conscious engine builder in mind.

The manganese bronze valve guides have the usual exacting Kibblewhite tolerances, but with reduced toughness/wearability when compared to the company's premium C630 nickel aluminum bronze valve guides. The softer manganese guides are said to be easily reamed, and then can be delicately finished with Kibblewhite's high quality ball hones. In fact Kibblewhite states that with any battery-operated or electric drill, users can ream and hone manganese valve guides in less time, and in the absence of expensive honing equipment required to properly size nickel bronze guides.

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## Lottermann's wide tire kit



LOTTERMANN's now has a wide tire kit available to fit a 300 rear tire on Twin Cam, six-speed Softails from '12 onward. In order to allow the wheels to remain on the center line of the bike, Lottermann's includes in each an offset primary that allows the final drive belt to run outside the frame rails. Also included with each kit is a 20mm drive belt, a wider XXL swingarm, axle kit, a choice of rear wheel, Metzeler tire, XXL Stiletto fender, modified belt pulley and 20mm H-D final drive belt. An additional benefit of the Lottermann's kit is the inclusion of a special spacer, with an ABS receiver that allows the bike's ABS unit to mount to the swingarm as originally intended. The Lottermann's wide tire conversion kit has TÜV approval.



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## Brukus Boot Shield

BRUKUS Motorcycle Parts has redesigned its Boot Shield to allow it to fit on CVO models, as well as regular Harley-Davidson applications. Once fitted the Boot Shield not only protects the rider's boot and heel from the heat of the exhaust pipe, but also protects the hot exhaust pipe from black marks caused by a melting boot heel. The Boot Shield is made from cold-finished

steel and finished in chrome. The face of the shield is approximately 9 1/4 in long by 2 1/4 in at its widest point and curved on the rear side to guide riders' boots away from the pipe. It installs using the same hardware as the stock floor board on the right side.

**BRUKUS MOTORCYCLE PARTS**  
 Mount Pleasant, South Carolina, USA  
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[info@brukus.com](mailto:info@brukus.com)  
[www.brukus.com](http://www.brukus.com)



## VG Motorcycle frame options

VG Motorcycle, a Netherlands' based custom shop, is offering a range of replica, classic Harley-Davidson frames. Options include hardtail, swingarm, Softail and old style Softail in straight leg or wishbone style. The frames are built for 1200 Flathead, Knucklehead, Panhead, Shovelhead, Evo or Twin Cam engines with four-, five-, six-speed transmissions.

VG Motorcycle also offers a wide range of TÜV approved Chopper frames, all of which are manufactured from seamless thick-wall tubing and modular cast iron parts, such as the lugs and joints.

Frame restoration is also a service provided by VG Motorcycle. The company says it can take previously chopped or damaged frames and restore them back to original format. It also offers a service to straighten and repair all Harley frames from '36 to '12 to original specifications.

**VG MOTORCYCLE**  
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## Axtell oil bypass valve

THE newest product to come from Zipper's are an oil bypass valve designed and developed by the Axtell Mountain Motor team. The bypass valve consists of a precision-machined needle and seat that inserts in place of the factory oil pressure relief valve located within the cam plate.

With the factory OEM oiling system configuration, when oil pressure becomes excessive, it is bypassed from the high pressure side of the feed gerotor back to the low pressure side, looping the oil in the feed gerotor gears. This is said to cause the introduction of air into the pressurized oil (aeration), and results in lower oil pressure and volume. When this occurs engine heat and noise builds, piston oilers shut down sooner than designed, and valve train and top end life can be shortened.

The new valve from Zipper's blocks the factory port back to the feed side of the pump and directs the bypassed oil into the cam chest. The scavenge side of the oil pump returns the excess oil to the oil tank and eliminates the oil looping and its negative effects.

Zipper's state that with its Axtell valve users can expect higher, more stable oil pressure at all engine speeds, longer oil life due to reduced oil shear, lower oil and engine temperature, improved valve train control and reduced noise.

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# Zen and the art of motorcycle maintenance



Laurent Dutruel not only took second place in the Freestyle class at the 2013 World Championship of Custom Bike Building but, he also took top honors in the Street Performance class. The bike with which he won the title was his XR 1200 Turbo, which after the show he was planning on taking to Bonneville to race on the salt

**M**ANY of the motorcycles to have come out of the workshop of Zen Motorcycles have had a definite Old School or Board Track flavor to them. However, Laurent Dutruel has explored performance options in the past. His entry at the 2007 European Championship featured a WL 45 engine built around a Sportster gear case and fitted with a turbo. When it was announced there would be a Street Performance class at the 2013 World Championship of Custom Bike Building, Laurent decided to look again at turbo charging a Harley.

For Laurent simply building a show-worthy turbo-charged Harley was not enough. The problem was that he had caught 'Salt Fever', after travelling to Bonneville in 2011 with his 'Tribute to Hagakure' bike. On that bike, which is fully rigid, he recorded a speed of 208kph. He also took second place in the Freestyle class at the 2013 Championship with the very same machine.

His plan this time was to show his XR 1200 Turbo bike in the Championship first, then ship it to the USA from his home in France, and then ride the bike from San Francisco to Bonneville before trying for a Land Speed Record.

Laurent's starting point was a stock XR 1200 Sportster. The most obvious change to the bike was the work needed to make space for the turbo charger. To create the space he removed the stock

shocks and reworked the swingarm and frame rails under the engine in order to be able to use a Softail shock set-up. This was followed by the construction of a custom oil tank that sits just above the transmission on the left side of the bike. With these changes made, there was space to mount the turbo under the seat subframe and begin the work of plumbing it in.

A one-off exhaust system was a necessity as no one has turbo-charged an XR 1200 in this way before. On the induction side of the turbo arrangement the pipe work runs through the gas tank to what looks at first to be a conventional velocity stack, but is actually covered with Plexiglas. The real intake is on the turbo underneath the seat on the left side of the bike, and it is visually balanced by the one-off exhaust silencer that sits on the right side.

**A**dditional changes to the engine and transmission include lighting holes drilled in the timing cover and the final drive being converted from a belt to a chain for easier gearing changes at Bonneville.

It was not only drilling of the timing cover that has been done to save weight on the bike, as one of the front brake calipers has been removed along with the matching disc. Laurent shed more weight by ditching the stock instrument and turn signals. Micro turn signals are now used and instrumentation is made up of a large analog boost gauge for the turbo and a small digital speedo. The stock bars have also been



Due to the effect of the turbo, the exhaust muffler is kept minimal, and is a one-off design by Laurent



The single gauge on the bars is a boost gauge for the turbo



The stock swingarm was modified to work with Softtail shocks, making space under the seat for the turbo



The oil tank is relocated to just above the transmission to help create space for the turbo install

swapped out, replaced by low mounted clip-ons in order for him to get into a more aerodynamic riding position.

While the bike uses H-D wheels, they are not the ones the XR1200 originally came with. A spoked wheel is used on the front and a solid rear wheel has been slotted in at the rear. Both wheels are shod with Continental Race Attack tires; 120/70/19 front and 150/70/17 rear.

The patriotic red, white and blue paint was applied by Allegoria Painting and the graphics on the gas tank detail Laurent's plan to ride from San Francisco to Bonneville, which he did in fact achieve. During his time at the Salt Flats he was able to set a land speed record for the 1350cc M-PBG class with a speed of 158.642mph. This is a fitting follow-up to him winning the Street Performance class at the 2013 World Championship of Custom Bike Building.

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**laurent.dutruel@yahoo.fr**  
**www.laurentdutruel.com**



The licence plate shows that the bike is road legal, which was useful as Laurent rode it from San Francisco to Bonneville



The electrics on the bike are kept to a minimum and are hidden inside the seat hump



The graphics along the center of the tank outline Laurent's plan to ride from San Francisco to Bonneville and for a Land Speed Record



# RSD CAFE "48"

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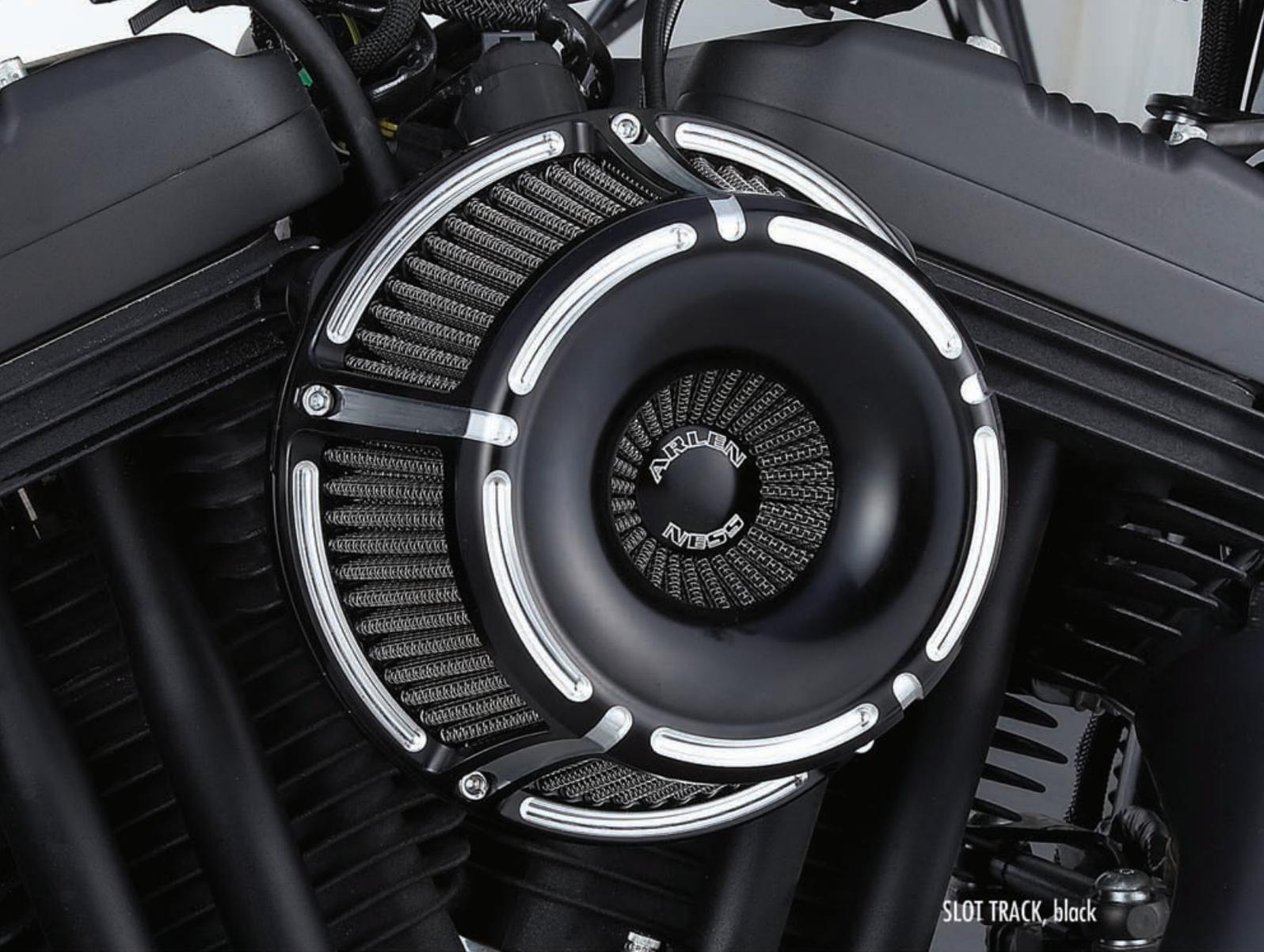
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# San Diego Comic-Con reveals 'Breakout' for 'Captain America: The Winter Soldier'

MARVEL Studio's Steve Rogers, a.k.a. Captain America, will ride a Harley-Davidson Softail in the new movie 'Captain America: The Winter Soldier'.

In the upcoming film, Steve Rogers' character will be riding Harley-Davidson's newest Softail, the Breakout, which was launched globally in March. "Captain America and Harley-Davidson have had a long and glorious association dating back to the introduction of the character in 1939," said Dino Bernacchi, H-D Marketing Communication Director. "He's



ridden different Harleys throughout the history of the character.

"Captain America makes the perfect marketing partner for Harley-Davidson as he truly embodies the iconic, heroic, and American aspects of our brand," said Bernacchi. "Both Captain America and our motorcycles are great symbols of freedom."



[www.harley-davidson.com](http://www.harley-davidson.com)

## Krazy Horse create Ace 1200 CR Street Special

KRAZY Horse, the Suffolk, UK-based custom shop and regular World Championship competitor, is collaborating with Ace Cafe London's Stonebridge Motor Company, to build 11 hand-made cafe racer bikes to celebrate 110 years of Harley-Davidson (one for each decade) and 75 years of Ace Cafe London.

Krazy Horse has developed the Limited Edition Ace 1200 CR Street Special in close association with Ace Cafe London's Stonebridge Motor Company (StoMoCo). The bike is based around a 1,200ccV-twin engine from H-D, which is mounted in a Norton 'featherbed' style wide-line frame built especially for the project. Fully detailed with high gloss black powder coated cylinder heads, primary cover, cut down timing case and an Ace Cafe Racer points cover, the engine breathes through an S&S Cycle

Super E carburetor, and exits gases via a polished stainless-steel, handmade exhaust system.

A six-plate clutch ensures power is transferred to the five-speed gearbox; and stainless steel wheel spokes, polished aluminum hubs and specialist tires guarantee the bike's handling.

Commenting on the creation of the limited edition machine, Krazy Horse owner and MD Paul Beamish said: "This is the ultimate tribute to Harley – the art of custom at its ultimate best. The new Ace 1200CR Street Special will be for petrol-heads everywhere who want to own something that is contemporary with a seriously vintage theme. But there will only be a very limited number made – so people will have to be quick to get one.

"The bike is light, nimble and fast making it a true cafe racer. People who ride these bikes will know the true

feeling of freedom, power, torque and sheer excitement. It will combine classic styling with unfettered engineering excellence."

"This new bike will most definitely be a collector's item, but it will be at its very best when it's on the road, doing what it does best," says Mark Wilsmore, MD of Ace Cafe London. "Built in England and powered by America, its timeless lines and raw power combines with effortless handling and exhilarating performance.

"Combining the very best of the US and Britain, we are delighted to be able to bring you a ton-up legend, celebrating Harley-Davidson and Ace Cafe London, bringing you a beautiful new ride – the Ace Cafe Racer."

This bike is the fourth to come from the Ace Cafe, London, Stonebridge Motor Company stable. Previous



models include the Cafe Racer Classic (Little Miss Dynamite), the Ace 904S Thrupton Special and the Ace 675CR Street Triple Special.



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