

# AMD™

## AMERICAN MOTORCYCLE DEALER

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

### AMD/Baird quarterly Harley dealer survey reveals weather and promo woes, soft MRSPs, yet strong demand for more new bike inventory

The quarterly AMD/Baird survey of authorized Harley-Davidson dealers in the United States and internationally has revealed "weak retail and traffic" in most areas of the US during January and February, with only 24 percent of those surveyed saying that consumer showroom traffic was "better than expected".

Some 47 percent of dealer surveys said that January and February retail sales were worse than expected (33 percent said sales were better than expected). Though with March generally accounting for around half of Q1 retail sales, Milwaukee based analyst Robert W. Baird & Co. Inc. was modeling an end-of-quarter improvement to leave its annual forecast for 2014 worldwide Harley new model sales "unchanged" at +6 percent for the year domestically, and +7 percent internationally.

Sales grew by 4.4 percent in the United States in 2013 (compared to 2012) and by 4.3 percent internationally.

This forecast is despite the fact that the adverse weather in much of the United States clearly hit not just

showroom traffic but also deals written. The US dealers surveyed said that their retail unit sales for January and through mid-February were off by -11 percent compared with their Jan/Feb experience in 2013, with reported used unit sales down by some 9 percent.

Internationally, reported retail sales

annual forecast "unchanged" at +6 percent

were off a massive 25 percent in Canada for the period concerned, but up by some 10 percent elsewhere in the world.

Commenting on the effects of the weather, one dealer said "Traffic overall is down considerably. The people who are purchasing have been in the process for a while"; another that "sub-freezing weather is causing fewer people to come into the dealership. Last year was warmer and more people were still riding in January and February"; a third that "door swings are down 40 percent YTD over 2013; sales are down 44 percent."

Another said that "Weather has killed us, but Harley hasn't helped either." But proving that the picture was mixed, another said that "Traffic and bike sales have both remained steady in spite of record breaking snowfall and cold temperatures", with another saying that "we expect traffic and sales to continue increasing this spring in response to strong consumer interest in Project Rushmore models and new products introduced by the The Motor Company."

Echoing the sentiment with regard to new product, one dealer commented that their dealership was seeing "Lots of new feet coming through the door"; and another that their dealership had "sold better in 2014 vs. 2013", and one even reported being "+150 percent over last year for the year so far".

Inventory levels and promotional activity are always subjects that polarize opinion among Harley's dealer community.

Most indicated that new bike inventories remained "lean", 86 percent of respondents reported it about right (57 percent) or too low for the time of year; but dealers were rather more

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APRIL 2014

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PART 2 OF THE 2014 SHOW REVIEW

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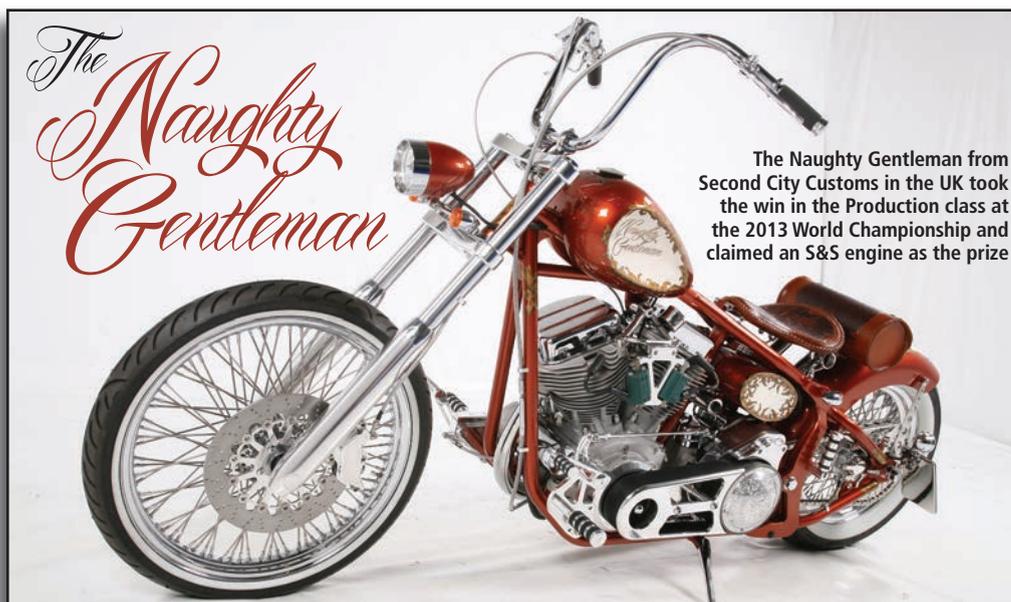


**Vigilante**

**VICTORY & INDIAN PRO GUIDE**



**ARLEN NESS**



*The Naughty Gentleman*

The Naughty Gentleman from Second City Customs in the UK took the win in the Production class at the 2013 World Championship and claimed an S&S engine as the prize

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**EDITOR-IN-CHIEF**

ROBIN BRADLEY

robin@dealer-world.com

**PUBLISHER**

SONJA WALLACE

sonja@dealer-world.com

**EDITOR**

DUNCAN MOORE

duncan@dealer-world.com

**DESIGN & PRODUCTION MANAGER**

BEN OAG

ben@dealer-world.com

**INFORMATION MANAGER**

NEIL BLABER

neil@dealer-world.com

**PROJECT MANAGER**

SARA VINEY

sara@dealer-world.com

Chapman House,  
Chapman Way,  
Tunbridge Wells  
Kent TN2 3EF, GB

TEL: 0044 (0)1892 511516  
FAX: 0044 (0)1892 511517

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This year's V-Twin Expo may have marked a turning-point in attendance and business terms; it certainly did in terms of vendor new product investment

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**World Champs: 'The Naughty Gentleman' ..... 55-56**

Despite the limited number of entries, the bikes in the Production class were as diverse as the bikes in the Freestyle class at the 2013 World Championship, and it was a retro build – The Naughty Gentleman – from the UK's Second City Customs that took the win



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# Congratulations to the Survivors

**P**AST experience with predictions still has me leery about such prognostications, but some six weeks after this year's 13th annual V-Twin Expo at Cincinnati, market sentiment appears to support my stated hopes that this year, finally, we may indeed have finally and decisively turned a corner!

Market-specific concerns about the sustainability of the absurd trading bubble that we saw in the years to 2006 were already evident to those who cared to look at what was going on carefully and think logically and laterally about where the custom v-twin industry had gotten itself to.

Leveraged as it was on a bogus business volume that paid scant regard to margins and real world riding, pre-shocks were already registering in the low Richter scale in the 24 to 36 months before September 2008's Lehman-led apocalypse.

The year-round solid 12 month cycle of business activity that had evolved since the late 1990s was already being truncated by a variety of factors, from Detroit pricing right through to Katrina and regulatory woes.

In 2010 it did appear, briefly, that the recession as such, as formally defined by greater than two quarters of negative growth, may have ended.

However, such hopes were premature, and regardless of whether or not it was some kind of double-dip phenomenon, the fact is that market atrophy continued apace.

By 2012 an overriding sense of 'it is what it is' had replaced the doom and gloom, and although it was difficult to gauge through the bellwether that the V-Twin Expo provides, 2013 did see the majority of vendors arriving at this year's show saying that they had had a "decent" prior 12 months.

It was therefore with some sense of optimism that the surviving "Class of 2014" gathered in Cincinnati in February, and so far it would appear that the optimism has not been misplaced.

Very few businesses are going to be uprooting trees, and inevitably there are still going to be some who have not yet managed to overcome the challenges posed by the recent past – let's face it, all generalizations are just exactly that, an average view of a middle ground based on the widest possible range of contradictory experiences.

As generalizations go, though, the vendor feedback that we here at AMD Magazine have been getting before, during and since the show, and on both sides of the Atlantic, does indeed suggest that 2014 should see a second consecutive year of modest to middling single-digit growth for the v-twin parts and accessories industry overall.

Therefore, if two consecutive quarters of negative or positive growth are the metric that the financial industry uses for gauging whether or not macro-economic activity is recessionary or otherwise, then so too, hopefully, two consecutive years of growth should be sufficient evidence for us to be able to put the "recent unpleasantness" firmly behind us.

Surveying the wreckage at the V-Twin Expo through the lens of the now-established tradition of AMD's annual industry photograph provided a stark insight into the

change that has taken place.

Since I got back from the show I have been (as diligently as possible) following up on the meetings that I had, and reaching out to those exhibitors that I didn't get the time to meet with, in order to ensure that our post-show AMD Magazine editions are as chock-full as possible of company and product news.

This is an annual exercise for me, indeed one that is a routine and major part of my annual workload cycle, and that involves many shows, of many kinds in many countries.

It is a well known characteristic of recession survival that those businesses that invest most heavily in brand marketing and new product development when times are bad, are those that benefit soonest and bestest when times are good.

It is with a great deal of pleasure therefore that this year I find that workload to be disproportionately intense relative to exhibitor numbers as the sheer volume of new product action exceeds anything that the market has seen for at least 5 or 6 years.

The market remains firmly rooted in 'staples' (service items and workshop activity) and lower price-point 'bolt-on' accessories but joy-of-joys, the volume of performance and tuning innovation taking place and being offered is noteworthy and significant.

Noteworthy because it goes to the beating heart of the kind of industry that this has always been at its core, and significant because as signals for a healthy future, it doesn't get much better than seeing the 'old school' hard-core values of v-twin performance engineering retake their rightful place up front and center stage.

Throughout the past years I have always maintained that whilst consumer confidence has left us high and dry, marooned above the economic tide-line, the fact remained that people were still doing and wanting to do the miles, and that despite the temptation to misinterpret demographic change and regulatory impacts as ones that might call time on riding enthusiasm, there was, for me, no evidence that this was going to be the case.

The re-emergence of performance and tuning (even if the oil under the fingernails is being replaced by Android and IOS technology) proves that our 'drug of choice' (adrenaline) has not gone away, and that regardless of their cultural differences and changed reference-set, the consumers that are now going to be headed towards that fat wallet-book mid 40s sweet-spot in the next couple of decades are likely to come under the spell just as much as the boomers did.

## The annual AMD Magazine industry photo at the V-Twin Expo has become a unique record of industry change



**Robin Bradley**  
Co-owner/Editor-in-Chief  
[robin@dealer-world.com](mailto:robin@dealer-world.com)

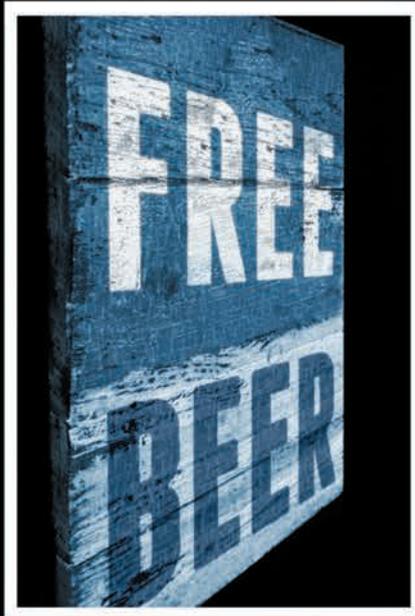
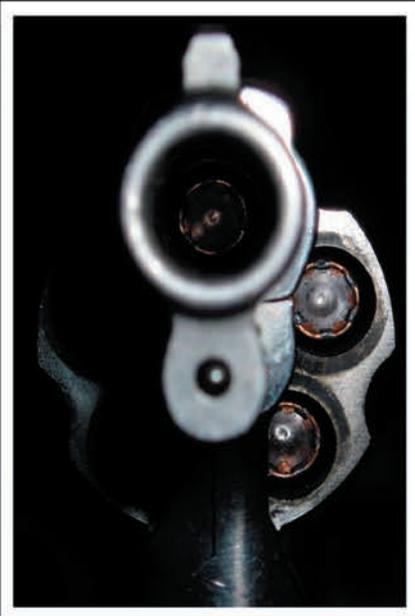
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## Continued from cover

scathing about promotional activity.

Dealers report that used bike inventory "continues to be elevated as poor retail coupled with weak demand for used bikes (due to continued consumer appetite for the Rushmore models) has elevated inventory levels in the off-season", according to survey report author Craig Kennison.

One dealer explained that "Our used bike inventory is very high due to increased trade-ins on Project Rushmore bikes in the Fall ... but our used bike sales were up significantly for the first six weeks of this year"; another that "We need the right new inventory, i.e. touring. Used inventory was fine and then we sold through it, so we are light now. There is limited promotional activity of the Harley programs other than in store POP."

One responding dealer in Australia provided some interesting insight into the situation there, and some of the issues the dealer said they had with Harley-Davidson Australia (HAD), saying that "this is putting more and more pressure on management to provide these reports and we are losing focus on the real issues like selling and promoting our brand. Whilst I understand that we do need some of this reporting, perhaps this can be refined."

Further indication that, as ever, Harley's dealers aren't a homogenous crew, one domestic US dealer told AMD/Baird that there are "no promotions to drive business in the slow months, all the weight is on the dealer, not on Harley. In addition Harley has too many stale models that are outdated, over-priced, or were poor designs"; with another stating that "We need more TV ads just like other brands", with yet another saying "What Harley promotions?"

Pricing conditions remain largely unchanged relative to prior survey results with over half of dealers selling bikes below MRSP (56 percent of respondents). This is no doubt reflective of the weather, the lag that the market still has from slow recovery to real-world trickle-down, and may also explain some of the dealer scepticism raised about promotional activity.

## "Weather has killed us, but Harley hasn't helped either"



One dealer said that "Rushmore bikes are ok, but Dyna, Softails, and Sportsters are way under MSRP. The reason is there are too many, and the Softail models compete with the Rushmore line in price"; another that there were "Too many car dealers coming in to the H-D business! They don't understand the H-D brand - they think volume-volume-volume"; a third that "Harley talks about building brand loyalty and providing customers with a consistent premium customer experience, however, it is all about moving inventory. Retailers who discount and sell more bikes, yet short change the customer on the Harley experience, get kudos as they are moving inventory."

One Canadian dealer raised a specific issue that affects dealers there, saying that "Canada has a distributor, so our prices are too high. Even H-D credit charges are a higher rate in Canada. A lot of people shop for P&A & GM online with USA dealers. We cannot compete on price."

In terms of credit, more dealers are reporting that consumer financing continues to get easier, but, interestingly, there appears to be an increasing reluctance among consumers to take on debt.

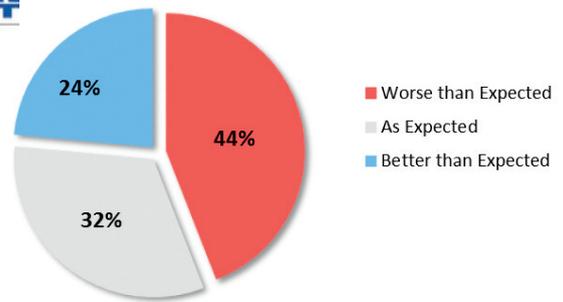
Baird recently established a Harley-Davidson Dealer Sentiment Index, capturing both current and longer term (3-5 year) dealer sentiment. We asked dealers about their outlook currently as well as their outlook at this time last year.

Harley dealers hold an optimistic outlook based on current conditions, as dealers reported sentiment levels of 78 vs. 81 last year. The 3-5 year outlook remains remarkably positive as well, as dealer sentiment is 81, both this year and last year.

For context, sentiment readings can range from 0-100, with 50 providing a "neutral" outlook. Net, Baird's Harley-

### Customer Traffic

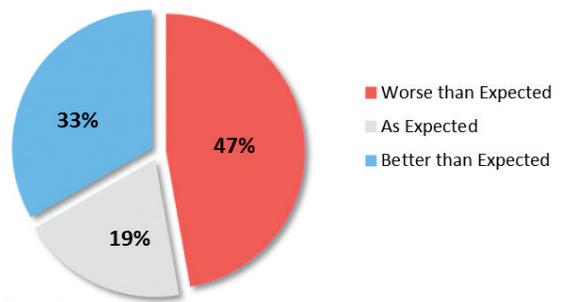
vs. Expectations



Source: Baird research

### New Bike Retail Sales

vs. Expectations



Source: Baird research

Davidson Dealer Sentiment Index indicates a high level of dealer confidence.

On average, dealers expect retail sales to improve approximately 5% in 2014.

Harley-Davidson retail sales grew 4.4% in the U.S. and 4.3% internationally in 2013, based on company data. We expect U.S. retail sales to grow 6% in 2014, and international retail to grow 7% for the year.

In what maybe the first research initiative into starting to gauge perceived impact of the re-launch of Indian Motorcycles on Harley dealers, now that they have had a chance to see the new bikes, Baird asked for views.

Relative to expectations for the impact on business last year, 94% of Harley dealers now believe that Indian will impact their businesses "less than" or "about as much" as they had expected – a net positive for Harley.

One dealer commented: "Not a very

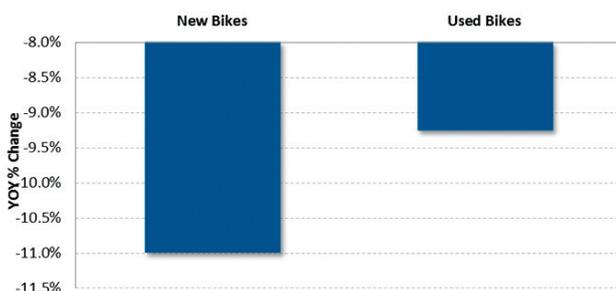
interesting bike and too expensive. Great power train, but availability still scarce in our area"; another that the "introduction of the Indian brand has had zero impact on our dealership's traffic and sales, and based on feedback, we don't expect that to change."

Robert W. Baird & Co. Inc. is an employee owned wealth management, capital markets, asset management and private equity firm that was founded in 1919 and is headquartered in Milwaukee, Wisconsin. The company says that it currently has \$105 billion in client assets.

**Any AMD readers who would like to see this or future AMD/Baird quarterly Harley-Davidson dealer surveys in full, or any authorized Harley-Davidson dealers who would like to participate in future surveys, can contact AMD's Information Editor Sara Viney by email ([sara@dealer-world.com](mailto:sara@dealer-world.com)).**

### Retail Unit Sales - United States

January and early February



Source: Baird research

### Bikes per Dealer - U.S.

LTM Average



Source: Company data, Baird research

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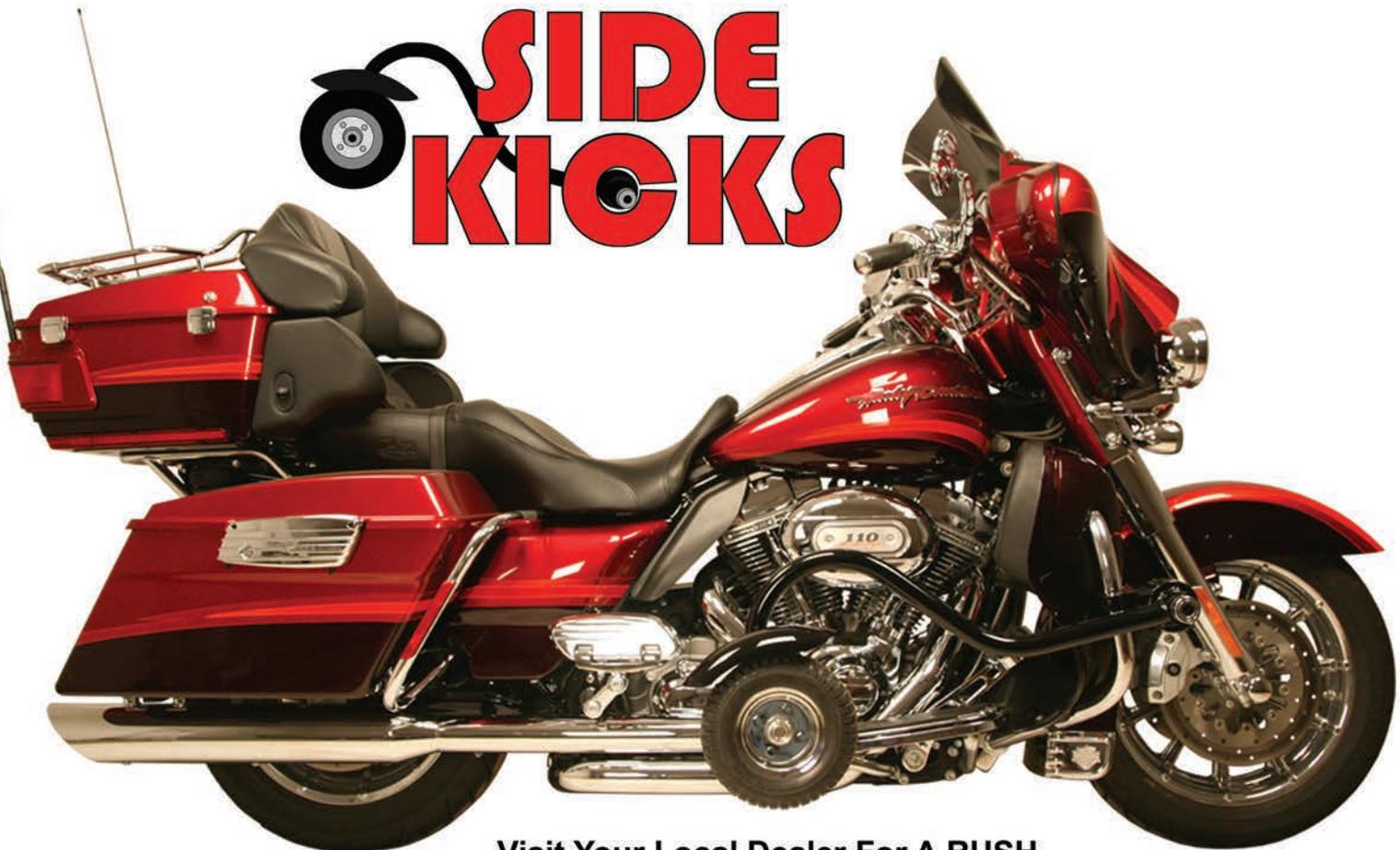
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# Custom motorcycle podcasts launched at 4E2W.com

4Ever2Wheels.com, the custom motorcycle blog established by industry insider Ken Conte, has undergone a redesign and now includes the 4E2W custom motorcycle podcast, which features interviews with the makers of custom motorcycle history. The first three episodes are in-depth conversations with Michael Lichter, 'Irish' Rich Ryan and Marilyn Stemp and can be heard via the website, iTunes, Stitcher and the Windows Phone Store. Upcoming interviews will include Shelly Rossmeyer, Bill Dodge, Eddie Trotta, Chris Callen and Masyn Moyer and more.

The podcasts are usually an hour

long and go in-depth with motorcycle industry figures about their unique perspectives, stories and how they've gotten to where they are now. The podcasts accompany the 4Ever2Wheels blog, redesigned and re-launched with the purpose of telling motorcycle history and featuring builders, photographers and story lines.

The producer for the podcast, 'Murdoc' Jones, creates all the drops, and cuts it all together. "Without people like Murdoc and Eric Byrd I would not have been able to get this done. They believe in the vision of archiving oral



motorcycle history and I'm really excited to be the host of the 4Ever2Wheels podcast," says 4Ever2Wheels co-founder Ken Conte.

**4EVER2WHEELS**  
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## TBR Comp-V dual option intake

**BEST** known for their sportsbike and race exhausts, Santa Ana, California based Two Brothers Racing (TBR) made their debut at the V-Twin Expo at Cincinnati in February, with their Comp-S v-twin exhaust system and the Comp-V air filter intake system shown here. The dual-option Comp-V offers a choice of direct velocity or high flow air intake via the threaded quick change velocity stack and end cap. Founded in 1985, TBR grew from a factory-backed AMA superbike team to become a world leader in 'metric'

performance exhausts and has nearly three decades of championship wins in the locker.

Features of the CNC machined aluminum Comp-V include taper design for additional knee clearance and internal breather to eliminate oil leakage. Designed to take a K&N high-flow filter TBR says that their patent-pending USA-made Comp-V has an easy bolt-on installation, lightweight durable components and is available with black anodized or machined accents.

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# Tour-spec Sportster and return of the Low Rider

FIRST launched in 1977, the Low Rider name has made a return to Harley-Davidson's Dyna range for 2014. This latest incarnation of the Low Rider features a Twin Cam 103 powertrain, and a Dyna chassis equipped with 49mm forks, new coil-over rear tri-rate spring shocks, dual front disc brakes and a 2-into-1 exhaust.

To make the bike suitable for the widest range of riders it has handlebar risers that offer 2.4in of adjustment and a two-position ergonomic seat with a removable bolster that moves the rider 1.5in forward.

"The Low Rider represents intense collaboration between the Harley-Davidson styling and engineering staff," said lead stylist Tony Pink. "Engineering created some innovative solutions to expand the comfort envelope of the Low Rider, and our styling team successfully incorporated those features while maintaining the premium finish our customers associate with Harley-Davidson."

The new SuperLow 1200T is a Sportster model equipped with touring features. In creating the SuperLow 1200T, Harley-Davidson has for the

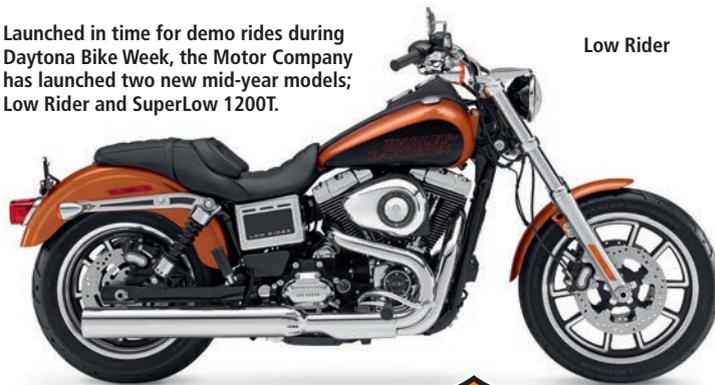
first time combined its SuperLow chassis with the performance of an Evo 1200 v-twin engine. A new suspension and tire package helps to create a package suitable for touring.

Jennifer Gersch, H-D Product Planning Manager, said: "Many riders seeking an entry point to the touring experience have been putting together a bike like this on their own. We've added ergonomic adjustments and a selection of touring accessories to a motorcycle platform that is already popular with our customers."

Features of the 1200T include locking saddlebags, detachable windshield, saddlebag mounting hardware with quick-detach docking points, easy pre-load adjustment rear shocks, reduced reach touring seat

Launched in time for demo rides during Daytona Bike Week, the Motor Company has launched two new mid-year models; Low Rider and SuperLow 1200T.

Low Rider



SuperLow 1200T



and mini footboards. The rider foot position is three inches forward from the SuperLow 883 model.

"It's been a fantastic six months for us," said Matt Levatich, H-D President and COO. "First Project Rushmore, then Harley-Davidson Street, and now the new SuperLow 1200T and Low Rider models — and all are the result of being customer led."

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

## Free hotel accommodation at Biker Fest, Italy

VISITORS to the 28th Biker Fest, 15-18 May, at Lignano Sabbiadoro (Udine, Italy) are being offered one night's free hotel accommodation. Thanks to a close partnership between Biker Fest organizers and the hotel managers of Lignano, riders can get a night in a hotel free of charge during Biker Fest. Full details of the offer are posted on the website: [www.bikerfest.it](http://www.bikerfest.it).

Among the attractions over the weekend will be Nik's Harley-Davidson, which has recently open a new headquarter in Pordenone, managing a big tent dedicated to H-D together with the new Friuli HOG Chapter, who will be organizing runs in Friuli

and offering demo rides on 2014 models, including the exclusive option to ride a Tri Glide. Biker Fest will also host the final stage of the Italian Motorcycle Championship, the unique Italian championship of custom bike shows, that during 2014 will reach nine regions.

[www.bikerfest.it](http://www.bikerfest.it)



## Sport Trike kit for Harley Davidson Motorcycles



to FRANKENSTEIN Trikes bases their Trike conversion kits around its proprietary rear end, which utilizes a 6061-T6 billet aluminum housing, a Dana 30 differential with 9in Ford street/strip axles, running on sealed bearings with a five on 4.5in bolt pattern, a billet four-piston caliper and stainless steel rotor.

Frankenstein combines the axle with a trike-specific swingarm, and the kit includes

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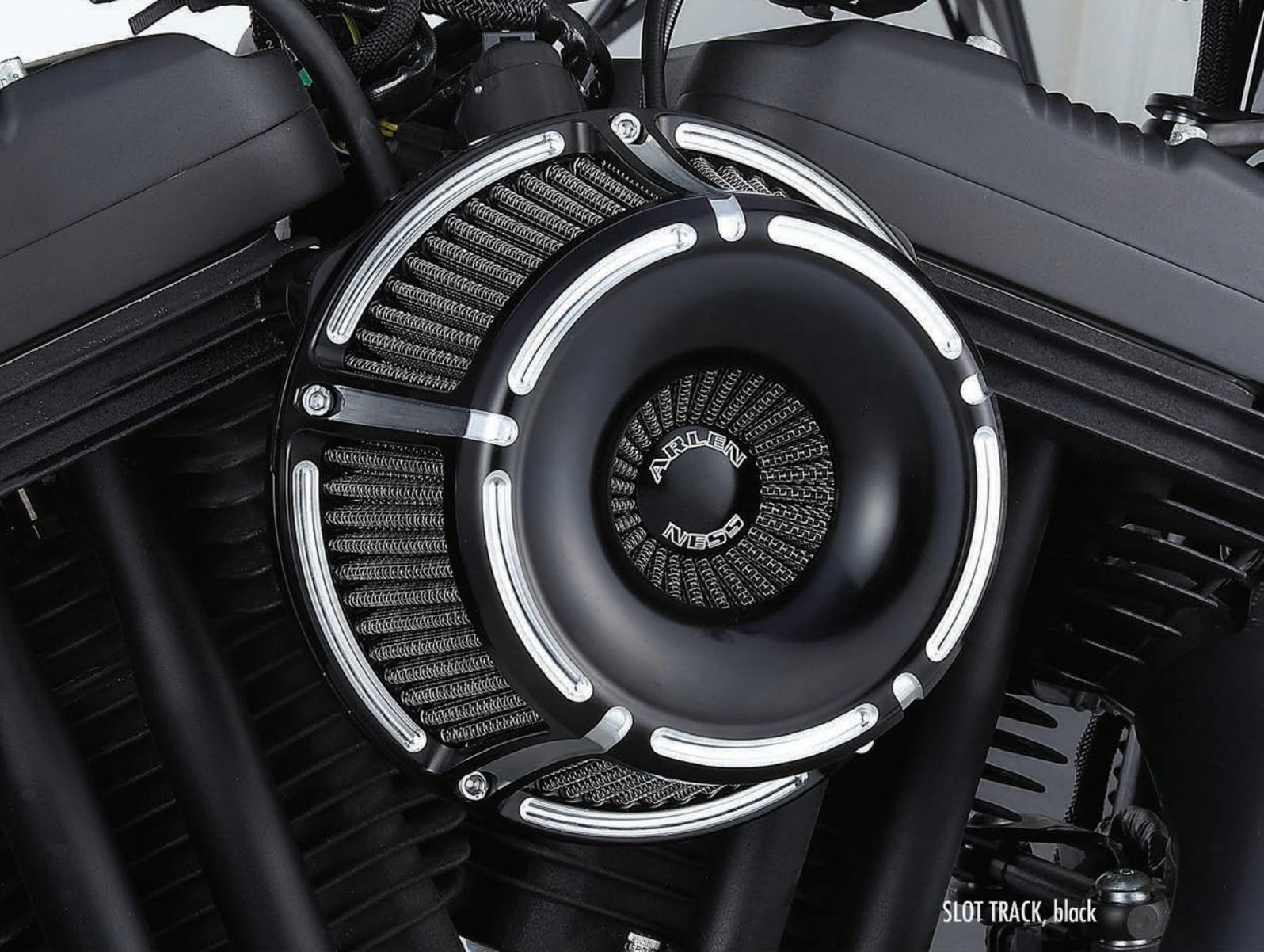
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# New Badlands/NAMZ online resource up and running

FOLLOWING the acquisition of the Badlands electronics program, Jeff Zielinski's NAMZ Custom Cycle Products has now got a new Badlands website up and running.

Jeff told AMD Magazine that typing in [www.badlandsmotorcycleproducts.com](http://www.badlandsmotorcycleproducts.com) will "direct to a very clean, well organized site with brand new instructions, color-coded wiring schematics, and a Q&A guide to which is the best module for the application you are working on."

"We have also added the ability to order modules ONLINE, 24-hours a

day, 365-days a week! Better still, now you can add any part NAMZ sells along with a Badlands module all in one shopping cart for easy check out! Our goal is to make it easier for our customers to get what they want, when they want it."

NAMZ is celebrating its 14th year in business providing "World Class" Electrical Components, Fluid Transfer Lines, Custom Installation Supplies & Badlands Lighting Modules. NAMZ/Badlands products are also available through Drag Specialties, Parts Unlimited, Custom Chrome Europe, Mid USA, J&P Cycles, Bikers Choice, Zodiac, Motorcycle Storehouse, SK Imports, V-Twin, Les Importations Thibault, and Rolliers Speed Shop.



[www.namzccp.com](http://www.namzccp.com)  
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Top Down axle covers are available in a wide range of styles and finishes and ship with a model-specific proprietary mounting kit

## Top Down Products

BASED at Exton, Pennsylvania, Top Down is owned and operated by Dennis Sauro, and following the launch of his innovative Roto-Plate (a rotatable license plate concept) design continues to introduce stylish high quality American-made custom parts and accessories.

Designed to offer a flexible and creative solution to the "Vertical vs Horizontal" license plate dilemma, the patent-pending Roto-Plate design is available in versions that mean it can be installed with or without brake, running and licence plate illumination, delivering a modular solution that is available as standard 4x7" or 5x8" for Harley-Davidson, Victory and 'metric' motorcycle models.

Dennis Sauro's most recent addition to his in-house design and manufacturing parts and accessories program is a selection of axle cover designs

in a wide selection of styles and finishes, including the popular black contrast cut and spike styles.

Available for all Harley models, including the 'Breakout' and 'Rocker', Sportsters, V-Rods and Tourers, as well as Big Twins, they ship with model-specific proprietary mounting kits and can be matched with Harley and aftermarket wheel designs.

[www.topdownproducts.com](http://www.topdownproducts.com)



Patent-pending Roto-Plate, rotatable side license plate mount

# SAE International adopts E-bike top speed test

In the search for an accepted test model SAE International, recognized worldwide for developing motor vehicle standards, has adopted a new top speed test based on the protocol developed by the California based Motorcycle Industry Council's Electric Vehicle Subcommittee.

"Prior to the development of this standardized test procedure, electric motorcycle manufacturers used different methods to calculate top speed, which presented a challenge for consumers interested in comparing various electric motorcycles", according to the MIC.

"With several brands of electric motorcycles on the market, having standardized testing protocol is vital," said Abe Askenazi, Chair of the MIC's Electric Vehicle Subcommittee and Chief Technology officer at Zero Motorcycles.

"It allows manufacturers to be able to present consistent information to consumers for product comparison. The MIC's Electric Vehicle Subcommittee is honored that SAE has chosen to adopt our key recommendations."

SAE J3007, Recommended Practice, Top Speed Test Procedure for Electric Motorcycles, is based on the European Union test procedure and sets standards for the many variables involved in determining top speed, such as vehicle equipment, battery charge-discharge cycle, test roadway conditions, and the rider's weight, attire and riding position.

Additionally it considers atmospheric conditions, such as wind speed, temperature and atmospheric pressure.

The MIC's Electric Vehicle Subcommittee includes representatives of on-highway electric motorcycle makers who currently market or are developing electric motorcycles, as well as other industry participants. In addition to developing test procedures for the top speed and riding range, the subcommittee addresses a broad scope of issues related to electric vehicles, including public information/education and government legislation. SAE J3007 can be purchased from SAE at: [standards.sae.org/j3007\\_201402/](http://standards.sae.org/j3007_201402/).



The Motorcycle Industry Council exists to preserve, protect and promote motorcycling through government relations, communications and media relations, statistics and research, aftermarket programs, development of data communications standards, and activities surrounding technical and regulatory issues. As a not-for-profit national industry association, the MIC seeks to support motorcyclists by representing manufacturers, distributors, dealers and retailers of motorcycles, scooters, ATVs, ROVs, motorcycle/ATV/ROV parts, accessories and related goods and services, and members of allied trades such as insurance, finance and investment companies, media companies and consultants.

The MIC is headquartered in Irvine,

Calif., with a government relations office in metropolitan Washington, D.C. First called the MIC in 1970, the organization has been in operation since 1914. Visit the MIC at [www.mic.org](http://www.mic.org)



Zero Motorcycles' Chief Technology Officer and MIC Electric Vehicle Chair Abe Askenazi says that "having a standardized protocol is vital" to developing consumer confidence and understanding when making E-bike performance comparisons



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# REPORTS OF DEMISE GREATLY EXAGGERATED

**Robin Bradley presents a second instalment of vendor company and product news from this year's 13th annual V-Twin Expo at Cincinnati in February**

Words and pictures by  
**ROBIN BRADLEY**  
 Co-owner/Editor-in-Chief  
[robin@dealer-world.com](mailto:robin@dealer-world.com)



**L**AST month I commented that my overriding feelings, as the industry left Cincinnati after the show this year, were ones of positivity - that after the false dawn of 2010 maybe this year did, finally, mark an uptick for the show and for the market ahead in the coming months.

The attendance wasn't as great as we saw back in the 'mid naughties', and neither were exhibitor numbers, but the two did appear to be in balance with most vendors reporting that they had a good weekend. Above all it would appear that the reduction to two days and the move away from the SuperBowl weekend have made a big difference, but above all the primary reaction of



Continued on page 22 >>>



**WISECO:** recent new products from the 73 year old Mentor, Ohio headquartered forged piston specialist include a 2035cc Big Bore Kit for 1999 and up 124" Twin Cams with 4 3/8" stroke crank; [www.wiseco.com](http://www.wiseco.com)



**HORSEPOWER Inc:** the Indianapolis specialist proudly proclaims itself to be "the leader in v-twin fuel injection". Founded in 2002 and shipping to dealers worldwide, HPI designs and manufactures a wide variety of throttle bodies, intakes and air cleaners to "complete your EFI build ... our American made units provide a crisp throttle response and are flow bench tested for dyno-proven performance, increased airflow, and substantial increases in horsepower and torque"; [www.horsepowerinc.net](http://www.horsepowerinc.net)



**RACEPRO MOTORSPORTS:** watch out for Rob Hassay's ProTour roadshow truck at all the major US rallies where it provides a rolling home for well known performance and accessory brands such as Rush Racing (exhausts), Mikuni (carbs), Yuasa (batteries), NGK (spark plugs) and VP Racing Fuels; [www.888racepro.com](http://www.888racepro.com)



**ACCEL:** recent new products include their 'Stealth' SuperCoil. Said to "eliminate the need for wires forever" by mounting the coil directly to the spark plug, the cast aluminum cover holds the coil in place and is designed to "act as a functional heat sink to pull heat away from the cylinder head" with all wiring hidden in the fins of the head; [www.accel-motorcycle.com](http://www.accel-motorcycle.com)

# 'Exhibitor and visitor numbers in balance'



**RIVCO:** based at Burlington, Wisconsin, Rivco offer dealers access to a broad range of accessories, including floorboards, exhausts/mufflers, covers, lights luggage racks, risers and more; [www.rivcoproducts.com](http://www.rivcoproducts.com)



**HOGTUNES:** With a background in car audio that goes back to 1986, the award winning Canadian specialist turned its attention to the specific needs of motorcycle audio at speed in 2004 and says its products are 100% true plug and play. Hogtunes products are exclusively distributed by Drag Specialties/Parts Canada/Parts Europe; [www.hogtunes.com](http://www.hogtunes.com)



**RC COMPONENTS:** is celebrating their 25th year of manufacturing. New 2014 products from the Bowling Green, Kentucky based manufacturer include the 'Helo', 'Torsion' and 'Raider' forged wheel designs which are available with matching rotors, pulleys, sprockets and 'AirStrike' high velocity air cleaners. Their RCX-Exhaust product line has also expanded for 2014 with 4.0" Slip on mufflers, True Dual headers, over 20 different billet exhaust tips and new TruFlo Air Cleaners; [www.rccomponents.com](http://www.rccomponents.com)

## V-Twin EXPO by Easyriders



**DP BRAKES:** originally based on the Dunlop aerospace brake compound technology, the British manufacturer was the originator of sintered metal brake pad compounds in the powersports industry, with over 95 percent of OE brake pad fits now based on sintered metal formulations. A top seller since they entered the Harley aftermarket and custom motorcycle markets, the company says that their ceramic heat shield based pad designs deliver "excellent noise and fade-free braking in all conditions, with the lowest pad wear on the market - up to three times the wear of most other pads." Available for most H-D model applications, including the Harley 4-piston calipers, DP Sintered are the brake pad of choice for PM in their brake calipers. The company also offers Sintered metal formula replacement clutch kits for Harleys that are said "to provide fade and slip-free operation with superior shifting and extended life"; [www.dp-brakes.com](http://www.dp-brakes.com)



**ARNOTT AIR RIDE SYSTEMS:** a welcome return to V-Twin Expo for the Merritt Island, Florida based air-ride suspension specialist. Recent new products include their 11-way adjustable 13 inch Aldan Chrome Air Suspension System featuring the reduced size Gast compressor. Available for 2009 and up tourers, the Gast compressor has a "more universal fit and works well for models such as the Road King with ABS", according to the company. Available with the lower cost Bilstein shocks or the Aldan units in 12 or 13 inch versions; [www.arnottairsuspension.com](http://www.arnottairsuspension.com)



**IKON SUSPENSION:** Geoff Lowe has been involved with motorcycle shock absorbers literally all his life. Based in New South Wales, Australia, among other suspension involvements his family were long-time Australian importers for Koni shocks. When Koni decided to exit the motorcycle shock absorber market in 2000 Geoff bought the product line designs and has continued production 'Down Under' and switched the brand name around as 'Ikon' (geddit?) - "Bike On With Ikon" says Geoff! [www.ikonuspension.com](http://www.ikonuspension.com)

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**TRASK TURBO SYSTEMS**





**K&N ENGINEERING:** RK Series and Street Metal Air Intake Systems "provide increased horsepower and torque for Harley-Davidson motorcycles," according to the Riverside, California cotton-gauze filter specialist. "The popular kits each have a custom backing plate that fits onto the stock throttle body or carburetor. The backing plates are made from powdercoated aluminum and designed to provide solid mounting and increased performance. These systems also include a tuned velocity stack to help direct airflow into the engine for better performance. Oil channels incorporated into the backing plate direct crankcase vapor and oil from the breather bolts back into the engine"; [www.knfilters.com](http://www.knfilters.com)



**REVOLUTION PERFORMANCE:** from complete engine rebuilds right through to big bore kits, tapered wrist-pin bushing replacements, and the 'Precision' brand engine management system that the company claims is the "first fully integrated dynamic tuning control unit" and "a true self-optimizing system, adjusting almost instantly with little further adjustment"; [www.revperf.com](http://www.revperf.com)



**THE CARLSON COMPANY:** founded in 1972, the California based company is "a leading supplier of service equipment to the Motorcycle and Powersports Industry, specializing in providing your service departments with the right equipment for profitable service", according to owner Andy Carlson; [www.thecarlsoncompany.com](http://www.thecarlsoncompany.com)

**'Positive market sentiment'**

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**ASA ELECTRONICS:** founded in 1977, the Elkhart, Indiana based company specializes in robust mobile electronics for those who "are not the stay at home type!" Noted for their legendary JENSEN Heavy Duty brand audio products, the company describes its award- winning HD1BT Bluetooth enabled replacement stereo for Harley-Davidson models as the first "true custom designed replacement for the factory radio"; [www.asaelectronics.com](http://www.asaelectronics.com)



**FUEL MOTO:** associated with drag race legend Bobby Wood's Alabama based Wood Performance, Fuel Moto (of Wisconsin) specializes in EFI tuning, engine kits and performance exhausts. Their booth featured a V-Twin Expo return for Kerry Bryant's noted E-Series mufflers, plus Fuel Moto's own in-house design and manufactured 'Jackpot' brand of specialty Harley tourer exhaust products; [www.fuelmotousa.com](http://www.fuelmotousa.com)



**YELVINGTON TRIKES:** established in 2011, the Largo, Florida based manufacturer has attracted much attention for its conversion assembly for 2005-2014 Sportsters and Mech 'R' mechanical reverse; [www.ytrikes.com](http://www.ytrikes.com)

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<<< Continued from page 17 the exhibitors we here at AMD Magazine spoke with was one of good quality in terms of the visitor contacts made.

Writing this some six weeks after the show it would appear that, so far, the positive market sentiment is translating into decent sales (on both sides of the Atlantic).

This year's show did see some further absentees from the 'traditional' exhibitor footprint, and more exhibitors reducing their footprints, but, encouragingly, it also saw some returnees (generally with much smaller booths than they may have had 'back in the day') and some new vendors too.

The trend to staples and bolt-on continued (although there were a couple of additional apparel vendors in evidence), service/workshop, inexpensive custom accessories and (above all) performance providing the backbone of the show just as it has provided the safety net that the market has collapsed back into throughout the downturn. Indeed, the preponderance of performance and tuning exhibits was quite something really, and that sends out a very positive message, not only about the 'miles being ridden' nature of the current market, but also about where the market will be headed in the years to come. Reports surrounding the demise of v-twin tuning and performance opportunities appear to have been greatly exaggerated!



**FIGURE MACHINE:** in-house design and machining of accessories and components for custom v-twins and most popular Harley models - including air cleaners, license plate brackets, gas caps, mirrors, risers, bars, covers and pegs; [www.figuremachine.com](http://www.figuremachine.com)



## 'Date change has worked well'



**ENERGY ONE:** with over 30 years experience in the high performance motorcycle and automotive clutch industry, the Whittier, California based manufacturer says that their 100 percent American made Big Twin kits "include a full set of performance friction plates with a maximum groove pattern for heat dissipation and fluid circulation, 6061 T6 aluminum or high tempered steel cores for maximum durability, and our race proven friction material"; [www.energyoneclutches.com](http://www.energyoneclutches.com)



**ALLOY ART:** based at Glendora, California, check out one of the market's most stylish websites, and most surprising product lines - from chassis performance components such as the TXR, DXR and Tri-Link, through to air intakes, triple trees, fluid reservoirs, choke relocators, mini tach mounts and the 'All Suspension' brand air ride systems featuring Firestone Airride springs, proven Bilstein shocks and an automatic load levelling system with on board ECU sensor; [www.alloyart.com](http://www.alloyart.com)



**AREA 51 RACING:** based at Napa, California, the Harley exhaust specialist makes the bold claim that their systems are "America's most powerful exhausts. Period!" Products include complete dual systems, mufflers and stepped head pipes, and the company says that their systems "create a superior level of looks, sound and performance", and that patent-pending technology and "years of testing and dyno time" gives their systems "great looks, owner adjustability, a rich exhaust note and performance levels unmatched by the competition"; [www.area51racing.com](http://www.area51racing.com)

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## AIM VP-SDR CVO clutch



AIM Corporation claims its new VP-SDR clutch is capable of handling over to 135 ft-lbs torque with stock spring.

The VP-SDR, which has been designed for the new H-D clutch on 2013 and later CVO models, is claimed to be the first sliding lock up system released by the aftermarket industry. The new sliding weight design creates 120-130 lbs extra clamping pressure at 4,000 rpm, which equates to 40 percent more clamping force. The new clutch, which fits behind stock 103ci and 110ci derby covers, is also said to offer easier lever pull, with a 30 percent lighter action at low rpm.

**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)



## Licks' 'Half Waffle' grips

THE 'Half Waffle' grips from Lick's Custom Cycles are available in black or grey, and each grip is molded from a super soft and durable material with a center ribbed finish. Each grip features a checkered pattern on one side and close knit nubby pattern on the other. Clutch side grips have an ID of 1in, while the right side measures 1-1/8in to accommodate the throttle sleeve.

**LICK'S CUSTOM CYCLES**  
**Clarksburg, Massachusetts, USA**  
**Tel: 413 663 9050**  
[licksinfo@gmail.com](mailto:licksinfo@gmail.com)  
[www.lickscycles.com](http://www.lickscycles.com)



## Sportster 1250cc big bore kits

S&S Cycle's 1,250cc kit is the largest big bore kit the company offers for '86-'14 Sportster models that can be bolted directly into stock crankcases.

The kit, which includes 3-9/16in bore pistons, cylinders and gaskets, is not recommended for engines with stock 883

heads, but works best with stock 1200 heads and 883 or 1200 heads CNC ported by S&S. The company also recommends the use of its 600 cams to gain the maximum benefit.

Silver or wrinkle black powdercoat finishes that match the stock finish on late model engines are available, and the kits are available with flat topped or 5.5cc pop-up forged pistons for a choice of compression ratios. Flat topped pistons yield 10.3:1 with stock 1200cc heads or S&S CNC ported heads. The pop-up pistons deliver 11.2:1.

The cylinder fin profile of the kit does not perfectly match the fins on 2004 and later stock heads, but the difference is not considered to be objectionable.



**S&S CYCLE**  
**La Crosse, Wisconsin, USA**  
**Tel: 608 627 1497**  
[sscust@sscycle.com](mailto:sscust@sscycle.com)  
[www.sscycle.com](http://www.sscycle.com)



## New products from Paughco



PAUGHCO'S new line of products includes the Paughco/Denver's twisted front leg Springer forks. The new design is the result of a collaboration between Paughco and Mondo at Denver's Choppers. Available exclusively from Paughco, the Springers come in a variety of lengths and numerous options including chrome, black powdercoat and brass finishes, tapered oval or half round rear legs and with or without shock. Paughco is not only offering complete twisted Springers but also twisted front legs separately for use with the company's front ends on bikes already fitted with a Paughco Springer.

A second addition to the Paughco parts line is a selection of Teardrop air cleaners. Manufactured from cast aluminum and finished in chrome, the new Teardrop air cleaner assemblies are available in smooth, ribbed and slotted styles. All styles measure 8in wide, 4-1/2in tall and 2in deep. Designed to fit S&S and most H-D intake systems from '88, each assembly is supplied with a mini air filter, fittings and hardware.

**PAUGHCO**  
Carson City, Nevada, USA  
Tel: 775 246 5738  
[info@paughco.com](mailto:info@paughco.com)  
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## GMA banded grips

GMA, a division of Belt Drives Limited, is offering a line of 'Banded' grips.

CNC machined for positive finger placement, the new grips are fitted with three durable rubber style bands, which provide additional grip. Each GMA throttle grip is manufactured with integral throttle pipe for installation convenience and quick precision operation. GMA Banded grips are offered in three finishes: black, chrome and polished.

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## Burly braided stainless extended cable/line kit for Softails

BURLY has created an extended cable/line kit to make it easier to fit ape hangers to a Softail, and this version of the kit features braided stainless lines. The Burly Extended Control Kit is designed to mate a specific height bar to late model Softails. Available for 14in, 16in and 18in apehangers, each package includes extended throttle cables, extended brake cable, extended clutch cable, extended brake line and even wiring harness extensions specific to the year of the bike. Fits most '00-'13 Softail models.

**BURLY BRAND**  
La Palma, California, USA  
Tel: 888 367 1871  
[info@burlybrand.com](mailto:info@burlybrand.com)  
[www.burlybrand.com](http://www.burlybrand.com)



## SuperTrapp V-5 slip-on with mid-pipe for V-Rods

SUPERTRAPP'S V-5 slip-on with mid-pipe is a tunable, disc-based chrome exhaust. With a claimed weight of just 12lbs it is 21lbs lighter than the stock exhaust it replaces, and offers a bolt-on performance gain of increased horsepower.

The V-5 includes a polished, billet aluminum end cap and twelve 5in discs, and fits '02 - '08 V-Rods.



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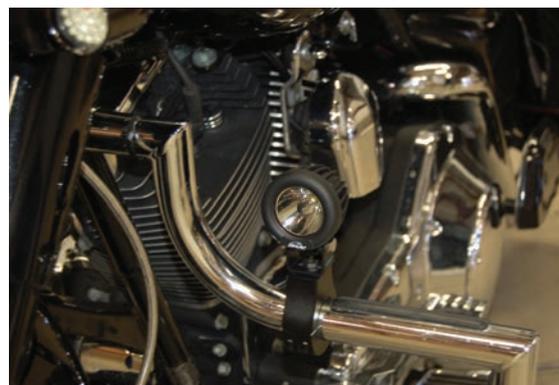


# LED driving lights for cruisers

LAZER Star Lights has introduced LED driving light kits, which have been created for use on cruiser motorcycles. The kits include a pair of Lazer Star's LX LEDs and specially designed mounting clamps.

The Discovery Cruiser Kit features a pair of Discovery Spot LED lights and a pair of 1.25in mounting clamps. Each 2.5in circular light features a 10 Watt Cree LED which produces 1,000 lumens each. The lights are said to be very power-efficient and that they remain cool even under extended use.

The Atlantis Cruiser Kit comes with a pair of 6in Atlantis LED light bars and a pair of 1.25in mounting clamps. Each bar features four three Watt Cree LEDs, which produce 300 lumens each (1,200 total per bar). As with the Discovery lights, the Atlantis LED housing is element-proof.



**LAZER STAR LIGHTS**  
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[info@lazerstarlights.com](mailto:info@lazerstarlights.com)  
[www.lazerstarlights.com](http://www.lazerstarlights.com)

## JayBrake radial plate mounts



JAYBRAKE'S radial plate mounts move the bike's license plate from the rear fender to behind an open belt drive. The mounts fit most open belt drives, and mount directly to the starter housing on most applications.

Machined from billet aluminum and supplied with stainless steel mounting hardware, the JayBrake radial plate mounts include a brake light, running lights and a license plate light. Spares are available to locate the plate mount away from the frame for clearance issues, while the Primo Brute Force plate mount is flat, not curved, to match the belt drive, and Dyna models mount to the swingarm axle bolt.

JayBrake radial plate mounts are available in polished, chrome or black finishes.



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**JAYBRAKE**



## Lowering kits for late model H-Ds

BAGGER Werx is well known for its focus on Harley-Davidson Touring models, but the company also offers parts for other models, and among those parts are lowering kits for



most late model Harleys.

The company's rear, non-adjustable, black anodized billet aluminum shock lowering kits are available in 1in and/or 1.5in drops, depending on the model fitment. Kits are available to fit '06-'14 Dyna, '95-'05 Dyna, '04-'14 Sportster, '00-'03 Sportster, '02-'14 Touring and '97-'01 Touring models. Bagger Werx also has adjustable rear shock lowering kits available to fit '02-'14 Touring models (not Road Kings with soft OEM saddlebags) and '04-'14 Sportsters. These kits offer 3in of adjustable lowering in 1in increments, and are made from black powdercoated hardened steel.

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



## Custom stretch saddlebag set

V-TWIN Manufacturing is now offering deep style stretched saddlebags complete with lids.

The company's saddlebag sets are manufactured using ABS injection-molded plastic to create a smooth surface with clean body lines inside and out. The finish is also said to provide a smooth and clean surface that is easy to paint.

The bags' bottoms are 2in deeper in the front and 3in deeper in the rear compared to stock saddlebags, and are notched on the underside bottom for the muffler body. The mounting holes are pre-drilled in stock locations for easy installation on FLT models '93-'13.



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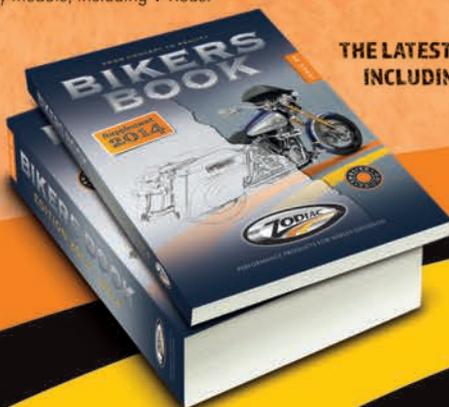


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# New additions to W&W product line

W&W now has reproductions of the **Cannonball MAG-12 design wheels** popular on drag racing cars in the '60s. Although destined for use on cars, and only available in 15in and 18in diameters, the wheels were taken on by early chopper builders.



**W&W has introduced a reproduction of the classic Cannonball MAG-12 design wheels popular on drag racing cars in the '60s, that can be used for custom bike builds**

These new versions of the design are cast using modern aluminum alloys, and they also feature a changed hub design that allows for the installation of common H-D drum and disc brake systems, and that is compatible with a variety of Harley sprocket set-ups.

Certified to take loads of 350kg per wheel, they are available sizes in 16 x 3in and 19 x 2.5in sizes, and a choice of barrel polished or finely bead-blasted finish to achieve a dull magnesium-like appearance.

All Cannonball MAG-12 wheels, which are certified by TÜV and JWL (JASO) approved, are supplied with a universal use hub and require a specific brake drum mounting kit or double flange adapter kit with bearings.

**Easyriders short Bobber fenders** can now be purchased through W&W. Designed for use on Sportsters 2004 onward, the fiber reinforced plastic,

**Easyriders short Bobber fenders are designed for use on Sportsters 2004 onward**



gel coat finished fenders mount to the original struts, which have to be shortened. A custom taillight and relocation of turn signals is also required when fitting the fender.

A new product at W&W is the **Antigravity Micro-Start XP-3**, which is an ultra-small and extremely powerful Lithium-Ion power source. Despite its small size it is said to be capable of jump starting any motorcycle, with its 200A jump starting ability. It can also be used to power or charge electronic devices such as iPads, cell phones, GPS, GoPro cameras, MP3 players and anything else that can be charged via a USB Bus.

The Micro-Start XP-3 features two power ports (a jump start port and a USB 5V output for charging or powering electronic devices); an LED



**The Antigravity Micro-Start XP-3 can be used to jump start a bike or charge electrical items such as smart phones**

flashlight with two flash patterns; over-charge and over-discharge protections; detachable mini jumper clamps and universal USB cable with three common tips: iPhone 4, USB 2.0 Mini-B and USB Micro-B. The Micro-Start XP-3 by Antigravity measures just 130 x 74 x 24mm.

Among the **Roland Sands Design** parts now being stocked by W&W are the **Traction grips**. Featuring deeply knurled and contoured rubber over a CNC machined aluminum body, the ends of the grip bodies also accept a choice of rippled or RSD logo inserts. The Traction grips are available in a choice of chrome, Black-Ops or polished finishes.



**There is a choice of end trim with the Roland Sands Design Traction handlebar grips**

**Traction shifter pegs** are also available through W&W. The pegs, in billet aluminum in either chrome or black anodized finishes, or in brass, all have a rubber covering.



**Roland Sands Design Traction shifter pegs are designed to match the Traction handlebar grips**

A feature of the Atlas Shrugged Z-bars from Pangea Speed is the use of 45 degree



**The Atlas Shrugged Z-bars from Pangea Speed are open at the lower end to allow easy internal cable routing**

slash-cut lugs. The 1in diameter bars are open at the lower end to allow for internal wiring. Designed for use with '81 and later controls, the Atlas bars are 11cm high, 60cm wide and have 11cm pullback.



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## Vance & Hines Super Radius

VANCE & Hines has released a new version of its Radius style pipes with the introduction of the Super Radius, which is available for Dyna, Softail and Touring models.

The Super Radius pipes feature Vance & Hines Power Chamber technology, and incorporate 'Super Bung' dual mounting O2 sensor port allowing oxygen sensors mounting for narrow (12mm) and wide band (18mm) installation in a single exhaust system.

Available in a choice of chrome or black, and

with full coverage heat shields, the pipes fit '06-'14 Dyna, '86-'14 Softail and '07-'14 Touring models.

**VANCE & HINES**  
**Santa Fe Springs, California, USA**  
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# VICTORY & INDIAN PRO GUIDE

## Pingel electric shifter for Victory

PINGEL has expanded its range of electric shifter kits to now include an application for use on '11-'14 Victory Touring bagger models.

The Pingel electric shifter suspends the ignition system while simultaneously shifting the transmission to allow smooth gear shifts up or down at the push of a button, and clutch use is eliminated except for starting and stopping.

Pingel states that the unit works for normal riding or full-throttle shifting, and the ability to shift manually is retained too.

The complete bolt-on kit contains a slim dual-button handlebar bracket with polished finish, miniature solid-state control modules, wiring harness, chrome shift cylinder, mounting bracket and complete instructions.

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## Lehman Trikes CrossBow for 2014 Victory Vision

LEHMAN Trikes has launched an updated version of its CrossBow trike conversion kit, allowing it to now be used with the 2014 Victory Vision. This latest version joins the conversions already available for the 2009-2013 Vision models.

The CrossBow features a fiberglass body with lines that complement the motorcycle's design, straight axle suspension, and standard parking brake as well as available upgrades including reverse, wheels, and hitch kit. Factory exact match paint is available too.

**LEHMAN TRIKES USA, INC.**  
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## CROSSBOW

## Indian heel shift from Aeromach

AEROMACH has introduced a heel shift lever for 2014 Indian motorcycles, which attaches to the stock shift lever.

Paul Aiken, owner of Aeromach, said of the new part: "The demand for Indian parts is very strong and the heel shift lever is one of the first parts Aeromach will be developing for this motorcycle."

The heel shift lever is machined from a bar of T6-6061 billet aluminum. Once machined it is then finished in chrome, and all the required hardware is supplied in stainless steel.



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# Ness for Victory

ARLEN and Cory Ness' involvement with Victory motorcycles needs little introduction, having been both a dealer and a designer for the factory for many years.

However, Ness Enterprises were pretty much the first of the v-twin market's 'primary' custom parts and accessories vendors to focus on a parts offer for



Scallop style billet driver and passenger floorboards for Vision, Cross Country and Cross Roads models



Deep-cut style driver floorboards – available in chrome or black anodize finish for Cross Country and Cross Roads models



Ness gas caps

Victory dealers and the now steadily growing pre-owned market.

The Ness offer is extensive from billet wheels, pulleys and brake rotors through to Ness 'Fusion' pegs and grips, 'deep-cut' and 'retro' style floorboards, handlebars (including Ness' patent-pending modular adjustable handlebars), mirrors, radius sidemount license plate kits and custom plate frames, lowering kits, covers, air filter kits, Ness Big-Shot2 adjustable fuel tuners, flip windshields, shifters, more mirrors and a veritable smorgasbord of lighting options.

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**ARLEN NESS**



Ness Shifters



Patent pending adjustable modular handlebars - seen here with a selection of Ness-for-Victory accessories such as mirrors and grips



## Corbin Trunk Box for 2014 Indian Chieftain

CORBIN has created a Trunk Box for the new Indian Chieftain that offers 47 liters of additional storage and features a lined interior and color matched exterior. The Corbin Trunk Box has been designed to look like an extension of the factory bodywork and includes polished aluminum struts and rack for easy installation. A passenger backrest pad and armrests, covered in leather and using the same Comfort Cell foam as Corbin's saddles, are also included.



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# Hacker 'Tru-Duels' for Victory Baggers



HACKER Custom Exhaust has developed a high performance true-dual exhaust system for use on the Victory Cross Roads, Cross Country, and Hard Ball.

The 'Tru-Duel' system, as it is called, has no crossover pipe, and features 1.75in headers stepped to 1.875in that meet 2.25in mufflers. The mufflers themselves use Hacker's proprietary HP Step Tuned Cores, and 95db 'Quiet' baffles are available. The

pipes are supplied with Hacker Custom Exhaust 'Designer' heat shields, a choice of muffler tips, O2 ports, saddlebag supports and all mounting hardware. Finish options are all chrome, all black, or black pipes with chrome Designer heat shields.



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# Spectro launch Victory and Indian model specific oil

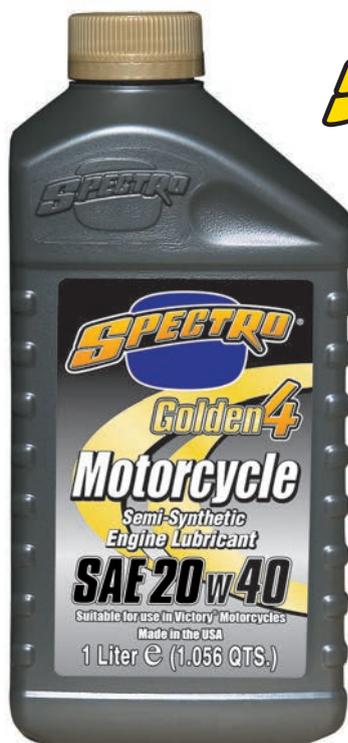
LAUNCHED at the V-Twin Expo, the Golden 4 20w40 viscosity oil is a semi-synthetic specifically targeted at Victory and Indian motorcycle owners to meet the viscosity requirements of those particular brands including JASO MA2 for wet clutch compatibility.

Formulated to meet the demands of air and oil cooled American V-twin engines, Golden 4 semi-synthetic 20w40 is batch blended using Spectro's G4

Technology, which is said to offer a longer drain interval and the highest shear stability. "Victory dealers have been asking for this product, and coupled with the strong launch of Indian and continued Victory growth, it should be a good seller," said Ken Ciocchi, Foreign Sales Manager at Spectro Oils.

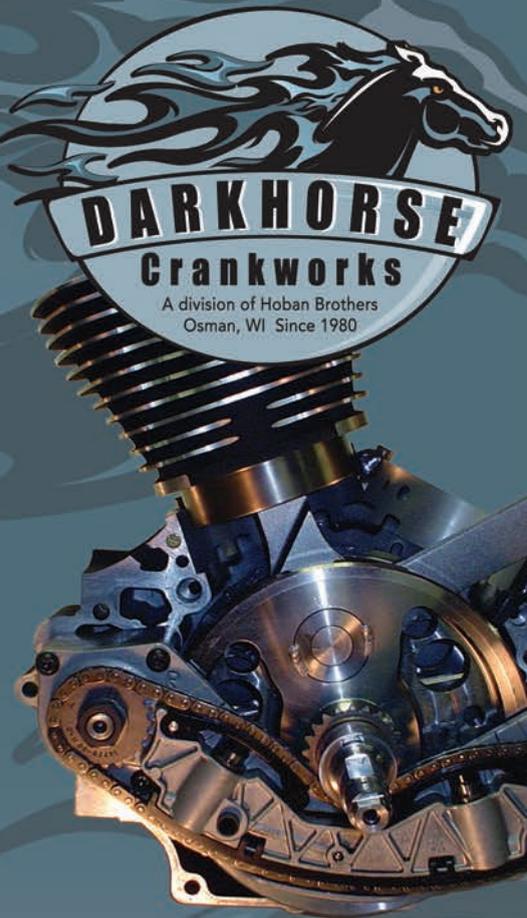
"Based on the successful formulation of Spectro's iconic Golden 4 20w50, customers who use Spectro Golden 4 20w40 will also experience smoother shifting and clutch action."

Spectro's G4 Technology refers to



the company's 100 percent Pure Group IV Platinum Full Synthetic, which is crafted from modern Group IV PAO (polyalphaolefin) synthetic base stocks. The PAO molecules are assembled to provide superior strength and endurance. The Group IV synthetic molecule is said to be engineered to better resist being sheared in the gears, and to fight degrading oxidation due to high temperatures.

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# Chubby handlebars for 2014 Harley Bagger models



HUNTINGTON Beach, California based company Wild 1 has long been noted among custom fabricators as a specialist in handlebar manufacturing.

Product development specialist Johnny Vaughn has asked AMD Magazine to let you know that their Bagger ape hangers fit 2014 models, and that they are available in 10", 12.5" and (seen here) 14", in show chrome or satin black powdercoat.

Described by the company as "the original 1.25" bars", Wild 1 prides itself on the "form, function and fit" of their products, and are also noted for the genuine twin-wall TIG welded construction of their "Chubby" bars.



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# Joker Machine expands H-D parts range

JOKER Machine has further expanded its parts line for Harley-Davidson with the introduction of knurled gas caps, which feature, as the name suggests, knurling to make them easier to remove. The low profile gas caps are CNC machined from billet aluminum, and available in hard black anodized, chrome or raw finishes. The cap base has vented right-hand threads and fits most '96-up Harley-Davidson models. The expanded H-D range includes the introduction of aftermarket brake and clutch levers for use on Sportsters. The levers, which are CNC machined from 6061-T6 solid bar, feature finger profiles for improved comfort, and install on '06 and later bikes using the stock hardware. The levers can be purchased in a choice of black anodized or chromed finishes.



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# Zipper's Muscle kit for 2008-2014 Touring models

ZIPPER'S latest Muscle kit, made up of a top end and cam, has been created for owners of Screamin' Eagle CVO '08-'14 Touring models or riders with a Factory 110ci Stage I kit.

The 110" heads are ported to increase velocity and are assembled with Zipper's

Step-Lock guides, flow-enhancing valves and performance springs. The cylinder head gasket surfaces are trued and then the compression is raised by precisely fitting proprietary 10.5:1 forged pistons to the stock 110ci cylinders using torques plates.

Red Shift cams, Pro-Taper pushrods and Dual Piston cam chain tensioners are included with Axtell's oil pressure bypass valve for increased life and valve train control. A pre-mapped ThunderMax with Wave Tune AutoTune is included, allowing dyno-free set-up. High flow injectors are included with the kit (however, the kit does require the separate purchase of a H-D 58mm Screamin' Eagle TBW throttle body).

Zipper's states that once the kit is installed both torque and horsepower are increased across the rpm range, with horsepower raised by 45 percent, and torque over 100ft/lbs from 2,500 through 6,500rpm.

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# 2014 model parts by Rick's

HARLEY-Davidson's 2014 year models can now be kitted out with parts from German custom specialist and authorized H-D dealer Rick's Motorcycles. Among the new parts for the 2014 range are Rick's aluminum footpegs. There are four new designs in polished and black anodized finishes. The new footpegs are available for all Harley-Davidson model lines, including Sportster models, and come complete with a shift pedal too.

Designed exclusively for the 2014 Touring models, the TÜV-approved seven-degree triple trees from Rick's are used for 21in, 23in and 26in front wheel conversions.

Once installed the triple trees angle the stock forks forwards to retain the stock height.

In the 21in, 23in and 26in version, the stock fork in original length can be retained.

CNC-machined in Rick's House of Custom, the touring seven-degree triple trees are a bolt-on fitment, with no frame modifications necessary, and the stock fork can be retained. However, progressive springs are recommended.

The triple tree kit is available for Harley-



Davidson Touring models like the Road King and all variations of the Electra Glide and Street Glide and comes complete with mounting hardware and instructions.

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## AMD PRO GUIDE

# Drag Specialties latest options

DRAG Specialties now has a 7in LED headlight assembly for FL models available that utilizes a US-made Cree power LED chip for lighting with low power consumption. In use it produces a dual beam that is DOT certified, and is said to last up to 20 times longer than an incandescent or halogen headlight. The Drag Specialties unit is supplied as a complete assembly with a chrome housing for '86-'14 FLST models (except Springers), or as a replacement with mounting ring/bucket for single-headlight '85-'14 FLHT and FLHR models. The touring version has simple plug-in installation.

The satin black cam covers by Drag Specialties are an extension of the existing line, and feature the same die-cast aluminum construction as current versions, but are now finished in a satin black. This latest cam cover fits '84-'99 Evolution Big Twin models. Like the chrome versions, all the bushings are installed, pinned and reamed to OEM specifications, and the cover includes the oil seal, mounting hardware and gasket.

Dressers can have a touch of chrome added with the fitting of a model-specific chrome kickstand. Available for late-model touring bikes, the high-strength steel kickstands are made to support the weight of big machines, and are available for '07-'14 FLHT, FLHR, FLHX and FLTR models in two styles: 1in over stock length (10-1/2in) or 1in under stock length (8-1/2in).

Drag Specialties' new 'Mini Dual-Fire' ignition coils are claimed to provide an output of 30,000V. The ignition coils are also said to improve peak spark voltage by at least 20 percent, improving the all-round performance of the motorcycle. The compact sized coils (2 1/4in x 2-3/4in x 3-1/2in) are available in three-, four-, or five-Ohm styles for all '70-'06 Big Twin and XL models.

The Fuelpak FP3 from Vance & Hines is now exclusively available from Drag Specialties' European operation – Parts Europe. The CE marked Fuelpak FP3



The 7in headlamp from Drag Specialties uses US-made Cree power LED chip



The black satin cam cover includes the oil seal, mounting hardware and gasket



The chrome kickstand for Dressers is offered in over and under stock lengths

selected map while riding the bike for when an existing map does not fit the tuning level of the bike.

While connected to a smart phone it is possible to display all live sensor data from the motorcycle (rpm, temperature, trouble codes, spark advance, gear selection, air/fuel ratio, throttle position, charging system).

**DRAG SPECIALTIES**  
Janesville,  
Wisconsin, USA  
Tel: 608 758 1111



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Drag Specialties' new 'Mini Dual-Fire' ignition coils are available in three-, four-, or five-Ohm styles for all '70-'06 Big Twin and XL models



The Fuelpak FP3 from Vance & Hines is now exclusively available from Parts Europe – Drag Specialties' European operation

makes it easy to change the fuel mapping on a fuel injected Can Bus H-D. After downloading an App (available for iPhones and Android smart phones) the user's smart phone is able to be connected wirelessly via Bluetooth to the FP 3 that is plugged into the diagnostic port of Can Bus. Once connected, the ECM can be flashed with one of the available maps downloadable via a smart phone from the Vance & Hines library.

An auto tune mode is available to fine tune a



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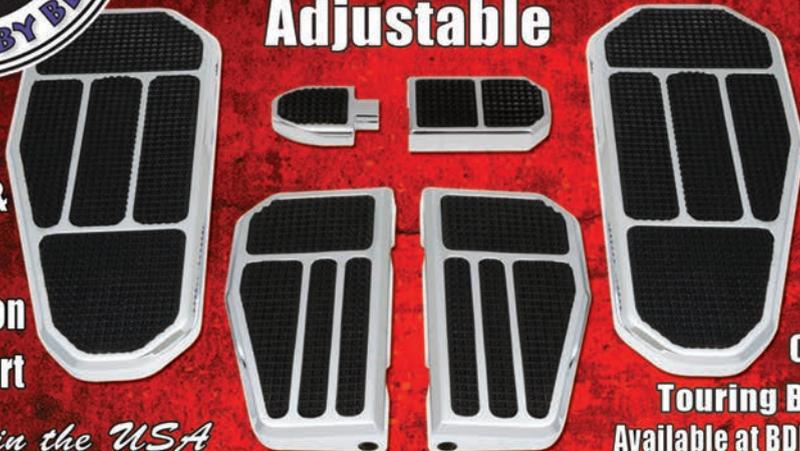


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## Asymmetrically machined billet wheels

**RENEGADE WHEELS**  
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RENEGADE Wheels has brought a new machining process to the world of custom billet aluminum motorcycle wheels with its 'asymmetrical machining' procedure, which it says allows deep surfacing that cannot be achieved on traditional symmetrical designed wheels.

The company is launching the new technique with two wheel designs; the Baxter and Tulsa. The Tulsa's simplistic design looks like a classic split five-spoke wheel, but has unique full 3D effect on both sides. Also said to be a first from Renegade, the Phantom-Cut (shown) is made in the USA and CNC machined from forged lightweight billet aluminum. The hand-polished highlights accent the black anodizing. The new designs, as with the majority of the company's wheels, are also available in chrome and black powdercoat.

Renegade offers its rims in diameters ranging from 16in to 30in and with matching rotors, sprockets, pulleys, derby covers and air cleaners.



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TULSA



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## Vigilante Scout and Flash Tuners available through Zodiac



# Vigilante

ZODIAC International has added the Superchips range of electronic tuning aids to the product lines available to their dealers. The range includes the Vigilante Scout and the Vigilante Flash Tuner and Performance Meter.

Both are Android-based wireless performance monitors and tuning aids for Harley-Davidson models - the Vigilante Flash also being a fuel injection flash-tuner.

Digital gauges, data monitoring and performance meter apps are available to run on Android mobile phones or even Android tablet computers.

The Scout connects wirelessly via Bluetooth to the motorcycle and allows users to monitor a motorcycle and its performance by displaying virtual gauges in various configurations, user-configurable parameter display and data logging, also known as data acquisition or DAQ.

It also shows diagnostic trouble code (DTC) with the option to clear them. Along with speed in mph or kph and rpm, it also shows which gear the bike is in and gives 0-60mph and 1/4-mile times.

For those who want to tune the bike's fuel injection system on a stock or Stage 1 (stock motorcycle with performance air cleaner and/or performance exhaust) there is also the Vigilante Flash, which re-flashes the stock electronic control module after downloading a tune file from the Vigilante homepage.

The install is done by plugging the Bluetooth dongle in the Data Bus of the bike and then

installing the app on a phone or tablet. Apart from the Vigilante all that is needed is an i-Phone, i-Pad, Android phone or Android tablet.

Two versions of the Vigilante Performance Meter are available; one fits all models with J-1850 Data Bus system, such as '04 - '13 Sportster, '01 - '11 Softail, '02 - '13 Touring, '02 to present V-Rod and '04 - '12 Dyna, while the other is for all models with CAN Bus system, such as '12 to present Softail, '13 to present Dyna, '14 to present Sportster and '14 to present Touring models.

Similarly the Vigilante Flash Tuner and Performance Meter is offered in two configurations to fit all models with J-1850 Data Bus system, such as '04 - '13 Sportster, '01 - '11 Softail, '02 - '13 Touring, '02 to present V-Rod and '04 - '12 Dyna, and a second option for models with CAN Bus system, such as '12 to present Softail, '13 to present Dyna, '14 to present Sportster and '14 to present Touring models.



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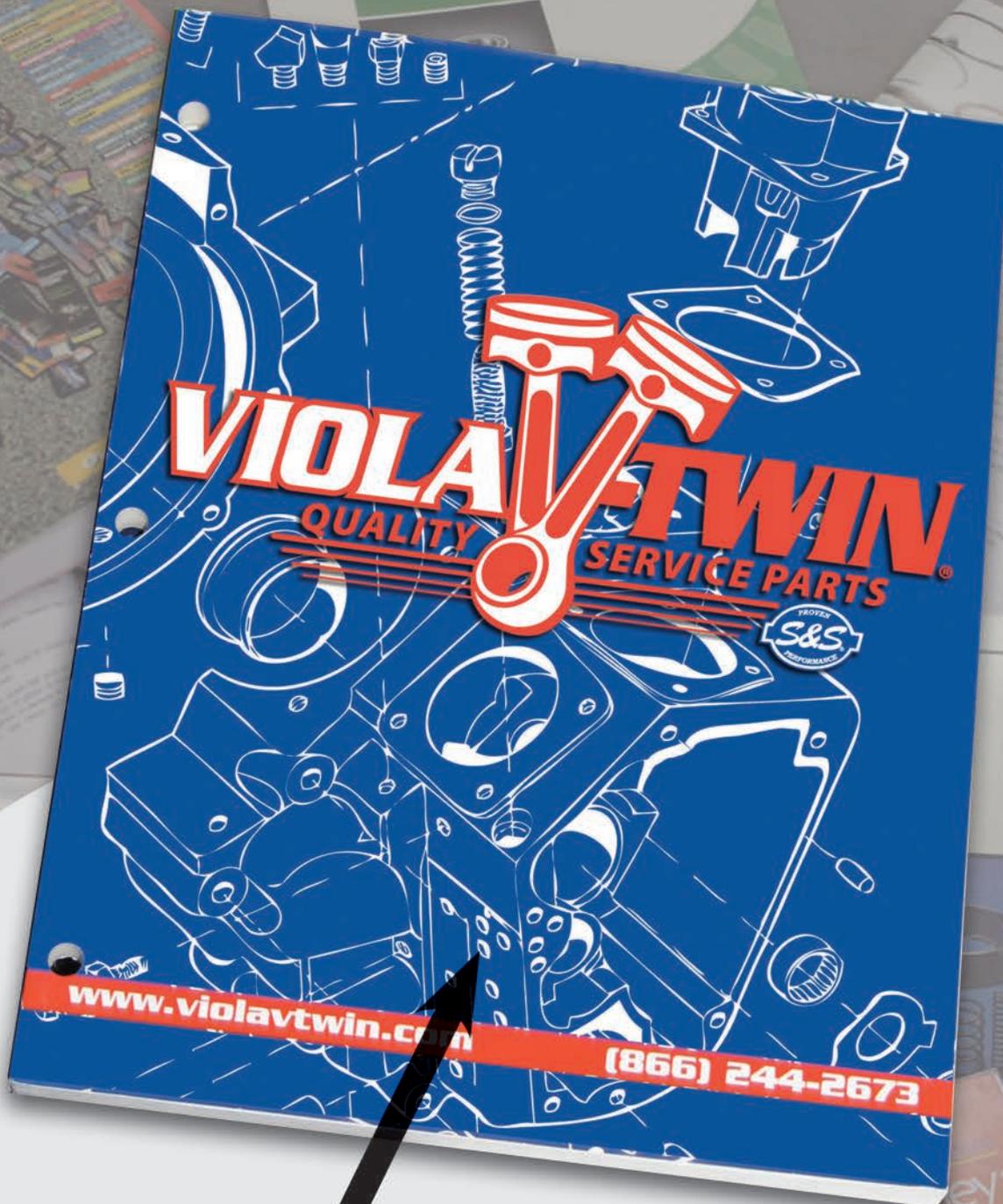
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# The Naughty Gentleman



One of the smaller supporting classes at the World Championship of Custom Bike Building is the Production Manufacturer class. However, despite the small number of entries there is always a wide range of styles, and in 2013 the winning bike was the retro-style Naughty Gentleman from the UK's Second City Customs

*I*n the World Championship of Custom Bike Building the majority of class-winning bikes are chosen by the competitors themselves. However, there is one class where this is not the case. In the Production Manufacturer class, the winning bike – Second City Customs' The Naughty Gentleman – was selected by Steve Iggens, President of S&S Cycle, who was considered a natural choice to judge the class given the popularity of his company's product range among small volume production outfits.

The prize Ian Cushing of Second City took for the class win was a TÜV compliant S&S engine in recognition of Second City creating a motorcycle that was in Iggens' view "innovative, visually arresting, and above all, rideable." Commenting further on his choice Iggens said: "Building a great looking bike is one thing, but at S&S Cycle we make high performance parts, and they aren't much use in a bike you can't ride."

Iggens' choice of The Naughty Gentleman as the class winner was no doubt helped by the fact that the bike had been built around an S&S Cycle P-Series motor. Due to the bike being designed as a production model the engine was left stock with just

a simple tear drop air cleaner and a set of fishtail exhausts dressing it up. Backing the motor up is a BDL open primary and a five-speed transmission. However, this is one area where the bike has received extra detailing, with hand-engraving on the clutch pulley cover. There is

further engraving work on the distributor, oil filler, fork nut cover and battery cover. The design motif of the engraving echoes that of the gold leaf detailing on the paint work on the bike, which was applied by Re-born to be Wild. With a drivetrain package in place Second City



Second from left, Ian Cushing and Second City Customs team

# AMD CUSTOM BUILD

needed a frame to carry it, and in this case turned to Krafttech for one of its Softtail style frames, which was then combined with a set of telescopic forks held in place by Rebuffini triple trees, modified to work with the 42mm fork legs, and carrying a set of Biltwell 12in apehanger bars on stainless steel slim line risers.

In order to get the bike rolling, a set of 80-spoke wheels were sourced and then fitted with Avon Venom tires; a 21in front and a 16in at the rear. On the front wheel a Harrison Billet four-piston caliper and matching disc are used, and the same company also supplied the sprotor and caliper at the back. As a finishing touch on the calipers, Second City's name has been engraved onto both of them.

Completing the build are the gas tank that was narrowed to suit the build, and had its sides dished, the oil tank that also carries the battery and the custom trimmed rear fender carried on stainless steel struts. While the bike is shown with a hand-tooled leather tool roll behind the seat, this can be swapped out and replaced with a pillion seat when needed. Finishing off the rider contact points are the forward controls from JayBrake, which match the pillion pegs, and the hand-tooled leather seat mounted on a Biltwell hinge kit.

At the World Championship S&S Cycle's Steve Iggens was not the only person to be impressed by

The Naughty Gentleman as the bike has now been sold, paving the way for Second City to produce more production versions, something that will be easier with the motor the shop won at the Championship.

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Steve Iggens (right), President of S&S Cycle, presenting Second City Customs' Ian Csuhing (center) with a TÜV compliant S&S engine after The shop's The Naughty Gentleman took the win in the Production Manufacturer class



The gold leaf graphics applied to the gas tank reflect the design of the engraving that can be found spread across the bike



The clutch cover was one of the many areas of The Naughty Gentleman that was custom engraved



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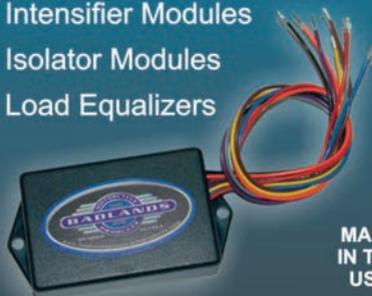
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# Stealth air cleaner kits now CARB compliant

S&S Cycle has announced that it has been issued with an Executive Order (EO # D-355-11) by the California Air Resources Board, which allows S&S Stealth air cleaners to be installed on Delphi EFI equipped Harley-Davidson '36-'14 Big Twins and '57-'13 Sportster models.

All S&S Stealth air cleaner kits for 2001-up EFI models now come with a special sticker and instructions for applying it to an inconspicuous location on the frame. So, if for some reason a rider does get stopped, there is proof that the S&S Stealth air cleaner is legal.

The S&S Stealth air cleaners feature

an air directional stinger cone in the filter, which is said to direct air smoothly into the bore of the carburetor or EFI throttle body for reduced turbulence and increased flow. The air cleaner can be used with the stock H-D Twin Cam 88, 96 or 103 air cleaner cover, or can be used with any of several S&S designed covers. High flow (1in taller) filter kits are also available.

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# Steve Yetzke adds Blower Drive Service to BDL stable

Steve Yetzke, President and CEO of Belt Drives Limited (BDL), has acquired Blower Drive Service (BDS), a Whittier, California based supercharger specialist founded in 1969 by the Railsback family.

Yetzke says that his immediate goal is to increase manufacturing output at BDS and make every part used in BDS blowers "new and in the USA. Many blower manufacturers put used parts

such as rotors and gears, and even bearing plates into new blower cases.

"While the entire BDS staff will remain in place at their Whittier facility, including Norma Iskendarian as General Manager and Craig Railsback in special projects, the resources we bring to the table at the new 50,000 square foot manufacturing facility we moved BDL into in Anaheim four years ago means that BDS now has access to increases in resources and manufacturing output. This will ensure that customers will be able to walk through the door and purchase a complete blower drive assembly or replacement parts right off the shelf." Back in the early 1970s, when working at his father's company Pacific Broach, Yetzke was involved with the design and manufacturing of blower drive

gears for many of the best known manufacturers at that time, including Cragar. His experience and market position since then as a result of founding and developing BDL will see BDS able to exploit their designs and grow sales – one of Yetzke's first actions as the new owner was to increase an order to the foundry from 30 to 200 blower cases, and with thousands of pulleys and belts in stock he is clearly eyeing significant expansion. His group already includes GMA, the specialist brake caliper and rotor brand that Yetzke purchased from Bill Gardner in 2008 and the JAMAR program of off-road sport and racing machine components acquired shortly afterwards.

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