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S&S goes big - T143 Long Block bolt-in for 2008 and up Tourers

S&S Cycle is set to trump its top selling T124 engine with a 143" (2,343cc) Long Block as a direct bolt-in fit for stock 2008 and later Harley Tourer frames.

Technically speaking, this isn't quite the largest ever displacement offered by S&S, but it is the largest engine they have offered as a direct modification-free fit in a stock chassis.

Back in 2003, to celebrate 45 years in business and as a tribute to founders George and Marjorie Smith, S&S marked Harley's 100th anniversary with a limited production of 145" engines. However, that engine was 1 1/4" higher than the stock engines of the time, so would not fit Harley frames without modification.

The new T143 recognizes the changes that have taken place in the market, and in Harley-Davidson's production model mix, since the then-revolutionary T124 made its debut at around the same time and became the new standard for large capacity engine swaps.

There's no question that the T143 is a serious contribution to the market, producing a claimed 162hp and 151 ft.lb. of torque! Key features of the new

engine include new B3 heads, designed specifically for the T143, that "optimally locate the intake and exhaust ports to fit in the chassis, while providing adequate flow for this large displacement engine.

"The contour of the rocker boxes has been addressed to help clear the frame,



and a proprietary 70mm 'Throttle Hog' and 'Stealth' air cleaner have been designed to deliver the air flow."

The B3 heads are CNC machined with two-bolt exhaust flanges. The engine features Super Stock T2 crankcases with reed breather valve, 3

piece flywheels, high flow oil pump and cam cover, 635 Easy Start gear drive cams and S&S 1.75:1 rocker arms for .674in total lift with premium S&S lifters.

The T143 isn't a replacement for the T124 in the S&S Cycle range, but an additional or alternative option for Tourer riders who think "too much is just about right", as S&S Vice President of Product Development Scott Sjovallo eloquently put it "at double the hp of a stock engine, the power of the T143 clearly isn't going to be to every rider's taste, but there is no question that there is now demand for a larger displacement option."

"As always, S&S Cycle is tracking the market and proud to be able to offer our dealers access to a performance package that opens the door to a new generation of power."

The T143 Long Block does not include a fuel system, but an intake kit is available that includes a special 70mm 'Throttle Hog' throttle body with the special ports that mate to the new S&S B3 cylinder heads. S&S recommends high flow injectors with a flow rate of 12.15 g/sec for optimal performance.

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NEWS



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WSA by Veikko Sikiö



Not content to simply build his own frame, Veikko Sikiö cast his own wheels and engine cases for the bike with which he took second in the Freestyle class at the 2014 World Championship of Custom Bike Building



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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

5, Rendlesham Mews,
Rendlesham,
Woodbridge,
Suffolk
IP12 2SZ
United Kingdom

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

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INTERMOT 2014 Review **12-18**

As the post-recessionary v-twin market looks for additional new business opportunities and new customers, Robin Bradley reports on the increasing involvement of the custom market at INTERMOT



Industry Extra: Rough Crafts **23-25**

While on a scholarship study program in the USA, Winston Yeh had a chance meeting with Roland Sands, which led to Winston opening his own custom shop when he returned home to Taiwan

PROGUIDE: The new, the best and the must-haves **27-52**



WSA by Veikko Sikiö **55-56**

Many people can say they've built their own bike, but Veikko Sikiö took the idea to extremes not only making the frame for his bike WSA, but also casting the wheels and engine cases, along with many other parts

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Incorporating the return of AMD's Builder Book

COULD H-D BE THE NEXT TARGET FOR 'BIG AUTO'?

It would appear that Harley-Davidson has, in effect, spent much of the last four or five years working hard (in the face of adversity) to fund and subsidise a European luxury car maker!

That is the inescapable conclusion to be drawn from the news to emerge in late October that the Mercedes-AMG subsidiary of German car maker Daimler has acquired a 25 percent stake in Italian motorcycle manufacturer MV Agusta.

Dedicated students of the soap opera that is the v-twin motorcycle industry will recall that having acquired MV Agusta for over \$100 million in 2008, Harley spent at least as much again on the business in the following 24 months before giving it away for \$4 and a \$29 million cash flow dowry in August 2010.

MV Agusta therefore largely owes its present desirability to Harley-Davidson.

When new CEO Keith Wandell was brought in (as the first outsider to head up the company) with the clear and doubtlessly heavily incentivized brief to clean up the balance sheet as sales headed into freefall in 2009, in truth he was faced with few short-term options.

As any Company Doctor in his position would have done, he took the scalpel to all "extraneous" activity and placed Harley-Davidson in lockdown.

Fortunately it worked. Unfortunately there were casualties - not least Buell Motorcycles and MV Agusta.

While these and all the other recovery strategies have worked and, thank goodness, kept Harley-Davidson and therefore our aftermarket alive, there are though three strands of savage irony to the outcomes.

As discussed two months ago, having initially determined that Harley's focus should be on its traditional core customers and that the company should hunker down, their success in rebuilding the balance sheet and shareholder value has been mostly derived from doing the opposite.

The so-called outreach that has given Harley an undisputedly strong position among young riders, women and minorities has been wildly successful - however, as strategies go, it is a 180 degree volta face on Wandell's initially stated objectives.

Secondly, far from retreating to his barn to polish prior landmark achievements and tinker at the margins of race performance, Erik Buell has emerged from Dr. Wandell's radical surgery with the multi-million dollar backing of the world's largest manufacturer of motorcycles (and indeed all types of powered two-wheelers) and is now eyeing a future in which the word "diverse" barely covers it!

Meanwhile, back in Italy the new production facilities that Harley-Davidson invested in at MV Agusta, and the finalization of production model planning for

which their ownership was a catalyst, has seen MV Agusta emerge under their prior owners as one of the fastest growing and most talked about high-performance street bike brands of the 21st century so far.

When Harley bought MV Agusta there were those (many in fact) who questioned the wisdom of investing in additional or alternate brands, rather than focusing all future developments under the Bar and Shield.

Personally I have always believed that it is a strong brand that understands its weaknesses, and that while being able to successfully exploit its baggage doesn't spread its brand values too thinly, and especially does not try to impose itself on areas of activity diametrically opposed to those brand values.

As it happens the era in which we live has a shining example in BMW of a brand that has achieved, and is continuing to achieve, a degree of brand diversification that would have appeared impossible a decade ago.

So who is to say that Wandell and Harley are wrong to think that the ten or eleven platforms that they already have in-play, and the no doubt several more yet to emerge from their "skunk-works", can't in fact all sit alongside each other under the same brand umbrella?

However, the history of the inexact science that is brand management, and the inevitably high attrition rate on brand perceptions that radically changing and radically different

demographic cycles bring to the party, do suggest that those businesses that seek to do it all under a catch-it-all umbrella are more rather than less likely to be sewing the seeds of their own difficulties in the long-term.

In this respect it is interesting that Mercedes-AMG are pointing to the demographic advantages that sales and marketing cooperation between two disparate brands, which are nonetheless chasing the same consumers, can bring to the table expressly because they are different brands.

Having so carefully prepared MV Agusta for its future, Harley-Davidson needs to think carefully about its present apparent vulnerability not only in terms of the predatory instincts of the investment community but also in terms of the brand perception instincts of the riding community.

Memo from Mercedes - "thank you Harley"



Robin Bradley
Co-owner/Editor-in-Chief
robin@dealer-world.com

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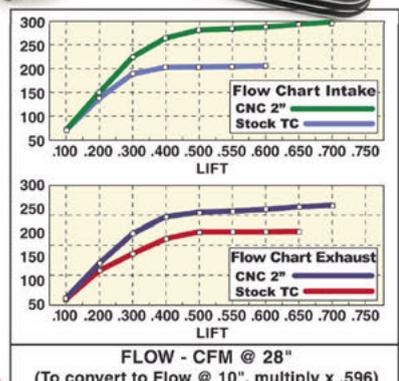


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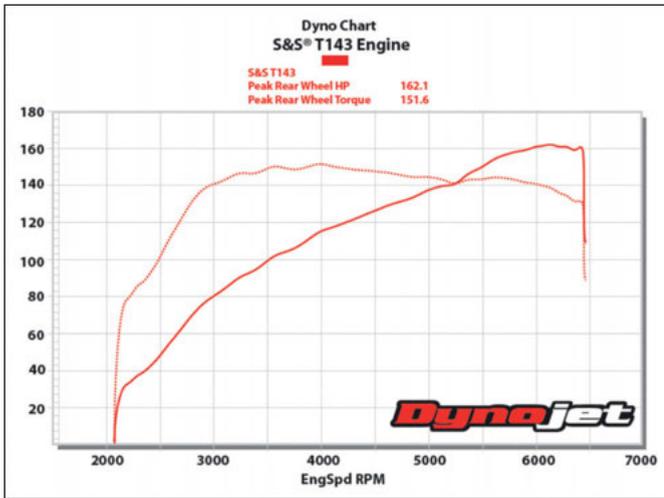


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The T143 is dyno tested to be producing 162hp and 151 ft.lb. of torque at the rear wheel

<<< Continued from cover

S&S is also suggesting the use of the Rocket B3 2:1 exhaust system, an upgraded clutch and the Dynojet Power Vision tuner for which T143 calibrations are already available.

The T143 is available in Wrinkle Black or Stone Gray powder coat finish.

Work on the engine has been underway at S&S Cycle's Viola, Wisconsin "skunk works" for some time, with the project internally being referred to as the "Big Shorty". The company is acutely aware that the T143 is a high performance offering, but provided the installer is experienced and that tuning is handled appropriately, the engine will exploit the improved capability of Harley's 2008 and later Tourer frames.

Being promoted as the "Biggest, Baddest Bolt-In", it is not thought likely that the T143 will be the first shot in a displacement arms race of the kind that was seen from the mid-

1990s to around 2006, but instead as a recognition of the realities of contemporary heavyweight touring.

S&S say that the horsepower and torque claims are at the rear wheel measurements. The S&S facebook page shows a teaser video of an upcoming project bike dubbed "Project Dragon", featuring a H-D Road Glide equipped with the T143, and mentions project sponsors including Ohlins, Brock's Performance, T-Man Performance, Pingel and Rivera Primo. Motorcycle.com says that "this most certainly points to a tricked-out Road Glide dragster that may even be capable of a 9-second quarter mile."

Social media initial reaction to the T143 has been almost universally positive with petrol heads the world over, with many riders pointing to a displacement deficit in the market where Harley's Touring models are concerned.

www.sscycle.com

SBS already have 2015 pads



DANISH brake manufacturer SBS (Scandinavian Brake Systems) is regarded as one of the leading pad makers in the world and sells fitments for most popular makes and models of street, sport and MX bikes. Having been the factory behind a well known distributor of v-twin market and own-brand programs for many years, SBS has been selling under its own brand in the Harley aftermarket in the past 18 months or so, with considerable success and market acceptance.

AMD met up with their North American Sales Manager and v-twin market specialist Johan Rauff Kristensen at INTERMOT, who told us that the company already has fitments available for all 2015 Harley-Davidson, Victory and Indian models.

"The good news for our dealers

is that their existing stock of SBS pad shapes will cover all the 2015s, so they can start upgrading their customers' bikes with their superior SBS stopping power straight away. "The fact that SBS already covers another year from all three American V-twin manufacturers with existing shapes gives dealers and workshops a tremendous advantage due to the fact that their stock of brake pads will sell faster and can be run leaner than with, for example, OE brake pads, all in all leading to better financial results and more satisfied customers when they experience a better ride from improved brake performance and feel", Johan said.

www.sbs.dk



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PYTHON: Rayzer 2-1 Exhaust

ROLAND SANDS DESIGN: Raid Contrast Cut Wheels & Front Rotor, Boss 2-up Seat and Black Ops Traction Grips

TECHMOUNT: RokForm V3 case for iPhone® 5 / iPod touch®

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Cometic celebrate quarter century



COMETIC Gasket, which specializes in supplying shelf-stock and custom gaskets for the automotive performance, powersports, OEM and remanufactured engine industries, was founded in 1989 by four partners, including current CEO Bob Gorman.

The company, which uses American materials to make all its products in the US, started in a 1,500 sq ft manufacturing facility, and produced just 900 SKUs in its first year. Now wholly owned by the Gorman family, Cometic has grown into a global leader and innovator in the highly competitive engine supplier marketplace, which is housed in a 70,000 sq ft, state-of-the-art R&D and manufacturing center in Concord, Ohio, offering over 85,000 SKUs, shipping gaskets and engine sealing solutions across the globe.

Over the years Cometic has continued to develop its products and to ensure superior performance across a wide variety of engine types and sizes and manufactures gaskets from



a comprehensive range of materials. Whether the situation calls for the latest in advanced technology like the MLS (multi-layer steel) gasket, or a

synthetic blend such as aramid fiber, Cometic strives to find a solution. To achieve this the company stays on the forefront of gasket design technology by utilizing in-house dynamometers and engine assembly rooms to bring its distributors, retailers and, ultimately the end user, the most reliable gaskets available.



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Polaris Industries inducts Ness family into Hall of Fame

ARLEN Ness Motorcycles are among three dealerships inducted into the Polaris Hall of Fame. The Ness family was honored for its "significant contributions to the company's success" during a ceremony at the Polaris National Sales Meeting held in Minneapolis. The Polaris Hall of Fame was established during the company's 50th anniversary in 2004, and retired employees, Polaris dealers and key suppliers have been recognized annually for their roles in the company's growth and success. The Arlen Ness dealership and its principles, Arlen Ness and his son and business partner Cory Ness, were honored for having



been Victory Motorcycles dealers since 1999 and for their outstanding work for the brand. Arlen, a 1992 inductee into the AMA Motorcycle Hall of Fame, is "an industry icon whose association with Victory Motorcycles has enhanced the brand's credibility and distinctive style", according to the company. Along with Cory he has been producing custom accessories for Victory since 1999, and they are also styling consultants for the brand, working with the Victory product developers and

Industrial Design team to create Victory's much admired modern and progressive style. Starting with the '04 model year, Arlen has annually applied custom styling to a Victory model to create a limited-edition Ness Signature Series model. The Signature Series program then expanded to include a Cory Ness model, and later also included a model styled by Cory's son Zach Ness, now a business partner in Arlen Ness Motorcycles. "As Polaris celebrates its 60th anniversary this year, it's an



honor to recognize Arlen Ness Motorcycles for its tremendous contributions," said Polaris CEO Scott Wine.

www.polaris.com

Namz expands to larger premises

NAMZ Custom Cycle Products is celebrating its 15th year in business with a move to larger premises.

The new global headquarters for the motorcycle electronics specialist is a 23,000sqft manufacturing and

distribution facility just 100 yards away from its previous premises in Oreland, Pennsylvania.

"The new facility has been a huge undertaking with all of the renovations and upgrades needed, but the reward is having the extra space needed to support our recent growth and have a beautiful office to work in every day," said NAMZ founder and President Jeff Zielinski.



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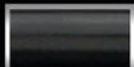
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Tulsa dealership celebrates 100 years

MYERS-Duren Harley-Davidson dealership, in Tulsa, celebrated 100 years in business in October with a series of events including a media and local celebrity event, a community party and culminating with its annual Fall bike show. The anniversary makes it the oldest H-D dealership in the state.

"I think it proves there are loyal customers here in Tulsa. They're loyal to Harley-Davidson and loyal to Myers-Duren, and we look forward to serving them for many more years to come," said Johnny McClanahan, the owner's son and General Manager. "I never dreamed Harley-Davidsons would be this popular. The demand is just continuing."

In 1912, Ward and Virgil Eby opened a bicycle and Excelsior motorcycle shop in Tulsa. The dealership was then gained the Harley-Davidson line in 1914. The Eby brothers sold it in 1949 to Glen E. 'Dutch' Myers. Then in 1977, in a rare event, a woman bought the dealership. Reba McClanahan, a former high school teacher and bike rider, bought the store with her then-husband, Lowell Duren. After they divorced, Reba kept the business, remarried, and her sons Johnny and James McClanahan helped her run it.

In 1998, Reba moved the dealership from 8th and Utica into a 20,000sqft custom-built Art Deco showroom at 48th and Peoria in the historic Brookside District.

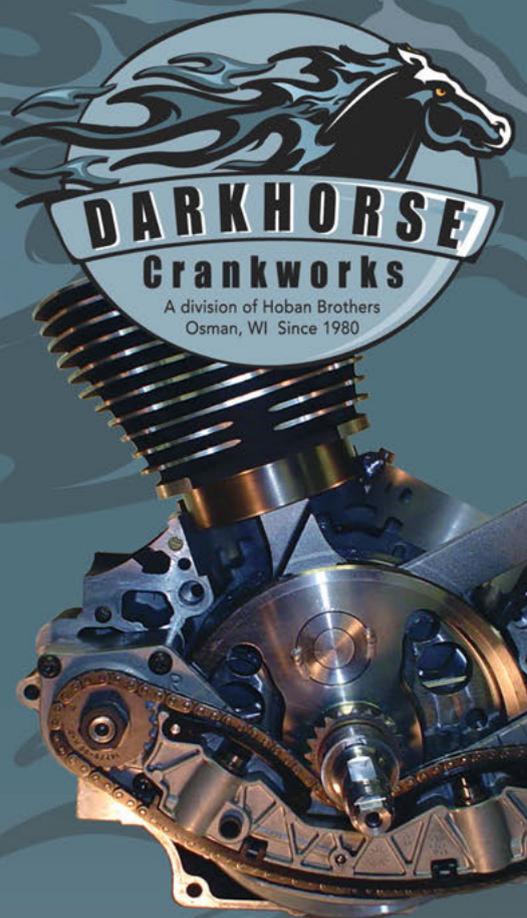
Her focus is the same today as it was in 1977-



solid customer service and a family atmosphere. The store also encourages women to own and ride Harleys. They offer Harley-Davidson accessories, clothing and maintenance, and are the only Harley dealership in the State of Oklahoma to offer Motorcycle Safety Foundation riding classes.

"We want your business, your kids' business and your grandkids' business. We've seen a lot of generations of families riding over the years," says Johnny McClanahan, "We want our customers for the next 100 years. We want our customers for life."

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WPS acquires Marshall Distributing

WESTERN Power Sports, Inc. (WPS), which services the V-twin market with its HardDrive parts range, and Marshall Distributing, Inc. (MDI) have agreed terms that will see WPS immediately acquire MDI. CEOs Craig Shoemaker (WPS) and Roger Marshall (MDI) have agreed to the deal after two weeks of negotiations that will see Cass City, Michigan-based MDI become part of WPS Distributing by Spring 2015. The two distributors have been friendly competitors for many years, selling many of the same brands, and the move will serve to further strengthen WPS' position within the powersports industry.

"We're excited to continue the long-term relationships the group of fellow enthusiasts at Marshall established throughout the years," said Craig Shoemaker. "Like WPS, Marshall has a long and rich history in the powersports industry, and throughout their many years created lasting relationships with industry leading brands. Like Marshall, our dealers are not only our customers but many are like friends and family. I am excited about bringing the two together."

"The merger of the two companies will benefit our dealer network by providing the same quality service with the added advantage of a broader product lines for the dealers to choose from," said Roger Marshall, who started manufacturing



snowmobile windshields 46 years ago, the same year WPS started selling aftermarket snowmobile parts. The immediate future will be business as usual at Marshall, with its Michigan and New York distribution warehouses continuing to fill daily orders; with inside sales, customer service and tech support staff staying in place at its Michigan headquarters. WPS will begin the process of merging Marshall's outside sales force with the existing WPS sales group over the next few months, with the goal of completing the merger as seamlessly as possible.

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INCREASING V-TWIN MARKET PRESENCE AT INTERMOT

THE biennial INTERMOT expo at Cologne in Germany is becoming increasingly important to the v-twin industry, as our market seeks to broaden its customer base.

Indeed the v-twin industry is becoming increasingly important to "mainstream" motorcycle shows such as INTERMOT as the "main market" (the 'metric' market) continues to eye the custom sector as a viable business opportunity.

They are doing so both in the context of many of their historically "core" markets still failing to see new motorcycle sales translate into aftermarket P&A demand, and in the context of the relatively strong demand for well designed, high quality technical components that has always characterized the "core" of the v-twin industry.

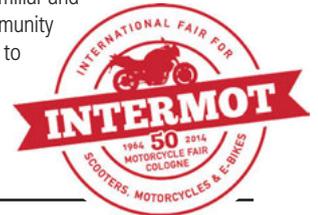
This is the case in the USA, with AIMExpo demonstrating their wish to court the v-twin market through its appointment of Bob Kay as V-Twin Director for the show, and it is certainly the case in Europe, with both EICMA (The "Milan" Show") and INTERMOT seeking to outreach horsepower.

AMD's Cologne involvement with the World Championship now being staged there every other year is a case in point, and, being the more hard parts, technical and higher mileage oriented of the two main European shows, INTERMOT does indeed have an increasingly convincing package of reasons for custom market vendors, dealers, builders and enthusiasts to engage.

Not least the ongoing need for business diversity, but also the increasing number of vendors who are now entering the custom industry from the broader suspension, performance, workshop equipment and service item markets.

Here we present a round-up of a selection of familiar and less familiar names from among the exhibitor community at INTERMOT that dealers and builders can expect to meet there. The next show will be staged at the Cologne Exhibition Centre (Koelnmesse) from October 5th - 9th 2016.

www.intermot-cologne.com



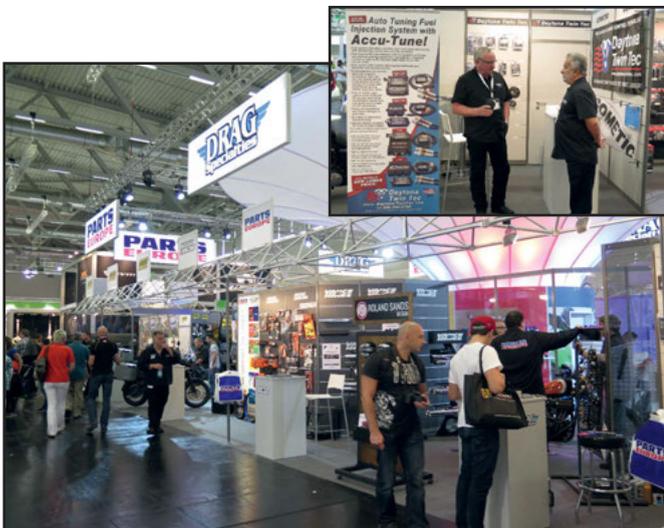
Kellermann: Celebrating their 25th anniversary, the latest news from the multi award-winning German indicator specialist is the launch of their patented dual function Bullet 1000, as featured in AMD Magazine last month; www.kellermann-online.com



Motorcycle Storehouse: Europe's fastest growing specialist Harley aftermarket parts and accessories distributor showcased a program of custom options for the Street 750 with projects built for them by Marcello Fontana of Free Spirits, along with accessories from award-winning customizer Winson Yeh's Rough Crafts brand product range; www.mcseurope.nl



Paaschburg & Wunderlich: As well as being one of Europe's most respected distributors, the Hamburg, Germany based company has an international reputation for its own design LED lighting and hard parts accessory programs; www.pwonline.de



Parts Europe/Drag Specialties: It is already five years since market leading distributor LeMans (Parts Unlimited and Drag Specialties) opened their much anticipated European warehouse near Trier in Germany. The company hosted several of the US parts and accessory manufacturers that they sell for in Europe, including Daytona Twin Tec, Cometic, Memphis Shades and Cobra Engineering; www.partseurope.eu



Lauge Jensen Engineering: Uffe Lauge Jensen chose INTERMOT for the debut of the EURO 4 compliant 'Sleipner' 1,800cc/111" 45 degree v-twin engine program co-developed with S&S Cycle. The EURO 4 emissions regulations come into effect in January 2016, and with a v-twin builder package that includes compliant catalytic converter equipped exhausts, this is the first aftermarket EURO 4 compliant engine available; www.sleipnermotors.com

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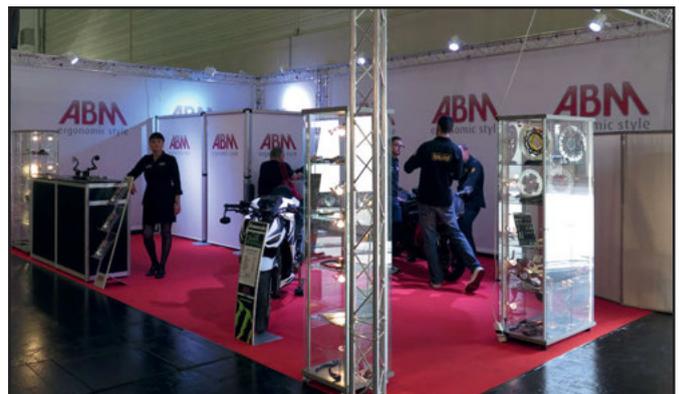
Custom Chrome Europe: Having moved to new premises last year, Custom Chrome Europe have successfully weathered the downturn, and despite the widely reported difficulties that the company endured in the United States, continues to be one of the major players selling to dealers throughout Europe; www.custom-chrome-europe.com



National Cycle: Founded in 1937 and still in family ownership, the noted Maywood, Illinois manufacturer remains a leading pioneer where motorcycle windshield/screen technology is concerned. Having established the use of polycarbonate as being the ultimate safety material for motorcycle screens, the company developed market-leading coating technologies such as their proprietary quantum scratch resistant technology; www.nationalcycle.com



MAG Europe: With the dust settling on the "merger" between MAG and Tucker Rocky under the ownership of Lacey Diversified Industries, MAG showcased product from their Vance & Hines, Performance Machine, Kuryakyn, Progressive Suspension, RSD, Mustang Seats and Burly brands; www.mageurope.eu



WUNDERKIND: The brainchild of noted German sportsbike parts engineer Christian Melhorn (of ABM fame), WUNDERKIND-Custom is a parts program for Harleys launched by Melhorn a year ago. Products include air filters, handlebar controls, triple clamps, licence plates, foot controls, grips, handlebar levers, clip-ons, brake calipers and rotors; www.wunderkind-custom.com



Rebuffini: One of Europe's most stylish and respected custom accessory designers and manufacturers, recent new product introductions include their award-winning 'Ellipse' contrast-style handlebar and foot controls; www.rebuffini.com



Cycra/Hardstreet: Best known for their offroad plastic parts programs and now a Thomasville, North Carolina based subsidiary of CV Products, Cycra also manufactures durable and stylish Hardstreet Harley Tourer saddlebags; www.hardstreet.com

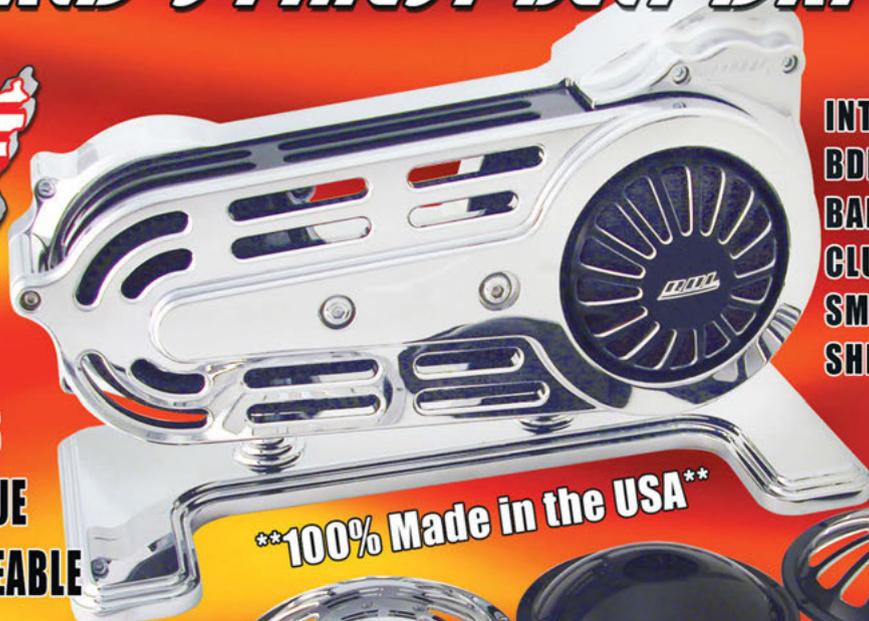


Arlen Ness Enterprises: Every year seems to be a big year for the Ness family where new product introductions are concerned, and 2014 has been no exception. New lines this year include massive extensions to their Touring model parts and accessories, big brake rotor kits and luggage options; www.arleness.com

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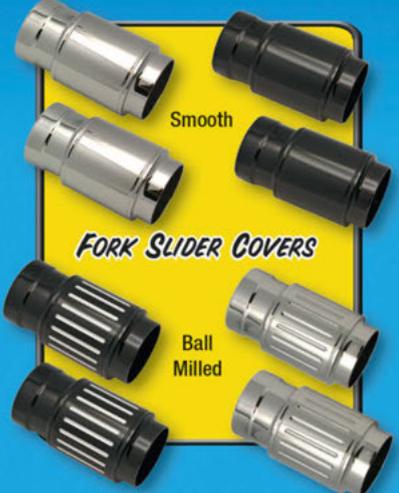
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Otto di Cuori: The noted Italian custom bike builder has developed a fast growing parts program including upside down front forks and shock absorbers; www.ottodiuori.it



Tecmate: The market-leading battery maintenance, diagnostics and motorcycle powered accessories manufacturer; www.tecmate-int.com



LSL Motorradtechnik: Known for their Clubman scramblers, Cafe Racers and specials programs, former Harley dealer Jochen Schmitz-Linkweiler also offers a high quality parts program for selected Harley models including handlebars, clip-ons, footrests, steering damper kits, adjustable handlebar levers and superbike-style handlebar conversion kits along with accessories such as crash pads, mirrors and headlights; www.lsl-motorradtechnik.de



Öhlins: The market-leading Swedish suspension manufacturer's products have always been popular with Harley-Davidson and v-twin customizers, but they are now increasing their Harley-specific applications under the guidance of former MAG Europe General Manager Robert Brinkmark; www.ohlins.com

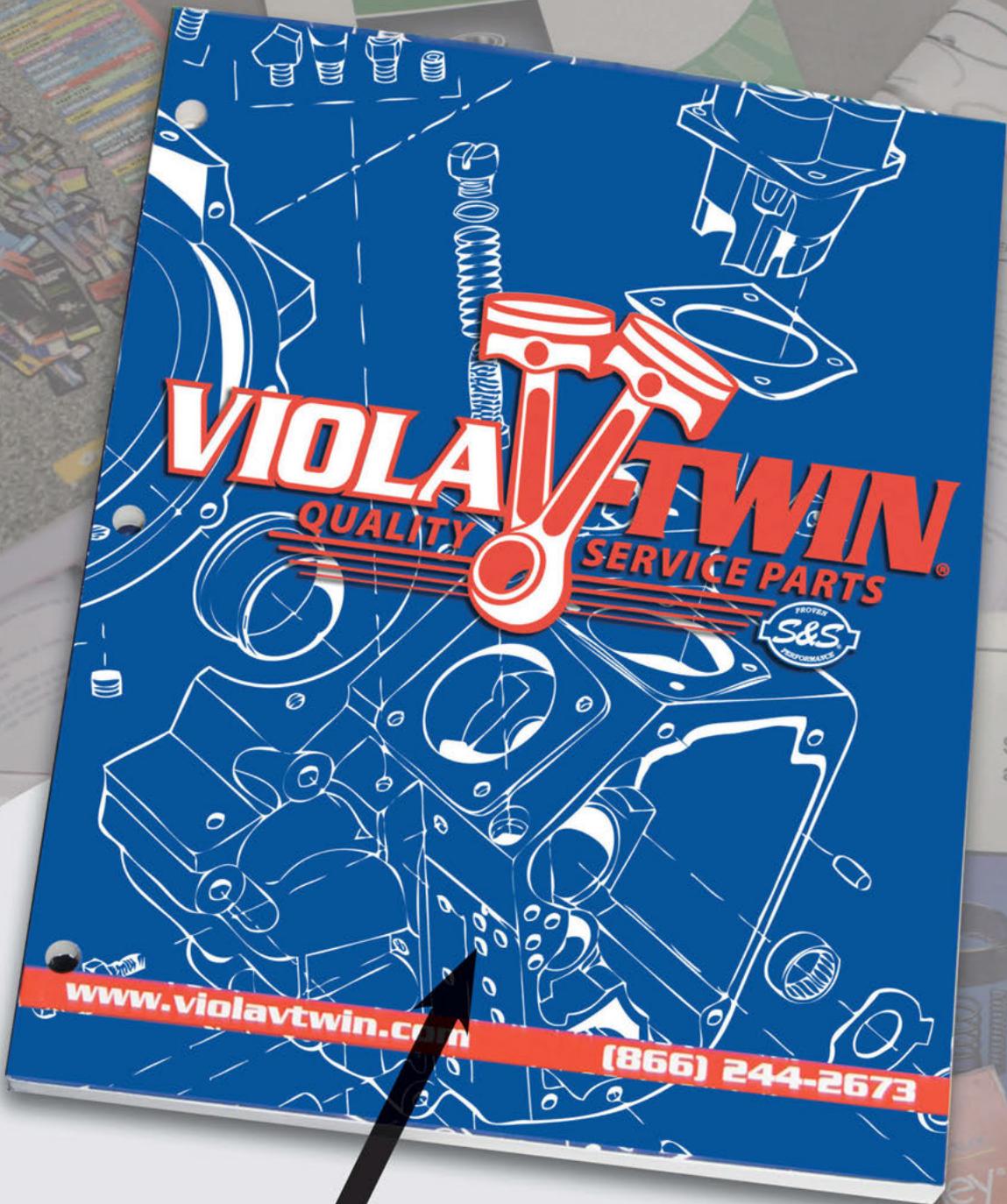


Airhawk: The noted American seat comfort and ergonomics specialist has stepped up this year with the launch of its IST (Independent Suspension Technology) system, which is built into its latest generation of award-winning Danny Gray branded custom seats; www.airhawk.net



Hot Leathers: The popular American apparel vendor is expanding into Europe; www.hotleathers.com





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Harley-Davidson: INTERMOT saw Harley-Davidson give a European debut to project LiveWire, its pre-production concept demonstrator for extension of the Bar and Shield into the burgeoning E-bike urban mobility market; www.projectlivewire.harley-davidson.com



Marolo Test: One of Europe's most respect workshop equipment manufacturers, the company recently received Harley-Davidson's endorsement for its top selling Modulift 1100 MOH for use with their TriGlide. Featuring six removable and adjustable plates, the Modulift system can be tuned for use with two, three or four wheel powersports vehicles and features automatic safety systems, a lifting height of 43 inches (1,100mm) and 1,323lb (600kg) lift capacity. Available in pneumatic and hydraulic versions, it is the Modulift's 59 inch (1,500mm) table width that makes it a winner for ATVs and trikes such as the TriGlide; www.marolotest.com



SBS (Scandinavian Brake Systems): Johan Rauff Kristensen, the Danish brake manufacturer's North American Sales Manager and v-twin market specialist, told AMD that "the great news for our dealers is that we already have replacement brake pad upgrades for all 2015 Harley-Davidson, Victory and Indian models"; www.sbs.dk



Rizoma: As well as hundreds of stylish universal fit parts such as grips, lights, handlebars, levers and gas caps, the Italian parts maker also offers Harley-specific fitments such as mirrors, risers and indicators, and also make-over kits for selected V-Rod and Sportster models; www.rizoma.com

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AIMExpo sees year two attendance growth

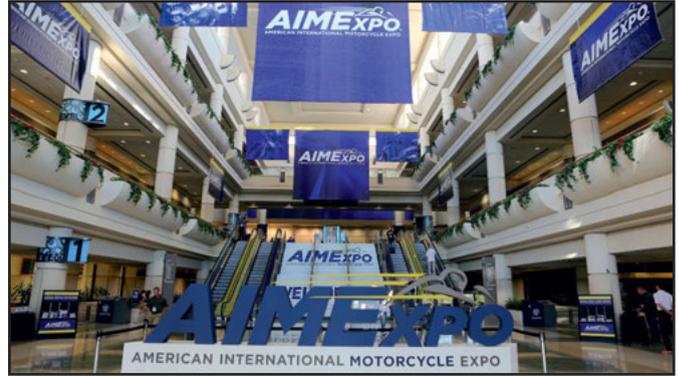
MARKETPLACE Events, the company behind the American International Motorcycle Expo, at Orlando, Florida, AIMExpo have announced a total attendance of this year's second annual event of 18,145, with visitors reported to have come from 51 different countries.

Headed up by former Cycle World publisher and MIC Chairman Larry Little and ex-Advanstar Dealer Expo man Mike Webster, AIMExpo is described as "America's first combined Powersports show" and that at "over 800,000 square feet (approx 74,300 square

meters) of indoor exhibit and outdoor demo space, AIMExpo is the largest show of its kind".

In fact, it is the only show of its kind in the United States, and as the first Powersports Industry expo to seek to attract trade and consumer visitors, its mission has been to bring the kind of combined all-sector industry thinking that has been de rigueur at the much larger INTERMOT (Cologne, Germany) and EICMA (Milan, Italy) shows in Europe for decades.

Broadly speaking, the mainstream



motorcycle industry in the United States has welcomed the AIMExpo initiative as an alternative to the date, venue and attendance formula seen at Advanstar's Indianapolis Dealer Expo for many years.

AIMExpo says that its 18,000+ attendance was broken down into some 11,000 consumers, 3,000 dealers and other industry professionals and nearly 250 media representatives, with the rest being exhibitors and staff.

In total there were 501 exhibitors, mostly representing 'mainstream' vehicle manufacturers and aftermarket parts, accessory and apparel vendors.

So far, AIMExpo has not yet managed to secure a foothold with the custom v-

twin exhibitor community. The annual V-Twin Expo at Cincinnati each February remains the dealer show opportunity of choice for them, but Marketplace Events' appointment of industry legend Bob Kay as V-twin Director could boost the Harley-Davidson aftermarket appeal of AIMExpo.

Kay himself is keen to point out that the mission is not to try to compete with, or replicate, the strictly trade-only Easyriders event, but instead to exploit the consumer opportunity that the venue and date offer.

Marketplace Events have announced next year's AIMExpo date to be 15th-18th October.

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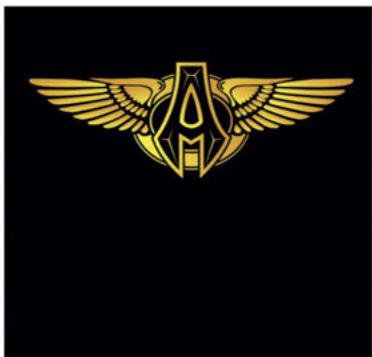
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ROUGH CRAFTS



Made in Taiwan

Rough Crafts may be a relatively young business, but it has quickly developed a global following with its parts appearing on bikes around the world. The business is the work of Winston Yeh, a young man who is so committed to making Rough Crafts a success that in 2013 he shipped a motorcycle from

Taiwan to Germany to compete in the AMD World Championship of Custom Bike Building, and in the process won the Modified Harley class



2013 WORLD CHAMPIONSHIP OF CUSTOM BIKE BUILDING

MODIFIED HARLEY CLASS WINNER



2014 WORLD CHAMPIONSHIP OF CUSTOM BIKE BUILDING

FREESTYLE 4TH PLACE



MENTION Taiwan to people in the motorcycle industry, and a lot of them will make comments about cheap copies of well-known brands, but one man is working hard to change that perception. Winston Yeh is a Taiwanese native who has achieved world-wide fame with his custom builds under the Rough Crafts name, but he never intended to be a custom motorcycle builder.

As a youngster in college Winston had never given motorcycles much thought, at least not until a friend of his got a 150cc bike, when everyone else was riding automatic scooters. "I saw him on his motorbike and thought it was just the coolest thing ever," says Winston of his introduction to motorcycling. "So I went and bought a 150cc Yamaha myself.

"I was studying product design, so I used the shop at school to modify the bike. The first thing I did was chop and extend the swingarm, then I swapped the wheels out. I probably spent four times the money it cost me by changing it around. That was my bike building 101, I learnt from my mistakes as I went along. Though at that time I never thought I would be doing it as a career."

Winston's design skills were good enough to be awarded a government funded scholarship that saw him travel to the US to learn graphic and industrial design on a one-year study program at the Art Center in Pasadena, California, in 2006.

He says of that time: "I was able to study whatever aspects of design I wanted while I was there, even though I was still doing product design." It was during his time studying in the US that Winston had a very lucky break. Having bid on and won some bike parts on eBay, which he planned on taking back to Taiwan, he contacted the seller to arrange collection. He explains: "The address was close to where I was living so I called the seller up and asked if could I go over and collect the parts. I then discovered they were clear-out parts from Performance Machine.

"While I was at PM I got chatting to the R&D Manager, and he

Iron Guerilla



I never saw myself as an influential builder, but that bike has inspired a lot of people

was real curious as to why an Asian kid like me wanted to buy them. So I told him about my background in product design, my interest in graffiti and how I was building a bike back home, then he invited me in to talk to Roland Sands. All I was able to show Roland were some examples of my graffiti that were online. He said: 'One of our walls is a bit bare, would you like to come in and paint it for us?'

A couple of weeks later Winston was back at Performance Machine painting the wall for Roland Sands with his graffiti art. At the time he thought that was the end of his involvement with RSD, until two more weeks passed and he received a call asking if he would like to design some T-shirts for RSD.

Winston takes up the story: "That was the first time they did T-shirts, and I made the first design with the RSD ring on. I was eventually there for about nine months working on various projects.

"I didn't get to work on motorbikes then, but I did absorb a lot of information about product development and design and how to bring parts to market and promote parts production using custom bike builds. That experience gave me the boost I needed to do it for myself, because in Taiwan no one ever sees themselves as being able to get into this type of business."

When Winston returned to Taiwan he finished his diploma and went on to get his Master's Degree. Then, due to compulsory national service, he had to spend a year in the Taiwanese army. After some time spent doing freelance design work, it was turning 30 that caused Winston to decide that the time was right to start Rough Crafts. "I never get tired of thinking about motorcycles, and from my experience at RSD and PM I felt that as a product designer, I could do this [build custom motorcycles and parts], with this kind of process. That was how I got into it, and that's why I used motorcycles as a starting point, but I named my brand Rough Crafts, because that keeps all of my options open. If I want to do cars or furniture, then that's also possible under the Rough Crafts label. I love motorcycles, but I'm always trying to do different things. Whatever you see around you, you can do it. All the furniture in my shop was designed and made by me."

It was Winston's first bike build under the Rough Craft's name that gave rise to the parts line that he is now well known for. The first of those parts was a headlamp grill that works with stock headlamps. "I didn't invent the headlight with a grill, lots of people are doing that," he says. "I made one using CNC, in brass for my first build, the Brass Racer, then a second one in black coated aluminum for Iron Guerilla, my second bike, and then everyone kept asking about it.

"The problem I have with it is that I don't want people to think I'm copying someone. I felt like I was copying, even though I wasn't -

others are cast and mine are CNC machined. There was also the problem that the light I was using didn't have a hi/lo beam, and it wasn't ideal. So after I thought about this for a while, because there was a high demand for it, I decided to make a grill to fit the stock light, rather than a complete replacement light.

"Now I look back at that, it was a genius idea. It's a real low cost way of getting the custom look and there's no extra wiring needed, just take the headlight off, fit the grill, then put it back again. Done! No warranty problems, nothing. It just took off for me then. That really started the Rough Crafts business."

Iron Guerilla, the bike that featured the first black headlamp grill, has become the best known of Winston's builds, yet he talks of building it on a very limited budget because he was just starting out in business for himself. "I never saw myself as an influential builder, but that bike has inspired a lot of people, and over the last four years shops around the world have created their own versions of it, using my Rough Crafts parts mixed with their own products. I saw a piece in a magazine describing a bike as being built in the Rough Crafts style, but I had nothing to do with it. I never expected that to happen, to be responsible for creating a style. That really means something and I'm really honored."

When it comes to building full customs in his home country it is not just the cost of the bike and imported custom parts that makes it difficult for Winston. The Taiwanese government has very stringent controls about what custom work can be done on bikes. Winston explains the problems he faces with each build: "My country has very





I was at RSD for about nine months working on various projects

strict regulations for custom motorcycles, they compare the modified bike to a picture of the stock bike. This means I can't radically change the frame or put long forks on a bike, otherwise it would be impossible for the customer to change back if needed to pass the inspection. It started as a limitation for me, but after these years of working with the same frame, I find it actually very interesting to design, to think about the possibilities that I can come up with on the same base model Harley-Davidson."

The way in which Winston works around these problems, and still creates top class customs, can be seen with Graphite Speedster, the bike with which he placed fourth in the Freestyle class at the 2014 AMD World Championship of Custom Bike Building. On this build he cut out the headstock and backbone of the frame and replaced them with a single CNC machined billet aluminum piece that can be seen in detail when the split gas tanks are unclipped from the frame. This build was his response to winning the Modified Harley class the year before.

"After winning the Modified Harley class in 2013 I felt like I had a lot more responsibility; what should I do next? I'm an outsider in Taiwan because of the way I do business. I have a real ego and can be outspoken, but I believe that you need to be that way to get an advantage over other businesses. You need to build the brand and know when to say no to customers who think they know better than you. That is why I did the AMD World Championship. I believed it was the right way to promote my business, even though no one at home thought it was. I wanted to prove myself, and the AMD World Championship is the best way of doing that.

"To me it's about how much you want it, and I really want it. I'll take the consequences, I'll do it. I don't want to ride a stock Harley, I don't even want anyone to see me riding a stock Harley.

"Fortunately my customers think the same way. One took a loan out to buy a Harley, and while he was paying the loan back he didn't have enough money to pay me to work on the bike. So he kept the bike in his garage all that time and didn't ride it because he didn't want to be seen on a stock bike. Once the loan was paid he brought the bike to me to have the work done."

However, due to the small size of his home market such customers are few and far between, and as such international sales of the parts line are important to the success of Rough Crafts.

This has not been without issues though. "For the first four years all of my international sales were through contacts via e-mail or facebook. A lot of people didn't like to do business like that, but what else could I do? I'm a one man shop and simply didn't have time for anything else. When I was in Essen, Germany, for the AMD World Championship of Custom Bike Building at Big Bike Europe in 2013, I was walking to the restaurant when one of the guys on the Motorcycle Storehouse booth stopped me and asked: 'Are you Winston from Rough Crafts? We want

to sell your parts.' That was pretty cool. It turns out they really liked my parts and had wanted to carry them for a long time. Having them distribute my parts range has helped me out a lot, and they're very supportive."

There is a downside to having his parts made more widely available though, and that is piracy. "I've had my designs copied in my own country, and don't even get me started on Chinese copies. However, if you get copied it means you must be doing something good. I don't let it get to me now, I just keep pushing and trying new things. If you brand yourself well, then the copies, in a way, are advertising for you because they are so recognizable even if you're not making money off them. So I try not to worry about it."

Winston continues to talk about his own country saying: "There are a lot of disadvantages to building a bike in Taiwan, but there are also a lot of advantages. I do my own prototyping for the parts and then contract production work out, and why not? Taiwan is the best place in the world for car and motorcycle OEM parts production. The balance between the quality and the cost is the best in the world."

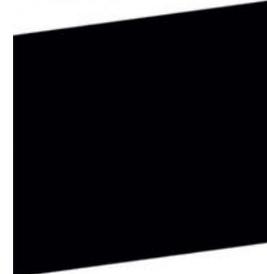
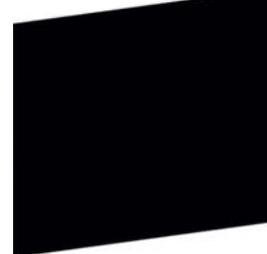
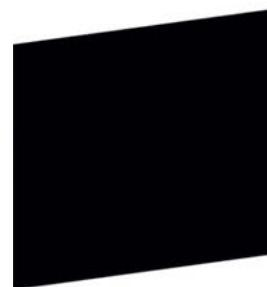
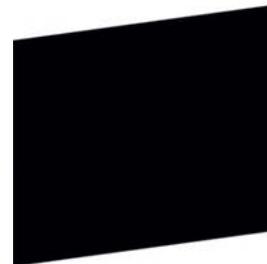
Given the success that Sportster based builds like Iron Guerilla have brought in, showcasing his Taiwanese-made parts, he is now turning his attention to other models in the H-D range, such as the Dyna family, one of which was the basis of Graphite Speedster.

"Iron Guerilla was a success," says Winston, talking about where he sees the future of his business. "I think because that's what people really want when they buy an Iron 883, but it is not what Harley makes. Once I figured that out, it is now simply a case of thinking 'what if I'm a customer buying a Street Bob?', or a something else. What is the real desire?

"So I take those ideas on board, and I also ask people what they like about my bikes. They tell me they like my bikes because they feel it is an attainable look, something they can achieve for themselves using my parts. While I still build bikes the way I like them, I also think about what potential customers would want and what they could do with their own bikes with my parts."

Rough Crafts may still be a young business, but Winston has a very clear understanding of how to succeed and is making use of every opportunity to get his brand exposed to as wide a market as possible. Given the number of Rough Crafts inspired builds that can be seen in magazines and specialist websites, he is certainly getting something right!

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Brake discs in spoke design

TTS in Germany is now offering stainless steel brake discs with a spoke design and TÜV certification for many Harley models. A full list of applications can be found on the company's website under 'News brake discs'. The rotors are available in 11.5in (292mm) and 11.8in (300mm) diameters.

The discs are available with TÜV parts certificate to para 19.3, and can be registered at any TÜV or Dekra office.

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H-D FI to carb conversion gas tank fitting kit



PINGEL Enterprise is now offering fuel injection to carburetor conversion gas tank fitting kits, which can be used on Harley-Davidson models made before 2014 and are equipped with Delphi and Magneti Marelli fuel injection systems, to convert them to a traditional carburetor system.

The new kit has been introduced in response to the increased use of larger bore engines that have surpassed the stock fuel injection's ability to deliver adequate fueling. The kit replaces the factory gas tank fittings, allowing the use of a high quality/high flow Pingel fuel valve to feed the user's choice of carburetor.

The kits are machined from billet stainless steel and made in the USA.

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Kustom Tech hand controls

KUSTOM Tech's range of handlebar controls includes the Grimeca brake master cylinder, which is cast in aluminum. The company has the retro styled lever available for 7/8in handlebar and 1in handlebar diameters and with 12mm or 14mm piston bore size. The controls are finished in black anodizing.

To match the Grimeca brake master cylinder, Kustom Tech also has a forged aluminum clutch lever assembly. The lever has two special pins, one for late cable clutch, and one for early cable clutch. Like the brake cylinder it is available for 1in or 7/8in handlebars and finished in black anodizing.

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JayBrake Tranzbrake

SUPERTRAPP Industries, under its JayBrake brand, is manufacturing the Tranzbrake transmission-mounted rear brake.

The Tranzbrake is an integrated brake caliper system that mounts directly to the transmission, eliminating the need for a rear brake caliper and rotor. It has been designed for use on right side drive transmissions and allows a clear view of custom wheels thanks to the brake components being moved away from the hub.

JayBrake supplies the brake system with a 23-tooth sprocket, stainless steel rotor and stainless steel mounting hardware. The billet aluminum housing features an integrated brake caliper and is designed for chain drive applications only.

The Tranzbrake is available with four pistons in polished aluminum, chrome or black, and is a hydraulic clutch only application.

SUPERTRAPP
 Cleveland, Ohio, USA
 Tel: 216 265 8400
jaybrake@supertrapp.com
www.jbrake.com



JAYBRAKE

Bassani DNT mufflers

BASSANI is offering its slip-on DNT performance mufflers for Bagger models in two styles, Straight or Megaphone. Both options have a 4in diameter body with a specially designed three stepped baffle that is acoustically tuned to deliver a unique exhaust sound while providing maximum performance.

A key styling feature of the new mufflers is the billet end cap with internal machined flutes, which can be ordered in a choice of polished, polished outer and black inner, or all black, and the mufflers themselves are available in black or chrome.

The DNT performance mufflers fit '95-'15 FLH Harley-Davidson models.

BASSANI MANUFACTURING
 Anaheim, California, USA
 Tel: 714 630 1821
nicepipes@adelphia.net
www.bassani.com



Bassani's DNT slip-on mufflers are available in black or chrome with the a choice of end cap finishes; polished, polished outer and black inner, or all black



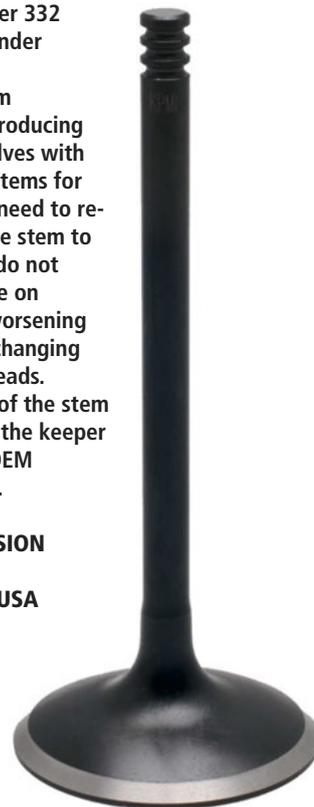
www.AMDchampionship.com

Fat Stem Twin Cam valves

KIBBLEWHITE'S latest valves are its Fat Stem design for Twin Cam applications. The introduction of the new valves comes as the result of reports that some later model H-D Twin Cam heads using 7.0mm valves may have a tendency to crack in the port end of the valve guide boss. The problem has been noticed on heads with the number 332 embossed on the cylinder heads.

To rectify this problem Kibblewhite is now producing its Black Diamond valves with plus .005in oversize stems for engine builders who need to re-establish correct valve stem to guide clearance, but do not want to take a chance on creating a crack, or worsening an existing crack by changing valve guides in the heads. The oversize portion of the stem does not extend into the keeper groove area, so the OEM keepers may be used.

KIBBLEWHITE PRECISION MACHINING INC
 Pacifica, California, USA
 Tel: 650 557 2046
sales@kpmi.us
www.kpmi.us



New parts from Burly Brand

BURLY Brand has released a range of new products that include fork spring preload adjusters, handlebars and seats. Burly's fork spring preload adjusters, which have been designed to replace the OEM fork caps, are machined from aluminum and available for 39mm and 49mm Sportster and Dyna forks. Said to be easily installed, the adjusters sit tight against the triple tree to avoid handlebar interference and are available in clear or black anodized finishes. The latest handlebar design from Burly are the Jail Bars. The tall, narrow bars, available in 10in, 12in and 14in heights, in black or chrome finishes, have a 1.25in diameter that tapers to 1in at the controls. They are dimpled and drilled for internal wiring, but may require longer cables, lines and electrical leads for some installations. Brat seats from Burly Brand have been created for '96-'03 H-D Sportster models. The design of the new seats was inspired by those popular among Japanese custom builders. Burly is making the hand-sewn seats in solo or two up in ribbed or diamond patterns. Built on a fiberglass pan, the seats use a high density foam for the padding.



BURLY BRAND
 La Palma, California, USA
 Tel: 714 523 8700
info@burlybrand.com
www.burlybrand.com

Mikuni carb custom black tops



MIKUNI now has black powder coated tops for its line of HSR performance carburetors.

The top kits are supplied complete with new stainless hex head screws and washers, a hex key wrench, new top cover gasket and a retro Mikuni decal. The smooth black top fits HSR42 and HSR45 carbs and the embossed Mikuni logo black top fits the Mikuni HSR48.

MIKUNI AMERICAN CORPORATION
 Northridge, California, USA
 Tel: 818 885 1242
www.mikunipower.com

Legend Suspensions gauges



LEGEND Suspensions is now offering an upgrade for its Aero suspension in the form of a fairing-mounted, illuminated PSI gauge.

The company says the new gauge makes it easier for users of its Aero suspension to determine the preferred pressure for riding in different situations or changing road conditions.

The 0-150 full sweep PSI Air gauges are designed and produced in the USA by Auto Meter and install in the stock location by replacing the ambient air temperature gauge in the fairing on '13 and older models. On '14 models the gauges install in the flat panel on the left side of the dash. The gauge can be matched to the factory ones as it is offered in five color options: black, silver, spun aluminum, titanium or diamond cut.

LEGEND SUSPENSIONS
 Sturgis, South Dakota, USA
 Tel: 605 720 4202
sales@legendsuspensions.com
www.legendsuspensions.com



Latest parts selection form Drag Specialties

DRAG Specialties already offers extended saddlebags, and it is now making it easier to further modify them with the introduction of block-off panels that are precision-formed to match the exhaust cut-outs in the saddlebags.

The block-off panels can be used when a single exit exhaust is fitted to a bike using Drag Specialties extended bags, and are manufactured from the same material as the bags. The panels are available in left- or right-side applications.

Offered as an upgrade from the OE front brake lines, the Drag Specialties stainless steel lines are available with a choice of clear coating or black vinyl coating.



A clear coating is available on the Drag Specialties stainless steel brake lines, or black vinyl coating is an option



The T-Bars from Drag Specialties are available in a choice of three heights



The satin black pushrod tube kits are available to fit '84-'15 Big Twins or '86-'15 XL models

tubes, clips, cups, springs and washers. The tubes are compatible with adjustable pushrods. Kits are available to fit '84-'15 Big Twins or '86-'15 XL models.

The exhaust cut-out on Drag Specialties extended bags can be blocked off when not used with special panels available for both left and right applications



Both finish options are supplied with chrome steel fittings. The kits, which meet DOT requirements, are available for '14-'15 FLHT, FLHR and FLHX models without ABS.

Also offered as a replacement for the stock part, Drag Specialties T-Bars are made from gloss black powder-coated steel. The 1in diameter 'bars are available in 6in, 8in and 10in sizes, with dimples in a smooth, unknurled style or dimpled and drilled for internal wiring. All bars measure 31in wide with an 8.5in center width, the 6in bars have an end rise of 4in and 10.5in pullback; 8in bars have 5in end rise and 11.5in pullback; 10in bars have 6in end rise and 12.5in pullback.

The black finish options continue with Drag Specialties satin black pushrod tube kits. Each kit will cover a complete engine and includes upper and lower

DRAG SPECIALTIES
Janesville, Wisconsin, USA
Tel: 608 758 1111
drag@dragspecialties.com
www.dragspecialties.com

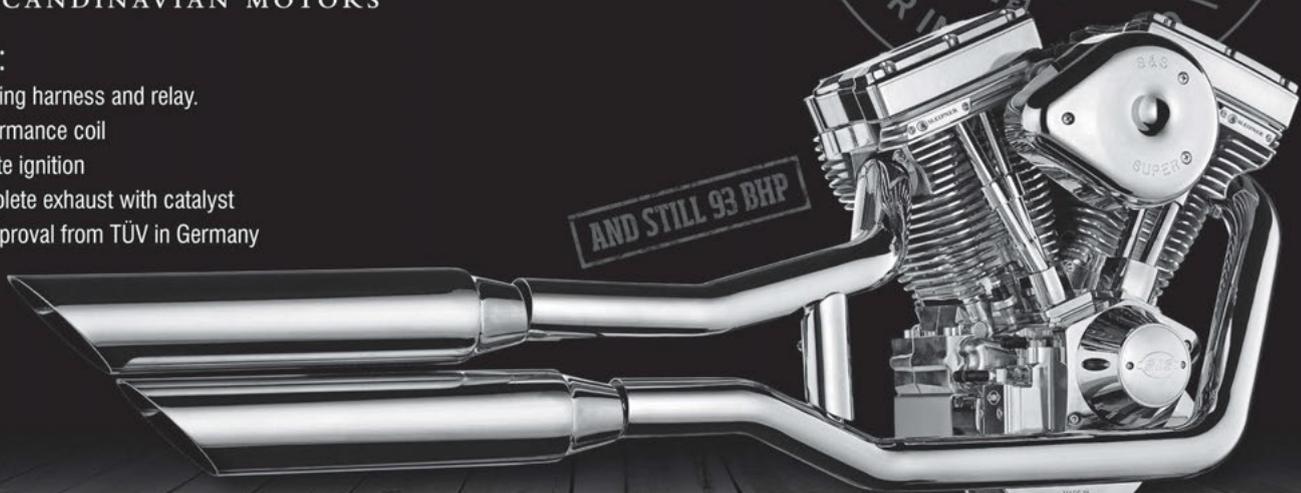


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2777 E. 83rd Place Merrillville, IN. 46410 866-99-4RUSH www.rushracingproducts.com

WUNDERKIND Sportster parts V-Rod rearsets

WUNDERKIND-Custom is enlarging its high-end parts and accessories range to include a new line of products for Sportster models, all of which are featured on its show bike – the WK2.

Across the range the parts share a common look, but with differing styles to create a modern design combined with a sporty character and technical know-how.

A key new part in the range is the new air filter, with which WUNDERKIND-Custom says it reacted to annoying oil leaks. It does this through the use of the integrated ODS suction technique that enables effective oil suction. The air filter is also said to offer more power, along with pleasing aesthetics.

Further parts in the new range are a side-mountable tachometer holder and a two-part pulley wheel that maintains the original drive ratio, but with a reduced weight, and a different rear light housing, which has been fully machined and made to fit oval and round indicators.

These and other product highlights will be shown at the upcoming Custombike Show in Bad Salzuflen, Germany, in December.

WUNDERKIND-CUSTOM
Breisach, GERMANY
Tel: +49 (0)7667 9446 92
info@wunderkind-custom.com
www.wunderkind-custom.com



The rear light and turn signal housings are CNC machined from billet aluminum



The WUNDERKIND two-part rear pulley maintains the original drive ratio, but does so with reduced weight compared to the stock part



WUNDERKIND's air cleaner is said to not only offer improved performance, but also stops oil getting on to the engine from the breather through use of integrated ODS suction technique



FREE Spirits has enlarged its Harley-Davidson product range with the introduction of rearsset kits for the V-Rod. Machined from billet aluminum and anodized in either silver or black, the rearsets are said to fit without any modification needed to the bike. The footpegs fold for clearance and a full range of spare parts is available.



FREE SPIRITS
Carrè (VI), ITALY
Tel: +39 0445 390437
info@freespirits.it
www.freespirits.it



Quick detach backrests for Sportsters

JARDINE, a brand of SuperTrapp Industries, now has a version of its quick detach backrest available to fit 2014 Sportster models.

The patented quick detach system used by Jardine is said to make for quick and easy installation or removal.

In addition to the Sportster-specific design, Jardine offers a universal backrest in Tall Billet, Short Billet, Billet Touring, Short Steel and Mini Steel versions.

SUPERTRAPP INDUSTRIES, INC
Cleveland, Ohio, USA
Tel: 216 265 8400
jardine@supertrapp.com
www.jardineproducts.com



Replica Wishbone frame

V-TWIN Manufacturing has authentic reproductions of the '49-'52 Big Twin stock type rigid frame available from stock. The reproduction frames feature forged parts, as would the original, including a 30-degree rake neck, front and rear engine mounts, side car loops, top seat post yoke, footboard tabs, rear axle plates and the correct tool box mount. Exact blanked and formed stampings are utilized in their respective places. The neck will accept key lock. The cross shaft tube is installed with grease fittings and bushings for the use of a mechanical brake control kit, and seat post, transmission plate and axle kit are included. The frames accept a Panhead or Shovelhead engine and a four-speed transmission.

V-TWIN MANUFACTURING/TEDD CYCLE
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info@teddcycle.com
www.vtwinmfg.com



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New lines from Arlen Ness

ARLEN Ness continues to expand its product line for Harley-Davidson applications, and among the latest product offerings are 15in inboard brake kits for its 16in diameter wheels and larger.

Each brake kit features 15in forged billet carriers with a floating 420 stainless disc and eight-piston caliper. The forged carrier includes an integrated wheel hub and bearing for clean installation. The new caliper is a bolt-on fitting for the fork leg of '00 onward FLT Touring and '00 onward Softail models.

Designed to convert dual-disc FLT touring models to a clean single disc application, the kits are available in 10-Gauge, G3 or Beveled styles with a choice of black anodized or chrome finishes.

Custom axle spacer may be required for custom applications.

In the 10-Gauge style range of parts, Arlen Ness is now offering billet rocker boxes. The rocker box covers, machined from 6061-T6 forged billet aluminum, replace the stock covers on '99-'15 Twin Cam models, and are available in a choice of chrome or black finishes. The covers are supplied with all necessary gaskets and hardware. Ness has matching cam covers, transmission covers, push rod tubes and primary covers available.

The Arlen Ness Beveled product line includes air cleaner kits, engine covers, grips and pegs, and floorboards for every model in the H-D line-up.

Built on 40 years of experience, the Beveled Fusion grips from Ness have a rubber grip design for hand traction, combined with black anodized 1-1/4in billet



10-Gauge billet rocker box tops are available in both black and chrome

aluminum inner collars and billet aluminum end caps with laser engraved Arlen Ness logo.

Fusion Series Beveled grip kits include an installed throttle sleeve and grip glue.

A second option in the Ness Fusion Series are the Knurled Fusion grips in brass. They have a knurled rubber center section with a brass end cap, and matching foot and shift pegs are also offered.



The Arlen Ness Beveled line includes air cleaners and engine covers



Black Beveled Wheel with our Inboard Caliper



The Arlen Ness inboard brake kit includes an eight-piston caliper and is designed for use on 16in and larger Ness wheels

**ARLEN
NESS**



Knurled brass grips



Deep Cut chrome grips



Beveled black grips

Ness' grips selection continues with the Deep Cut Billet grips. The original grips in the Ness product range, they are machined from 6061-T6 billet aluminum and feature roller bearings pressed into the cable throttle style for smoother function and less stiction. The chrome finished Deep Cut Billet grips can be paired with matching foot and shift pegs.

Arlen Ness offers its handlebar grips in both cable and throttle-by-wire styles.

ARLEN NESS ENTERPRISES
Dublin, California, USA
Tel: 925 479 6350
contact@arlenness.com
www.arlenness.com

AIM VP-SDR clutch for 2015 Low models

AIM Corp is claiming to be the first to market with its new clutch for '15 Ultra Limited Low and Electra Glide Ultra Classic Low models, which features a new sliding lock-up system. The sliding weights in the unit are said to create 120-130lbs of extra clamping pressure at 4,000rpm, which equates to 40 percent more clamping force. The new design not only fits behind stock, 103 and 110 derby covers, with no modification, but also inside the narrower primary cover used on the new 2015 'Low' models and '13 and up Tri-Glide and CVO models.

AIM's VP-SDR clutch is said to be 30 percent lighter during low rpm, is capable of handling up to 105ft lbs of torque with the orange spring installed, and bolts onto the Screamin' Eagle Twin Cam performance Assist and Slip (A&S) clutch kit.

AIM CORP
Huntington Beach, California, USA
Tel: 714 848 3030
info@aim-tamachi.com
www.aim-tamachi.com



Pro-One add over 20 new product designs

PRO-ONE Performance Manufacturing has recently launched over 20 new part numbers. All of the new parts are machined from 6061-T6 billet aluminum and available in Smooth or Ball Milled designs and the choice of chrome or black anodized finishes. The range of new parts includes Pro-One's billet fork slider covers for Bagger models, billet blade clutch and brake levers for '08 and later FL Touring bikes, billet switch covers to match its FL Touring fuel tank panels and billet fuel doors, black anodized billet license frames and black anodized billet choke knob covers, as well as the company's new black anodized 'Super Bullet' LED turn signals.

PRO-ONE
La Verne, California, USA
Tel: 909 445 0900
sales@pro-one.com
www.pro-one.com



New gauge options from Dakota Digital

DAKOTA Digital's latest range of new gauges includes its MCL-3014 digital Bagger gauges for 2014 and later H-Ds. The plug-in kit replaces the stock gauges, while adding more functionality. The full set of gauges, with either a red or blue display, includes speedometer, tachometer (with bar graph tach), volts, oil temperature (sender included), and bar graph fuel gauge. Additional features include clock, gear position, 0-60 time and speed, 1/4-mile time and speed, and high speed and rpm recall.



Also included are cruise, reverse, parking brake, security, check engine and ABS indicators.

MBM expansion modules available to add dual air pressure readings and boost readouts into

the odometer section.

The gauges use the stock chrome bezels as well as mounting hardware.

Continuing the range of new options from Dakota Digital are the MCH-GPS17 and MCL-GPS17. The MCL (LED readout) and MCH (LCD readout) GPS compasses replace the stock air temp gauge and display GPS heading, air temp and altimeter, all without adding any senders or cutting any wires. The MCL unit is available in red or blue, and MCH unit is programmable to eight different colors.

DAKOTA DIGITAL INC
Sioux Falls, South Dakota, USA
Tel: 605 332 6513
sales@dakotadigital.com
www.dakotadigital.com



Dakota Digital

Sudco Keihin FCR carburetor kits

SUDCO

SUDCO International has put together a complete line of bolt-on Keihin FCR 39 and 41mm performance carburetor kits for popular Harley-Davidson, American Big Twin and Sportster models. Each Sudco Keihin FCR kit includes a pre-jetted Keihin FCR 39 or 41mm carburetor 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
Compton, California, USA
Tel: 310 637 8330
sudco@sudco.com
www.Sudco.com



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vanceandhines
.com

944 Series Ultra Low shocks

PROGRESSIVE Suspension's newest shock absorber is the 944 Ultra Low, which is the lowest version in its 944 Series. This latest shock has been designed to lower a stock H-D Touring model by 2in (1in lower on a Street Glide). By combining frequency sensing technology damping and a dual spring, the 12.5in shock sits at 11in when on the bike, yet drops to full length when the terrain requires it. Progressive Suspension 944 Series Ultra Low shocks fit '80-'15 Harley-Davidson FLH and FLT models and are available in standard or heavy spring rates. A lifetime limited warranty is also supplied with the shocks.

PROGRESSIVE SUSPENSION
 La Palma, California, USA
 Tel: 714 523 8700
info@progressivesuspension.com
www.progressivesuspension.com



Bagger exhausts from Freedom

FREEDOM Performance is making its Combat slip-ons to fit '95-'15 Dresser models. The 4.5in diameter mufflers have 2-1/2in louvered to 3in stepped Bandit performance baffles or optional quiet baffles, and are offered in a choice of chrome or hi-temp black finishes with three billet tip options.

While Freedom Performance slip-ons fit Harley-Davidson stock and competitor true dual headers, the company suggests that for the biggest performance improvements the Combats are matched to a set of its headers, i.e. Standard True Duals Headers or Right-Side Tuck & Under Headers.

Freedom Performance's Right-Side Tuck & Under True Dual headers are a true dual system with no crossover, which also eliminate the catalytic converter. The pipes are made up of 1-3/4in

headers and 220-degree, 16-gauge heavy duty, full-coverage 2-1/2in heat shields, and O2 ports and plugs are provided for early models.

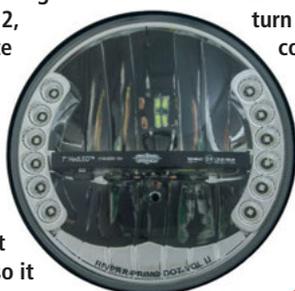
Available in black or chrome, two versions of the Right-Side Tuck & Under True Dual headers are offered for '95-'08 models and for '09-'15 bikes.

FREEDOM PERFORMANCE EXHAUST
 Gardena, California, USA
 Tel: 310 324 0415
info@freedomperform.com
www.freedomperform.com



Phase 2 HedLED 7in headlamp

RIVERA Primo is continuing its expansion of its lighting product range with the launch of its Phase 2 HedLED 7in headlamp. When the first stages of the design process began for the Phase 2, Rivera Primo set out to create a 7in headlamp that looked more normal, and not like the majority of all LED lights currently available. In order to achieve this, the Phase 2 uses a glass lens. In addition it draws less current than an incandescent lamp, so it



can be used with either an older charging system or a new high output system. The Phase 2 HedLED 7in headlight not only has hi/lo beams, but also incorporates LED turn signals and is DOT and EU compliant.

RIVERA PRIMO
 Whittier, California, USA
 Tel: 562 907 2600
info1@riveraprimo.com
www.riveraprimo.com



Flare Windshield for 2015 Road Glide

KLOCK Werks has introduced two versions of its Flare windshield, which has been designed exclusively for use on the 2015 Road Glide, the Sport and Pro-Touring.



Klock Werks' Flare windshields feature hips at the sides that are said to re-route the wind away from the rider, while adding downforce to the front end of the bike to improve stability, compared to riding with the stock windshield. The flip at the top of the Flare redirects air back as clean, less turbulent air for rider and passenger.

The Pro-Touring Flare for the 2015 Road Glide is a wider, full coverage option for riders and passengers who prefer an even greater amount of wind deflection for the long haul.

The Sport Flare is more streamlined and offers radical curves and a sportier stance, and aids stability and handling with improved air management.

"We are very excited to release our new Flare windshield models for the 2015 Road Glide. Relying on our experience from years of designing our Flare for different model bikes, we were able to go from initial testing and fitment to final production in less than 30 days. Process, teamwork and relationships matter and allow us to get a winning product to market quickly," said Laura Klock.

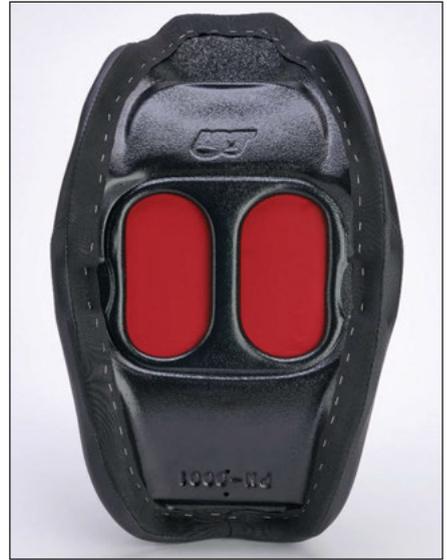
KLOCK WERKS KUSTOM CYCLES
 Mitchell, South Dakota, USA
 Tel: 605 996 3700
info@kustomcycles.com
www.kustombaggers.com



Danny Gray IST seats

DANNY Gray Enterprises recently introduced the IST (Independent Suspension Technology) line of motorcycle seats, designed to eliminate the compression and shock the body receives from riding on a traditional solid seat pan. Designed to still provide the hand-crafted look, quality and performance of an aftermarket seat, the IST product line is said to work by damping road impact at the two lowest bone points in the pelvis - called the ischial tuberosities, or ITs. The company says that IST is seamlessly built into the saddle "like two little trampolines, positioned side by side within the seat. IST isolates the rider's IT bones, cushioning them independently in reaction

to the shocks and bumps of the road." The IST line offers four models with multiple options for adding comfort and duration to their rides. The MinimalIST is the entry level IST product, available in vinyl or leather covering, with tailbone and stress relief, a narrow width and sized for a solo rider. The BigIST is for the solo rider and is available in vinyl or leather, with tailbone and stress relief. It features a wider footprint, back support and is sized to accommodate a pillion. The BigIST is also available as a two-rider seat in a full touring style with tailbone and stress relief, and back support available in vinyl or leather. The LowIST is a two-rider, low profile style seat available in vinyl or leather with tailbone and stress relief, and low and narrow styling that is cut down at the rear. The TourIST is a two-rider seat in a mid-touring style with tailbone and stress relief and back support. The TourIST is available in vinyl, leather or with sweat-control Spacer Mesh Fabric and leather accents



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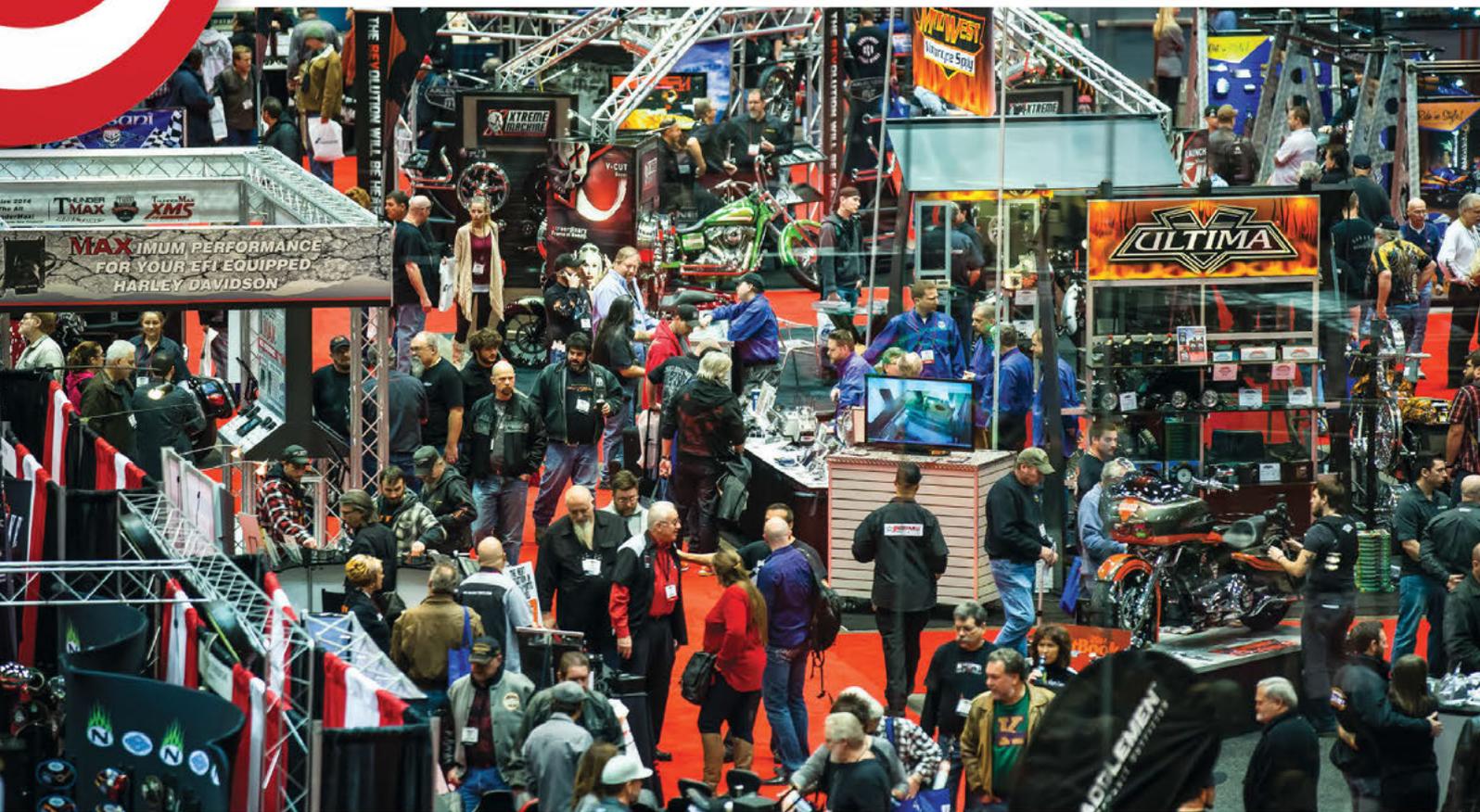


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RSD Café Sportster Package

ROLAND Sands Design has put together a package of parts that are designed to easily change a Sportster into a Café Racer.

The RSD Café tail section, which slims and simplifies the rear of the bike, is made from fiberglass and finished in a black gel coat. Fitting involves removal of the stock fender, supporting struts and seat, and relocation of taillight and turn signals. To accompany the tail unit there is the choice of two separately available seat options; Café style or Boss.

The rearsets for Sportsters from Roland Sands Design are a bolt-on fitting that move the rider approximately 2in up, 13in back and 1-1/2in narrower per side for increased ground clearance when cornering. With knurled pegs, the rearsets utilize the OEM rear brake master cylinder and eliminate the heavy OEM cast steel footpeg brackets, bell crank brake rod and master cylinder bracket. They can also be used in conjunction with the RSD Slant 2-into-1 exhaust system without modification.

Continuing the racing position are the 1in clip-on handlebars for use on 39mm fork tubes. Designed to mount below the upper triple tree, the RSD clip-ons are dimple milled to allow for stock wiring to cleanly

exit the stock switch housings, and adjust to any pullback and any height between top and bottom triple clamps with a fixed five-degree down angle. Roland Sands Design recommends the use of its Misano race style riser hole plugs to clean up the holes at the top of the stock triple clamp when the clip-ons are installed.

A second option for use with the clip-on bars is the RSD Cafe gauge and headlight relocater, which lowers the headlight and gauges from the top handlebar clamp down to the front of the top triple clamp, lowering the stock headlight 2in.

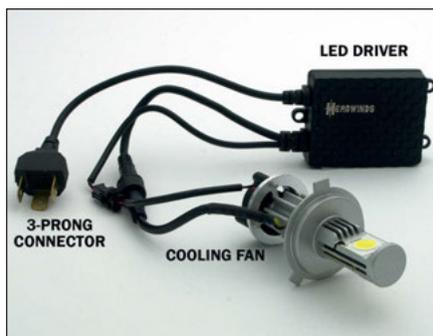
ROLAND SANDS DESIGN
 Los Alamitos, California, USA
 Tel: 562 493 5297
info@rolandsands.com
www.rolandsands.com



LED H4 headlight bulb for Road Glide and Road King

HEADWINDS now has a high-output Cree LED H4 headlight bulb available for use on FLTR Road Glide and FLHR Road King models. Said to be whiter and brighter than halogen equivalents, the 25W/50W hi/lo bulb produces 6,000-degree Kelvin with 1,800 Lumens.

Headwinds states that the LED bulb conversion is easy to install, as it replaces H4 lamps with three-prong plugs without modification. It is equipped with a cooling fan, cooling fins and driver.



HEADWINDS, Inc.
 Monrovia, California, USA
 Tel: 626 359 8044
sales@headwinds.com
www.headwinds.com



New Alpha series Tsubaki drive-chain



TSUBAKI has now introduced its line of Alpha final drive chains. These new chains are the result of over 40 years of constant product development which has seen the company develop chain technology from the standard ASA 50/60 series to the first sealed O-ring series in the late '70 to the current premium TX4-ring chains series.

A part of that series of chains is the Alpha XRG Series, a third generation product developed to meet the demand of OE-engineers for a light running, long lasting chain with high tensile strength, for high performing machines. Technology integrated into the chain includes TX4 seal rings to keep lubricants in and dirt out of the inner parts.

The chain, which features distinctive gold coloured link plates, is available in three sizes; 520 for engines producing up to 120hp, 525 for engines up to 135hp, and for engines of 150hp the 530.

The second Alpha Series chain to benefit from the TX4-seal rings and life-time lubrication of inner parts is the XRS, which is said to offer long lasting performance with low maintenance.

It is available in the same size/hp options as the Alpha XRG Series, and there is also the 428 size for engines producing up to 80hp.

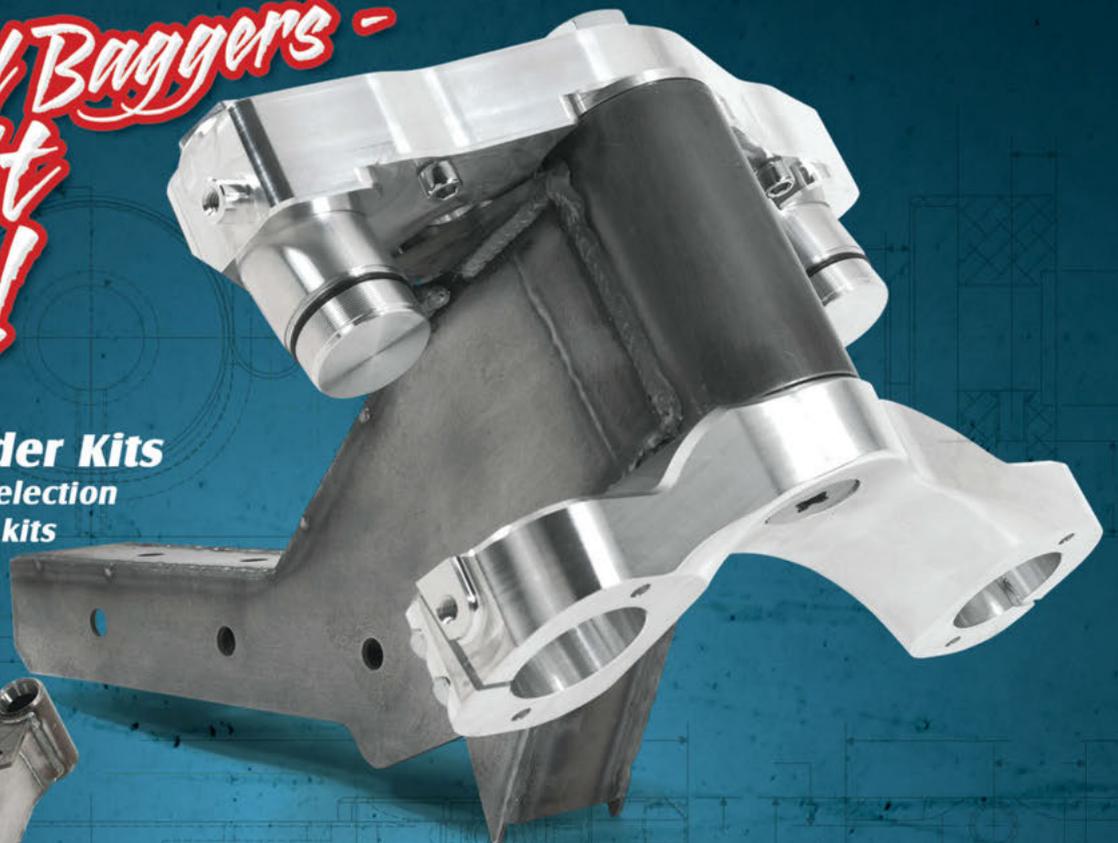
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 Dordrecht, NETHERLANDS
 Tel: +31 (0)78 6204000
info@tsubaki-rider.com
www.tsubaki-rider.com



Big Wheel Baggers - Rake It Right!

Neck Rake Builder Kits

HHI offers the widest selection of 41mm & 49mm neck kits and raked triple trees for all wheel sizes resulting in the correct steering TRAIL dimensions.



New! 49mm Neck Rake Kit

HHI's 49mm Neck Rake Kit features a 7° neck piece with a 9° Triple Tree. Specifically designed for the 2014-up 49mm front end, this kit includes correct tube extensions to allow stock tubes to be used with a 26" wheel. Also available in 30" & 32" 49mm Short Neck Rake Kits



HHI Delivers Complete Front Kits

HHI has assembled 23", 26", and 30" conversions that include everything you need for your build from triple trees, steel wrap fender kits, brake lines, HHI calipers & floating brake rotors in 11.5", 11.8", 13" and 18" sizes, wheels & mounted tires, and even pre-assembled complete front ends.



X23 Bolt-On Triple Tree

HHI now offers a BOLT-ON Triple Tree kit for a 23" wheel installation on FL touring model bikes. The design geometry of this triple tree results in a trail measurement similar to stock factory HD® specifications.

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New additions to Motorcycle Storehouse product range

MOTORCYCLE Storehouse continues to expand the range of products it distributes throughout Europe with the introduction of **Arlen Ness 'KO' raked triple trees**. The new triple trees have been



The M-Blaze Ice is a regular replacement turn signal with an 8mm threaded stud



Arlen Ness raked triple trees are available in seven-degree and 11-degree options

designed to be used on Bagger models where the owner wants to run a larger diameter front wheel. Versions of the trees are available with seven degrees of rake for use with 23in (7in trail) or 21in (6-1/8in trail) wheels, or 11 degrees for use with 21in (4-1/2in trail), 23in (5-1/4in trail) or 26in (6in trail) wheels. Both rakes of triple tree are available to work with '97-'13 Touring models, with 41mm forks, while for 2014 Touring models equipped with 49mm forks only the seven-degree option is available.



The Motogadget M-Blaze Disc is an update of the original M-Blaze LED turn signal

Motogadget's original M-Blaze LED turn signals, available through Motorcycle Storehouse, are German made units, which are designed to fit in the ends of handlebars, giving a truly custom look

thanks to the combination of LEDs and clear transparent, reflecting glass-like material.

The flat M-Blaze Disc, with 7W power LED, is a variation on that design, which is also being made available through Motorcycle Storehouse. Once again, they are designed to be used inside handlebars with an internal diameter of 14mm to 21mm, which includes all regular 7/8in and 1in 'bars.

The latest addition to the Motogadget range is M-Blaze Ice, with 3W power LEDs, designed as a regular replacement turn signal, it comes with an 8mm threaded stud. The LEDs are used with Motogadget's 'Special 180-degree Lighting Effect' to give a clear, safe and functional EC approved turn signal system. The M-Blaze Ice is available in polished or black anodized aluminum and supplied complete with 1m of wiring pre-installed.



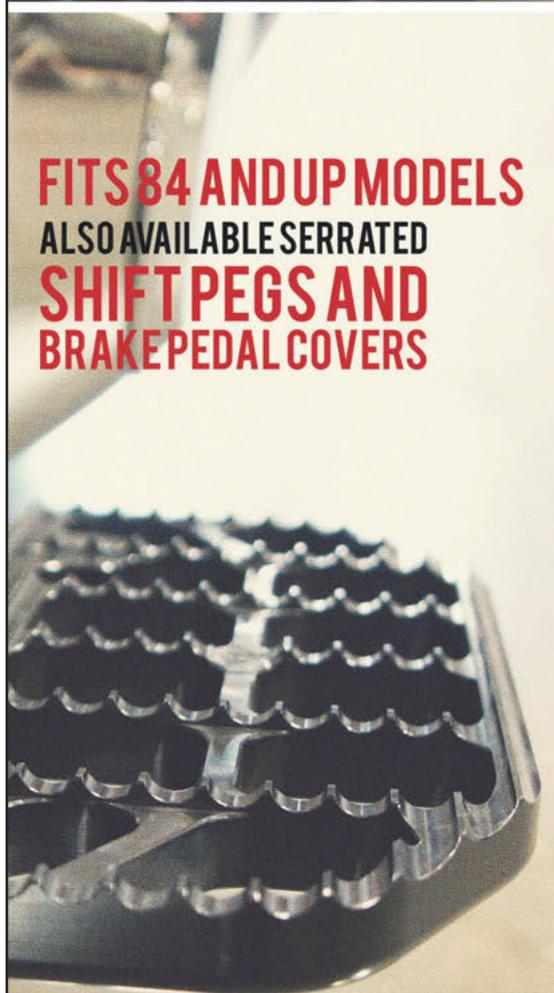
The tire pressure monitor alerts riders to changes in tire pressure in real time

New electronic options available from Motorcycle Storehouse continue with the **tire pressure monitoring system** that is now available, which monitors tire pressure in real time. The kit includes an LCD monitor and two valve cap sensors, comes with PSI/BAR indication and allows user pre-set values. It gives an audible/vibration alert when tire pressure rises or drops below the user set level.

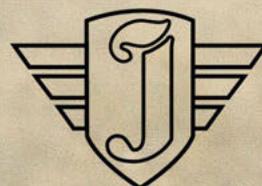
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W&W expands product line



The Bates Malibu handlebars have a design similar to the factory ones used on 1983 and '84 XR1000 models



Andreani adjustable fork cartridges replace the factory internals to provide a complete range of adjustment possibilities



LSL supplies its Clubman grips open ended for use with bar end weights

W&W Cycles continues to introduce parts for Harley-Davidsons that are based on classic pieces, and among the latest of these new options is a telescopic fork designed after the Ceriani front end that was standard equipment on XR and XR1000 factory and production race bikes. The new **T35 Dirt Track front end** from W&W features cast aluminum triple trees with integrated 1in handlebar clamps and lower legs machined from billet aluminum. Total claimed weight is about 5kg less than a stock 35mm Narrow Glide fork. The width is 170mm (fork tube center to fork tube center) so it requires narrow aluminum hubs and corresponding brakes, and the handlebar mounting clamps are spaced 75mm (center to center). Like the original Ceriani pattern it features a friction disc steering damper with a large adjuster wheel.

The fork is intended for lighter weight bikes with a dry weight near 200kg. Caliper brackets and anchors need to be fabricated.

A second front end option now offered by W&W are the **adjustable fork cartridges from Andreani**. The cartridges replace the factory internals, feature a 20mm piston and provide a complete range of adjustment possibilities. Compression damping, rebound and spring pre-load can be tuned to the rider's specific requirements. Each kit consists of two hydraulic cartridges complete with compression/rebound pistons,

necessary shims, fork springs and top adjusting screws. Two versions are available for '06-'13 Dyna models or '02 onward Sportsters.

Fork modifications required for the installation of the Andreani cartridges are non-reversible.

The **Six Days headlight by LSL** is a classically styled headlamp that uses a side mount installation. Available in all black or black with a chrome bezel, the light features a modern prismatic reflector and a clear lens. The 5-3/4in light houses an H4, 12V, 60/55W bulb.

Available from W&W to work with the Six Days light are matching **LSL sidemounts**. The universal, two-piece clamp mounts are machined from billet aluminum and available for both 39mm and 41mm fork tubes, and in a choice of 67mm or 83mm lengths. The shorter versions feature extra holes for turn signal mounting.

Further LSL options available through W&W include the **Clubman grips**. The slim bodied rubber grips have a non-slip surface, and are supplied open ended for use with bar weights or turn signals, but end plugs to close them are provided. In black only, the grips are 125mm long and work with '74 onward handlebar controls on 1in bars.

If the grips are left open, **Oberon handlebar end mirrors** can be used. The adjustable bar end mirrors fit handlebars with an internal diameter of

22mm. They are CNC machined from T6 billet aluminum, and the mirror can fold through 220 degrees, which tucks the mirror in past the bar end when space is tight.

The adjustable bar end mirror, in black or silver anodized finish, is more than just a mirror, as it also acts as a bar end weight to reduce handlebar vibrations.

Based on the design of the handlebar used on 1983 and '84 XR1000 models, the **Malibu handlebars from Bates** have a 1in diameter and an overall width of 81cm. The steel bars can be ordered in chrome or black powder coat and without dimples for use on H-D models up to '81, or with dimples for bikes '81 onward.

A quick and easy way to change the look of the stock gas cap is to use the **Moon gas cap cover** from W&W. It is glued onto the stock or similar gas cap with a few drops of silicone, or optionally with a few additional side-mounted set screws. The cast aluminum cover is a universal fit on all gas caps with 72.5mm or smaller outer diameter.

W&W CYCLES AG
Wuerzburg, GERMANY
Tel: +49 (0)931 250 61 16
sales@wwag.com
www.wwag.com



The new T35 Dirt Track front end from W&W is based upon the Ceriani front end that was standard equipment on XR and XR1000 factory and production race bikes



Oberon handlebar end mirrors are CNC machined from T6 billet aluminium



The Moon gas cap cover fits over the stock gas cap



The Six Days headlight by LSL is available in all black or black with a chrome bezel



The universal sidemounts by LSL work with the company's Six Days headlight

Hawg Halters big wheel options



HAWG Halters Inc. used Daytona Bike Week to debut its 2015 Road Glide project bike, which showcases the company's X23 triple trees. The new triple trees have been designed specifically to allow a 23in wheel to be bolted on to '14 and '15 Touring models with 49mm fork tubes.

Along with the new triple trees, the project bike has also been fitted with HHI's 49mm billet lower legs, which are available in a choice of black or chrome, in single or dual disc configurations, FLR one-piece steel wrap around fenders, Hell Razor handlebars, and 13in HHI bolt-on six-piston caliper conversions with matching Renegade brake rotors. A full range of Renegade wheels in 21, 23, 26 and 30in

sizes, in chrome or Phantom Cut, are also available from HHI to complete the front end conversions.

In order to make big wheel conversions easier, HHI has now put together a selection of 'Builder's Kits' for 23in, 26in, 30in and 32in applications that include everything a dealer needs for a custom build.

The 'Builder Kits' feature a range of parts, depending on a customer's preference. Options include HHI triple trees such as X23, or a complete neck rake kit for 23in, 26in, 30in and 32in, and both long and short neck configurations that include triple tree and neck rake

components. In addition the kits feature US-made, one-piece steel wrap fender kits, brake lines, HHI bolt-on calipers and true floating brake rotors in HHI designs or Renegade Wheel matching designs in 11.5in, 11.8in, 13in and 18in sizes.

HHI also has developed for builders the opportunity to order a custom 18in true floating brake rotor and caliper package to match one-off custom wheels. In addition, a full range of Renegade wheels, complete with mounted tires, and pre-assembled complete Touring bike front ends with either AirFX shocks, Progressive inserts or stock suspension to finish off the kit options.



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Metalsport 2015 wheel designs

METALSPORT Wheels has released details of the first of its 2015 designs, the Bridge and the Impression.

The Bridge is offered in sizes 16in to 32in and finished in black before being given a second cut for a contrast look. Offered in chrome or black, the Impression is available in sizes 16in to 30in.

METALSPORT WHEELS INC
South Gate, California, USA
Tel: 562 776 9594
info@metalsportwheels.com
www.metalsportwheels.com



LePera Daytona

LEPERA has had its Daytona seat in production for over 20 years, but has now introduced a new version which features Speed Stripes on the tail. The newest LePera Daytona is available in a variety of colors and the options of smooth, pleated, diamond or other styles.



LEPERA ENTERPRISES
North Hollywood, California, USA
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info@lepera.com
www.lepera.com



Intake options from Mid-USA



AMONG the intake options being offered by Mid-USA there is a performance intake kit for Big Twin applications. The kit replaces the OE air cleaner and is said to offer a significant power increase. Available in black or chrome, the intake kits fit Big Twin models '01 onwards (except Touring models '08 onwards).

A second intake option now offered by Mid-USA is a high flow air filter element for OE air cleaners. The washable and re-usable, high flow, four-layer cotton element is said to increase air flow while offering excellent filtration for long engine life. Filters are available for Big Twin Evolution '90-'99 with carburetor, Twin Cam models '99-'06 with carb and Softail '01 onward with EFI, FLT models '08 onward and Sportsters '88-'03.



MID-USA MOTORCYCLE PARTS
Hazelwood, Missouri, USA
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midusa@mid-usa.com
www.mid-usa.com



Side-to-side adjustable floorboards

BELT Drives Limited, under its GMA brand, is manufacturing side-to-side adjustable floorboards.

Machined from 6061 billet aluminum, the floorboards feature non-skid rubber cushioning inserts and are finished in either chrome or black anodized.

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www.beltdrives.com



Enfield Racing adds new cylinders to range

ENFIELD Racing has now added UL, K and KR cylinders to the line of Harley-Davidson and Indian engines, following the acquisition of the cylinder casting patterns from S&S Cycle Flathead Power by Bruce Argetsinger.

Argetsinger's company Enfield Racing updates old engine parts with modern design, superior metallurgy and CNC machining technology to handle the stress of racing in vintage classes. Externally, the UL, K, and KR cylinders appear original with fin count, shape and stock-like markings. However, design improvements include tapering the exhaust ports for improved exhaust pipe retention and Gray Iron metallurgy, which is said to have higher thermal conductivity, superior strength and more durability.

The Enfield Racing 80ci UL cylinders fit '37-'41 UL 80ci engines and '37-'48 UL 74ci engines upgraded to 80ci. Enfield's KR race style cam lobes will fit the UL, K, and KR cylinders fit '52-'69 engines. Enfield Racing also make 356-T6 heat-treated aluminum alloy cases and cam covers for UL 80ci engines.



ENFIELD RACING
Branford, Connecticut, USA
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info@enfieldracing.com
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New parts launched by Kuryakyn

KÜRYAKYN has launched a new range of parts and accessories that expands its existing range of parts for Harley-Davidson applications.

A first for Kuryakyn is its new multi-purpose driver and passenger backrest, which includes a luggage rack system. When fitted to the bike it can be changed from driver to passenger use without the need for tools. Fixed mounts are available for a range of applications and these include '97-'12 Electra Glide, Road Glide, Street Glide, Road King and '03-'14 Softail Heritage and Deluxe models.

A second backrest option from Kuryakyn is its plug-in driver backrest, which installs using the existing fender bolts on '97-'14 Electra Glide, Road Glide, Street Glide and Road King models with one-piece slotted seats. The contoured, upholstered backrest comes with a removable back pocket and tool-less height adjustment and removal.

To remove the black plastic stock license plate mount on CVO Road Glides and Street Glides, Kuryakyn is producing a chrome mounting back plate that works with either its curved LED lighted frame or curved LED lighted tri-light frame. Both of the LED options are plug-and-play and the mount fits '09 CVO Road Glides, '10-'12 CVO Street Glides and '12 CVO Road Glide Customs.

In order to dress up the bike's engine, Kuryakyn has spark plug and head bolt covers available. They feature a stepped and slotted design with faceted edges that catch and reflect light. Available in chrome, wrinkle black and gloss black, the covers fit '99-'12 Electra Glides, Road Glides, Street Glides, Road Kings and '09-'12 Trikes.

Among the lighting options available from Kuryakyn are the Phase 7 LED headlamps and passing lamps. Said to offer improved visibility at a fraction of the cost compared to HID or incandescent headlamps, the Phase 7 lights utilize a complex reflector design while providing the appearance of a traditional headlamp. An impact resistant polycarbonate lens with chemical and scratch resistant non-yellowing coating is used, and the lights meet all applicable DOT, FMVSS or SAE requirements. The ECE-approved Phase 7 lights fit Electra Glides, Street Glides, Road Kings, Trikes and FLST models with 7in headlights and the Dyna Switchback and '05-'14 H-D models with 4-1/2in passing lamps.

New lighting options from Kuryakyn continue with the ECE-approved Torpedo LED lights offered as universal indicator and run-turn-brake lights. The torpedo-shaped housing measures 70mm long with a 45mm diameter, and comes in two versions. Single-function amber versions are designed to serve as turn indicators either up front or on the rear. Multi-function versions are designed for rear use only and feature three independent red and amber circuits that allow the units to function as ECE-approved rear position lamps as well as turn and brake indicators.

All Torpedo sets are available in chrome or matt black finishes with clear lenses and utilize M10-1.5mm x 25mm mounting studs for installation.

KÜRYAKYN
Somerset, Wisconsin, USA
Tel: 715 247 5008
salessupport@kuryakyn.com
www.kuryakyn.com



Kuryakyn's multi-purpose driver and passenger backrest features an integrated luggage rack



The plug-in driver backrest from Kuryakyn features tool-less height adjustment and removal



The Phase 7 LED headlamp and passing lamps use a complex reflector design and impact resistant polycarbonate lenses



The stock black plastic license plate mount on CVO Road Glides and Street Glides can be replaced with options from Kuryakyn



The spark plug/head bolt covers are available in a choice of chrome, gloss black or black wrinkle finishes



Kuryakyn's Torpedo universal indicator and run-turn-brake lights have ECE-approval

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VICTORY & INDIAN PRO GUIDE

Roadsmith unveils first Indian Roadmaster trike

ROADSMITH Trikes has launched what it claims to be the first trike based on the current Indian Roadmaster.

The launch of the Roadmaster trike follows the company's release of a Chieftain trike. This new model has a large trunk, passenger backrest, adjustable floorboards and heated seat, making it suited for two-up touring.

In addition to changes such as independent rear suspension and a longer wheelbase, Roadsmith has added raked triple trees for ease of steering and an electric reverse to ensure smooth, quiet operation when backing.

THE TRIKE SHOP

White Bear Lake, Minnesota, USA

Tel: 651 777 7774

info@trikeshop.com

www.roadsmithtrikes.com



Indian Chief and Chieftain options from Barnett

BARNETT'S latest addition to its range of clutch applications is for the 2014 Indian Chief and Chieftain. The new complete clutch kit features Barnett's exclusive carbon fiber segmented friction plates, which are said to provide better oil flow for cooler clutch temperatures and smoother, more consistent performance. Completing the kit is a set of tempered steel plates and a set of heat-treated, heavy duty coil springs.

A second new option from Barnett specifically for the Indian Chief and Chieftain is a clutch cable. The cable features Barnett's high efficiency (HE) inner wire, which the company was the first to introduce to the motorcycle industry. The HE wire is nylon coated and pre-lubed with a silicone lubricant and said to provide longer life, super smooth cable action and reduced lever effort. On the outside of the cable, all fittings are chrome plated and three casing types are available: traditional black vinyl, classic stainless braid with clear coat and Platinum Series bright silver plated braid with clear coat. As with all Barnett cables, the clear coat is guaranteed not to discolor from sun exposure.

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Indian and Victory caliper housings

ARLEN Ness is increasing its product line for Victory and Indian motorcycles with the introduction of its caliper housing for the front brakes on these machines. Offered in both right- and left-side fittings, the front caliper housing fits all Indian models (except Scouts) or all '10 onward Victory models (except Vision). The housing, which includes seals and instructions, is available in a choice of black anodized or chrome finishes.

ARLEN NESS ENTERPRISES
 Dublin, California, USA
 Tel: 925 479 6350
contact@arlenness.com
www.arlenness.com



Indian Chieftain outer fairing accessories



KÜRYAKYN has expanded its product line to include a line of new accessories for the Indian Chieftain. The new range is made up of a trio of trim accents for the bike's outer fairing.

The Chieftain accent range is made up of a windshield trim, a fairing turn signal trim and driving light bezels. The windshield trim is said to create a clean transition between the fairing and the windshield. The turn signal trim extends the design lines from the OEM chrome

panel to the turn signals. The Kuryakyn driving light bezels add a touch of chrome to the OEM driving lights. All three accents feature peel-and-stick installation.

KÜRYAKYN
 Somerset, Wisconsin, USA
 Tel: 715 247 5008
salesupport@kuryakyn.com
www.kuryakyn.com



MAG Connection distributing White Wall Choppers

FRENCH parts and accessories specialist MAG Connection has now taken on the distribution of the White Wall Choppers line of US-made parts for Victory motorcycles.

White Wall Choppers, which is a family/retired veteran owned business, began with the production of a sissybar and has grown to a full CNC manufacturing operation. All White Wall Choppers parts are supplied with a limited lifetime guarantee.

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VANCE & HINES

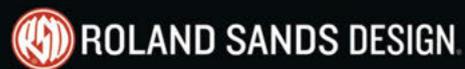
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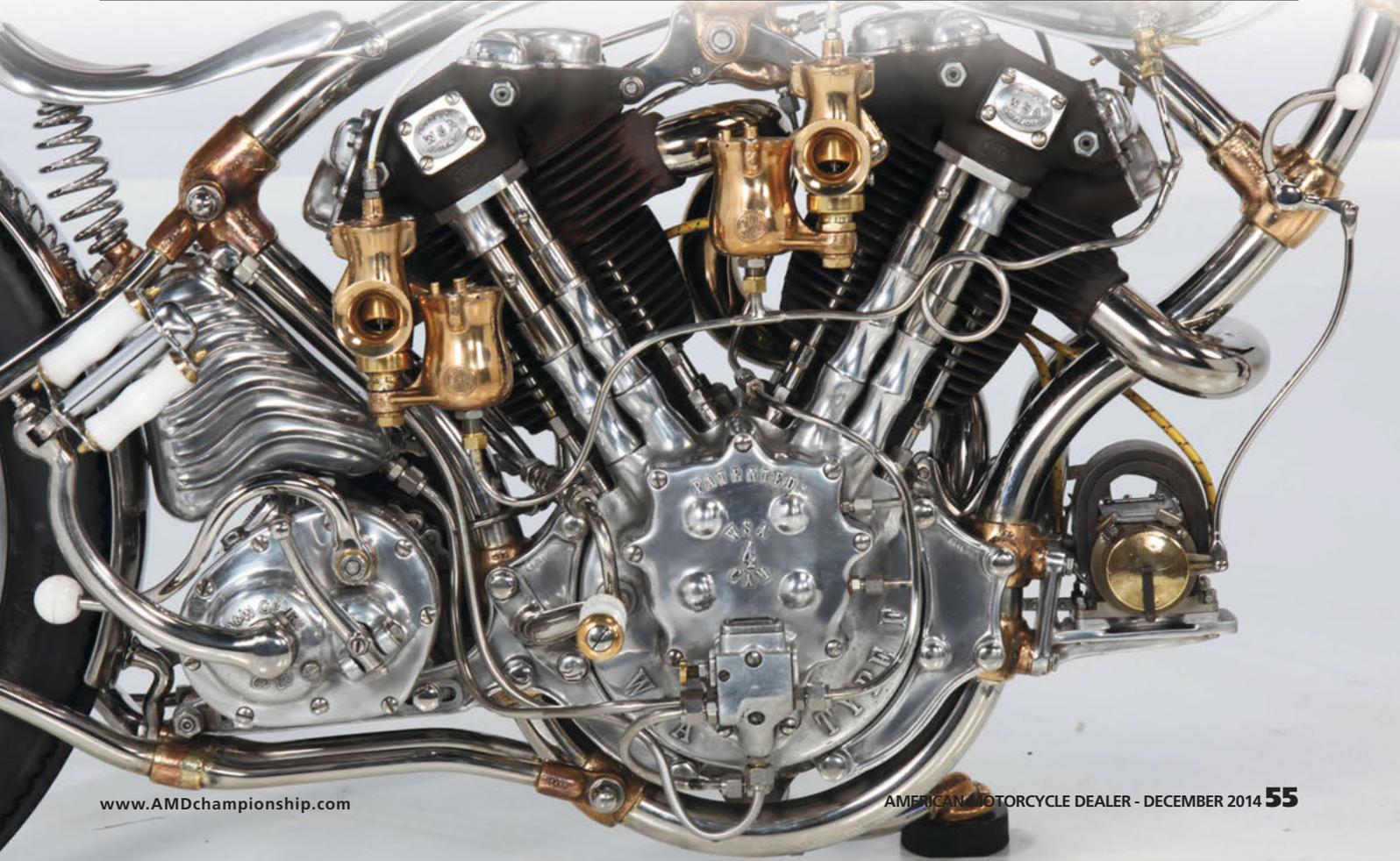
WORLD CHAMPIONSHIP
SECOND PLACE



Bikes that win the top prize at Twin Club MC Norrtälje's annual ride-in show have a tradition of placing highly at the World Championship, with the best result being Stellan Egeland, of SE Service who won the Championship in 2007 with Hulster. This year's winner at Twin Club was Veikko Sikiö who then went on to place second in the World Championship of Custom Bike Building

It is safe to say that for a bike to be entered in the World Championship of Custom Bike Building it will have a selection of one-off parts used on it. Some builders take this theme further than others and one who has taken the theme to extremes is Veikko Sikiö, of Waylon Machinery, Juupajoki, Finland. When it came to building WSA, his entry for the 2014 World Championship, and the bike that took top honors for him at Twin Club MC Norrtälje show in the summer, is almost entirely hand-made.

Not only did Veikko Sikiö cast his own engine cases for his custom engine, he then went onto to make his own carbs too



AMD CUSTOM BUILD

The starting point for Sikiö's project was the engine build. He began by selecting a set of old Triumph pistons and a set of Ironhead Sportster flywheels so he could then work out how to get an 800cc V-Twin configuration. The heads on the 60-degree V-twin were originally found on single cylinder BSA B33 engines, and to get the exact configuration he wanted Sikiö has moved the intakes. This set-up means that he has a four cam motor, which features home-made crank cases and cylinders. He made them by recycling old alloy car wheels. Each wheel was melted down and then the molten alloy was poured into molds he had crafted to create the parts he needed.

Due to the engine's unique design everything had to be carefully thought out and made to work accordingly, and a case in point is the Bosch magento. Mounted in front of the downtube of the frame it is driven by a short chain on a sprocket on the end of the crank.

While he may have modified the heads to place the carbs where he wanted them, Sikiö wasn't happy with the performance of the Amal carbs he originally fitted. His answer to the problem was to make his own carbs, which were in place when the bike was displayed at the World Championship.

The engine set-up is completed by the manual oil pump mounted between the cylinder heads that is used at start-up to ensure the heads are properly lubed.

Power is taken from the motor by a home-made open primary that is connected to a clutch sourced from a Jawa speedway bike. Behind the clutch Sikiö



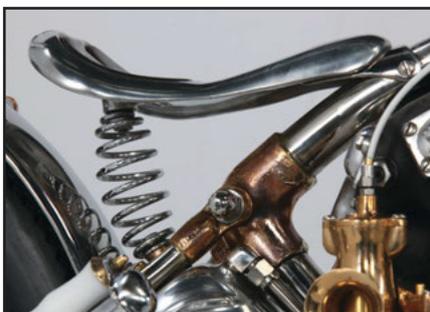
The handlebars on WSA are so narrow that the only controls that Sikiö could mount there is an internal throttle

has used a four-speed BSA gearbox. However, just to confuse people, Sikiö describes the drivetrain as being from B&W Gear Co Ltd. The company doesn't exist, he simply cast the name into the parts because he could.

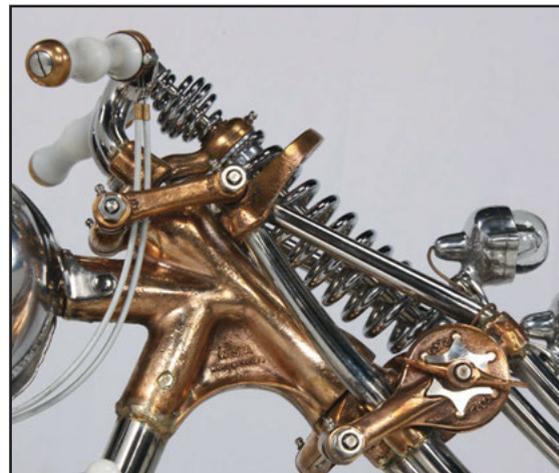
That same philosophy of adding names to components can also be found on the wheels, which carry the name Bobbin, but were in fact, like most of the bike, cast by Sikiö himself. Both 19in and wearing Firestone tires, the front has small



Magnets set in the rim of the front wheel provide the electricity to power the headlamps



Sikiö cast his own lugs before brazing the tubes into them to build the frame for WSA



Like almost everything else on WSA, Sikiö made his own grider front fork using cast lugs and brazed tubes

magnets set into one side of the rim which are used to power the headlamps on the bike. The back wheel carries the only brake on the bike, which is a modified Triumph drum.

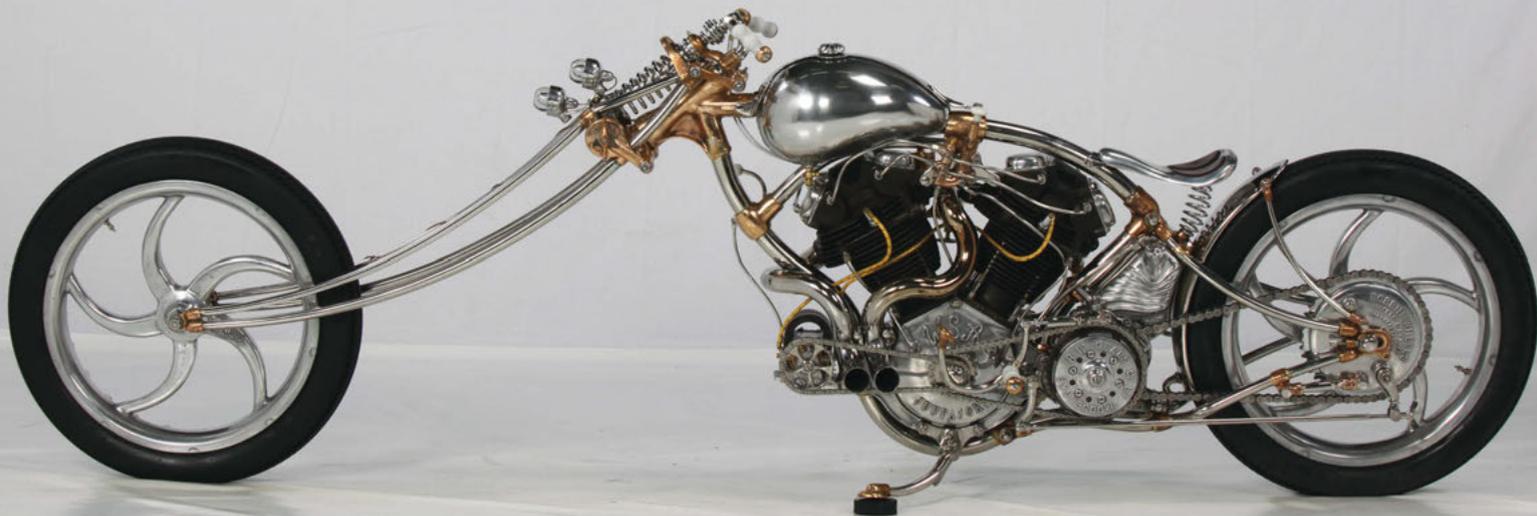
Given the unique nature of the engine and drivetrain it should come as no surprise that the frame on WSA is a one-off, made by Sikiö. Once again he has used his casting skills to create the brass lugs that the steel tubes have been brazed into. The same techniques have been used on the girder fork at the front that has friction dampers along with the coil springs, and integrates the risers for the narrow, one-off bars.

In order to keep the handlebars as clean as possible, and also due to the lack of space on them, as they are so narrow, the only controls are an internal throttle. The clutch is foot operated and works off the same pedal as the rear brake.

Completing the selection of cast parts on WSA is the custom oil tank and seat pan, while Sikiö also used aluminum to create the hand beaten gas tank.

Given that the Twin Club MC Norrtälje show has a strict ride-inn rule, if the bike isn't ridden into the show it isn't eligible for a prize, there was no doubt that this hand-built special was a runner and this was reflected in the voting by Sikiö's fellow competitors at the World Championship who placed the bike second in the Freestyle class.

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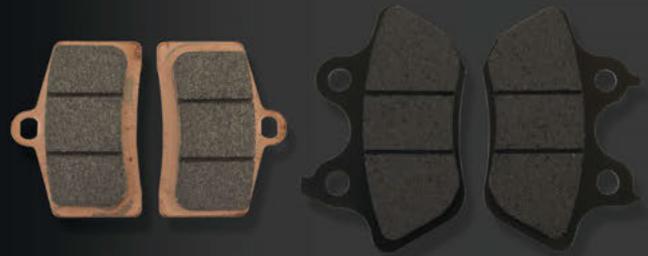
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NEWS BRIEFS

Daimler/MV Agusta deal confirmed

A second Harley dealership has been opened in Bandra, Mumbai, India. The new store is the second to be opened by Seven Islands Harley-Davidson, has been designed as a destination location and includes a 4,000 sq ft cafe and customer lounge area, as well as showrooms.

UNITED States Brembo distributor TAW Performance is to take over all aftermarket dealer sales for the Italian brake manufacturer effective immediately. Distributors for Marchesini wheels and Ferodo brake pads, TAW specialize in Italian made products and have warehouses at their headquarters at Senoma, California, and for the East coast at Charlotte, North Carolina.

THE Boise, Idaho based HardDrive subsidiary of WPS has added more new lines to its burgeoning v-twin program. Additions for the coming season include Arnot air suspension products, Lyndall brake pads and rotors, Delkron cylinder kits, Lick's Cycles handlebars and grips, Lunati's Voodoo cams and valve train components and Energy One performance clutches among others.

HARLEY have voluntarily issued recall announcements for some 127,000 MY2014 tourers for possible hydraulic clutch malfunction, and for some 1,300 MY2015 Street models for possible fuel tank leaks.

THE German sportscar and performance brand Mercedes-AMG, part of the Daimler Group, and motorcycle manufacturer MV Agusta have signed a long-term sales and marketing cooperation agreement.

At the same time, Mercedes-AMG GmbH will acquire a 25% interest in MV Agusta Motor S.p.A. - no details have been disclosed about the price to be paid for the stake in MV Agusta Motor.

At a time when Harley-Davidson itself continues to be the subject of takeover rumors, Daimler's investment in the former Harley subsidiary will benefit from the hundreds of millions of dollars that Milwaukee spent on buying MV Agusta and then funding new production and new model investment before selling it on for a fraction of its spend in 2010.

Harley bought MV Agusta in July 2011 for a reported \$109 million in a deal that included \$70 million in assumed debt. Harley announced its intention to sell MV Agusta at the same time that it decided to close its Buell subsidiary, in October



2009, with the recession taking its toll on investor sentiment Harley-Davidson ended up selling MV Agusta back to the Italian owners it had bought it from for a notional €/\$4 deal - and in fact paid the prior owners to take it off their hands by putting \$26 million on escrow to provide the Italian company with access to operating capital for 12 months. Although the creativity of the Motor Company's accounting practices are adept at camouflaging negative financial impact whilst still maximizing write-down benefits, making it difficult to be certain how much the total net cost of MV Agusta ownership has been for Harley, it is widely thought to have had an impact well north of \$200 million, with some estimates putting it as high as \$350 million. Mercedes-AMG will appoint one member of MV Agusta's Board

of Directors; regulatory approval for the deal is expected to be granted in late November. Giovanni Castiglioni, President and CEO of MV Agusta Motor S.p.A., commented: "MV Agusta and Mercedes-AMG are a perfect brand fit: two complementary companies that stand for design, high performance and excellence. Mercedes-AMG will help MV Agusta to further expand globally and to accelerate our growth. The uniqueness of MV Agusta will further enhance Mercedes-AMG's leadership in the high-performance segment." Wilko Stark, Vice President Daimler Strategy & Mercedes-Benz Cars Product Strategy and Planning said: "The positioning of Mercedes-AMG as the performance brand in the Mercedes-Benz product portfolio will be further strengthened through the strategic partnership with MV Agusta. Through sales and marketing cooperation and demographic synergies, we will be able to attract new target groups for both companies all over the world."



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