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## AMERICAN MOTORCYCLE DEALER

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

### Harley first quarter worldwide motorcycle retail sales down -1.3 percent, -0.7 percent in United States; 2015 forecasts revised

**H**ARLEY-DAVIDSON has reported that their first quarter 2015 worldwide retail sales of new motorcycles decreased 1.3 percent compared to last year's first quarter. Dealers worldwide are reported to have sold 56,661 new Harley-Davidson motorcycles in the first quarter of 2015, compared to 57,415 motorcycles in the year-ago quarter; with shipments down to 79,589 motorcycles worldwide from 80,682 in the year-ago quarter.

In the U.S., dealers sold 35,488 new Harley-Davidson motorcycles in the quarter, down -0.7 percent compared to sales of 35,730 motorcycles in the year-ago period. The company believes increased, aggressive competitive motorcycle discounting was among the factors adversely affecting first-quarter U.S. retail Harley-Davidson sales.

As a result the company is lowering its estimated growth rate for full-year

motorcycle shipments in order to "manage supply in line with demand and protect the premium nature of our brand."

The company says it now expects motorcycle shipments to grow approximately 2 percent to 4 percent in 2015 (276,000 to 281,000

“protect the premium nature of our brand”

motorcycles), down from the previous 4 percent to 6 percent shipment growth forecast (282,000 to 287,000).

In international markets, dealers sold 21,173 new Harley-Davidson motorcycles during the quarter compared to 21,685 motorcycles in the year-ago period, with unit sales down 1.1 percent in the Asia Pacific

region and 5.6 percent in the EMEA region and up 0.3 percent in the Latin America region and 5.7 percent in Canada.

The company says that sales in many of its emerging markets were up significantly in the quarter, including India, China and Mexico, and says it now has nearly 1,500 "independent" dealerships in more than 90 countries globally.

Harley say that in 2014 they were the number-one seller of new on-road motorcycles to U.S. young adults ages 18-34, women, African-Americans, Hispanics and Caucasian men ages 35-plus for the seventh straight year.

In the 601cc-plus U.S. on-road market, Harley say they sold more than three times as many new motorcycles to young adults ages 18-34, more than seven times as many to women, more than five times as many to Hispanics, more than five times as many to African Americans and more than nine

**MAY 2015**  
ISSUE #190



S&S Cycle to exhibit at AIMExpo, sponsor Freestyle Class



### PRODUCTS



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Sapka Muvek took a Buell XB12R and retained little more than the frame, forks and engine during the rebuild as the bike was rebuilt to compete in the Street Performance class at the 2014 AMD World Championship. Full story on pages 55-56



# S&S® Cycle Rebuilds Stock Engines

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Industry news this month includes S&S Cycle's Freestyle Class sponsorship at the AIMExpo Championship of the Americas at Orlando, Florida, in October

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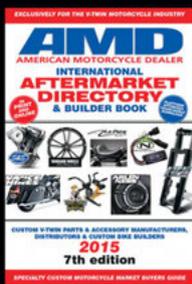
**Sapka Muvek's Buell** ..... **55-56**

Details such as one-off, billet spoked wheels helped Sapka Muvek's custom Buell XB12R to second place in the Street Performance class at the 2014 AMD World Championship

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# Can the Bar & Shield withstand the sound of silence?

**W**ITH the Harley-Davidson share price still stalled and a second consecutive quarter of reduced domestic unit sales recorded, now is the time to start worrying about whether Harley's own perceived explanations for their 'dip' are valid.

Now that international unit sales are also down, do Harley's two consecutive quarters of "negative growth" constitute a recession for Harley-Davidson just as it would for a country?

Regardless of how you try to dress it up, Harley-Davidson and incoming CEO Matt Levatic have "issues". While they keep pimping the dividend they can contain the contagion, but most fund and investment managers really don't care about long-term strategies, brand values or pretty shiny metal. They only care about their own next bonus.

Therefore, regardless of the 'good-game' that Levatic and Harley may be able to talk, devise and play, if they continue to leave themselves vulnerable to the unwelcome attention of activist investors and leveraged buy-out equity funds, as they currently are, then as sure as night follows day what can go wrong will go wrong.

Not that the 'small-guy' investor or the 'big-guy' fund manager would loose from some kind of hostile takeover bid in the short-term. Profit is profit after all, so if someone wants to start hoovering up Harley shares at a premium, predicated on the assumption that an equally aggressive defence would be mounted, who cares, everyone with shares wins, right? Wrong.

Sure, if you get out at the right time (anywhere at around plus/minus 10 percent or better of peak price) and you've got to be happy - and no longer have a reason to care what happens next.

But if Matt Levatic and his cohort want to get a share of the action that Keith Wandell benefitted from, or that Scott Wine is benefitting from in the 'hot-seat' at Polaris, then someone somewhere in Milwaukee needs to be looking very closely at how they are going to combat those competitive pressures; that means revisiting the offer, re-shining the metal.

Historically it has always been a case of hoping that Harley could be competitive elsewhere in the motorcycle or wider powersports industry, and add strength to its balance sheet from groups of riders it didn't yet speak to.

There will always be as many who deride a brand like Harley for seeking new revenue streams as there are those who will welcome it, especially in the United States. Diversification for a brand such as Harley-Davidson isn't without its controversies. The righteous fraternity of purists hate it, and like any band of optimists they view the realism of those who think Harley should spread the burden as cynics, as pessimists, as traitors to the cause.

However, whether it is through the 'minorities' that Harley has already successfully courted, or through noisy new platforms, or silent e-bike new technology, ownership of new brands, selling through new dealer networks,

whatever, Harley needs to add to its core customer footprint, and quickly - their dealers need to see them do so, investors for sure will increasingly demand that they do so.

There has always been a schism between those who do and don't think Harley can diversify and still speak to traditional heritage-value customers. Some think that the legacy brand will simply evaporate if stretched in new directions, and others think that that is not necessarily inevitable if handled right, nor even necessarily a bad thing.

Brand values can morph - it just needs to be done sensitively. The values currently ascribed to the Harley brand have suited recent and current generations, but it cannot be assumed that they would therefore automatically suit future generations, and they certainly aren't the same values as those that built the brand in the first place anyway.

A few weeks ago I said that Harley needs a new FXR or some other new initiative to give dealers the wherewithal with which to keep store traffic high and see off the new

threat that Indian (especially) and other brands represent.

Well, here's another opportunity - recapturing original brand values that were built around racing and performance. Sure, some Harley-esque engines are still raced, and in the hands of the aftermarket they can be made to perform better than the compliance driven stock offer, but neither speed nor handling are the first motorcycle virtues that trip off the lips when non-loyalists are quizzed about Harley brand values. Yet they were in the 1920s and 1930s; or at least they made the list and were generally close to the top.

Whether it is one specific platform or a whole slew of different initiatives the fact is that Harley's dealers need regular injections of Rushmore-scale excitement to keep the doors swinging.

The biggest upside of recent platform tunings (do they really count as "initiatives" as such?) has been another flirt with liquid-cooling. That has been a "good thing", not because air-cooled v-twins can't survive in our brave new clean world, but simply because they are not every rider's preference.

The challenge facing Harley is to devise brand reach that exploits other riding styles, challenges and opportunities while preserving core values.

Harley still needs a new FXR

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# Bullet 1000 wins Red Dot 'Best of the Best' design award

GERMAN lights designer Kellermann GmbH has added to its trophy cabinet with another award, indeed another Red Dot Design award, this time for its new Bullet 1000 indicator.

Winning the highest ranked 'Best of the Best' award, the Red Dot Design awards are seen as one of the world's most important design recognition programmes.

Kellermann launched the unique LED indicator last autumn at the INTERMOT expo in Cologne, Germany, the biggest motorcycle show in the world. Widely regarded as market leaders, the 'Classic meets Hightech' LED equipped, bullet shaped indicator features many additional functions as well as great styling.

The classic Bullet shape received a



fresh interpretation by Kellermann. A real highlight is the newly developed light technology (the Kellermann-HPT) that allows a continuous ring-shaped light to be built in to the outer ring of the lens. The overall dimensions are an impressively small 39mm, and it comes in three versions - the 'Extreme' indicator, as an indicator with yellow position light, and as a combination indicator with break and rear light.

[www.kellermann-online.com](http://www.kellermann-online.com)



reddot design award



**Kellermann** 

# Flathead Power returns ownership to Anders Nygren

S&S Cycle Inc. has transferred (at no cost) the ownership of the Flathead Power brand back to the original founder, Anders Nygren of Sweden. "We decided to discontinue using Flathead Power as a brand for our vintage product line about a year ago to consolidate our branding under the S&S Cycle name. We still owned the Flathead Power trademark but had no plans to use it, so we decided to give it back to Anders," said S&S President Paul Langley.

"The happiness when Bruce and Eric called and told me that I could have my old company name back was overwhelming," said Anders. "To be able to again use what once was the start of over 20 years of production - the first 12 in Sweden, and the rest in the US. Flathead Power, just a name,

means a lot to me and my family. My son Magnus was born in '95, Flathead Power started in '93, so he grew up with this. I can only take my hat off and say, thank you S&S Cycle and the guys involved."

Anders started Flathead Power in Sweden in '93, mainly to provide impossible to find parts for his own vintage race bikes. He built the business into an internationally known source for quality reproduction and performance engine parts for vintage Harley-Davidson motorcycles.

By late '04 Flathead Power made the move to the US when Anders was approached by a US machine shop looking to expand its operation. Unfortunately, the planned expansion failed to materialize and by '07 S&S had bought up the Flathead Power name and



assets.

"Some folks might question the business wisdom of helping a guy who might eventually become a competitor in the vintage market, but sometimes business decisions need to be influenced by what's right, and what's fair, rather than just what's best for the bottom line," said Paul Devine, S&S Vice President of Sales and Marketing.

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

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# HESS/ Danny Gray acquire Airhawk



**AIR HAWK**  
COMFORT SEATING SYSTEM

AIRHAWK, the comfort seating systems brand, has been acquired by Don Mahoney and Lars Roulund, who operate High End Seating Solutions (HESS), the company behind Danny Gray seats.

HESS has been manufacturing custom seats that integrate Airhawk's air-cushion technology since 2011, and Airhawk manufacturing will move to the HESS facility at Santa Ana, California.

"The integration of these two quality brands will ultimately benefit our customers by offering even more advances in quality, comfortable seating," said Don Mahoney, Managing Partner of HESS.

"There are so many opportunities in the motorcycle and transportation markets, and placing Airhawk in the hands of Don and Lars and their team will make Airhawk more accessible to customers," said Tom Borcharding, President of medical equipment industry specialist ROHO Inc., which previously owned the Airhawk brand.

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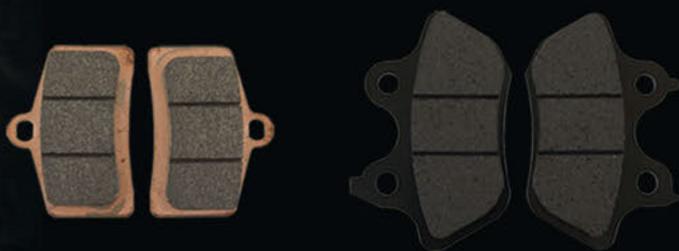
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# AIM supplying exclusive VP clutch kit to S&S



Advanced Innovational Machinery

AIM Corp has announced that S&S Cycle is now carrying its VP95LT clutch kit. The kit being stocked by S&S is an exclusive blue version of what is said to be the only clutch kit that can upgrade the stock H-D clutch to handle the S&S T143 motor.

AIM's VP95LT upgrades stock H-D clutches to work like lock up clutches,

and is said to provide 40 percent more additional pressure for stronger clutch engagement with the strength of engagement increasing with the engine rpm.

The VP95LT can be used with either cable or hydraulic clutch controls - see full report on S&S clutch options elsewhere in this edition of AMD Magazine.



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# Irish Motorbike & Scooter Show, Dublin

## February 27 – March 1, 2015

THE Irish affiliate round of the AMD World Championship of Custom Bike Building took place at the Irish Motorbike and Scooter Show, held at the RDS (Royal Dublin Society) exhibition centre in Dublin, Ireland, this past weekend. The top prizes were awarded in both domestic and international categories, with Zodiac

International sponsoring prize vouchers for the winners. The 2011 AMD World Championship runner up Larry Houghton of Lamb Engineering in the United Kingdom won the top prize with "Circus of Speed", a heavily modified Triumph Bonneville. Second City Customs, also of the UK took second place with their



Medaza Cycles' "Road Fever" a Ducati-derived special

S&S-engined chopper "The Rousler", which featured a one-off custom frame and extensive engraving work by the legendary Don Blocksidge. Third place went to Revatu Customs of The Netherlands with "Black Pearl", a bike powered completely by compressed air! The 2013 AMD World Champion Medaza Cycles was again crowned Irish Champion with new project "Road Fever" - a Ducati-derived special. Runner up was Trevor Balbrinie with "Clipper", based on a 1960 Royal Enfield engine, suspended in a one-off circular custom

frame, with third place taken by "Jonesy" for his Sportster-engined one-off custom "Tramp". The show also saw the Championship's first ever electric bike - "Strom 48" built by Noel Connelly of Flame-Art Design, which picked up the Best Custom award.



Irish Champions Mick O'Shea and Don Cronin of Medaza Cycles won a 1500 euro voucher from Zodiac International and expenses to compete at the next World Championship of Custom Bike Building



# Vance & Hines 2015 American V-twin catalog



VANCE & Hines has published the 2015 edition of its American V-twin catalog in both traditional print and digital download formats.

Running to 52 pages, this edition of the catalog features new lines such as

the company's Hi-Output Grenades 2-into-2 systems for Sportsters, Dynas and Softails, the expanded Oversized 450 Touring slip-on line and VO2 90 air intakes.

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<<< Continued from cover

times as many to Caucasian men ages 35-plus as the nearest competitor.

Operating income for the Motorcycles segment of the business was \$345.5 million in the first quarter of 2015; compared to \$347.7 million in the year-ago period - unfavorable foreign currency exchange rates are blamed.

Revenue from sales of motorcycles to dealers and distributors was \$1.26 billion, compared to revenue of \$1.31 billion in the year-ago period.

Revenue from motorcycle parts and accessories was \$183.9 million during the quarter compared to \$198.1 million in the year-ago period. Revenue from general merchandise, which includes MotorClothes apparel and accessories, was \$66.4 million compared to \$64.1 million in the year-ago period.

Gross margin for the Motorcycles segment was 39.1 percent in the first quarter of 2015 compared to 37.7 percent in the first quarter of 2014. First-quarter operating margin for the Motorcycles segment was 22.9 percent compared to operating margin of 22.1 percent in last year's first quarter.

Operating income from financial services was \$64.7 million in the first quarter of 2015 compared to \$63.2 million in last year's first quarter. First-quarter financial services results are said to reflect favorable net interest and higher non-lending income, partially offset by increased provision for credit losses.

First-quarter 2015 diluted earnings per share increased 5.0 percent to \$1.27 compared to diluted EPS of \$1.21 in the year-ago period.



Net income was \$269.9 million on consolidated revenue of \$1.67 billion compared to net income of \$265.9 million on consolidated revenue of \$1.73 billion in last year's first quarter. Revenue in this year's first quarter was down from the year-ago period primarily on unfavorable foreign currency exchange and slightly lower motorcycle shipments.

In the second quarter, the company says it expects to ship 83,000 to 88,000 motorcycles, compared to 92,217 motorcycles shipped in the year-ago period. The company continues to expect full-year 2015 operating margin of approximately 18 to 19 percent for the Motorcycles segment. The company also continues to expect 2015 capital expenditures for Harley-Davidson, Inc. of \$240 million to \$260 million.

On a discretionary basis, the company repurchased 2.9 million shares (\$182.5 million) of Harley-Davidson, Inc. common stock during the first quarter of 2015. In the first quarter of 2015, there were approximately 211.8 million Harley-Davidson weighted-average diluted common shares outstanding, compared to approximately 220.5 million shares in the year-ago quarter. At the end of the first quarter, 18.6 million shares remained on board-approved share repurchase authorizations.

## Harley-Davidson sales revenue and production data...

### 1st quarter 2015

Income statements in \$1,000s (except share)	THREE MONTHS ENDED	
	MARCH 2015	MARCH 2014
Net sales revenue	\$1,510,570	\$1,571,688
Gross profit	\$590,275	\$592,131
Total operating income	\$410,118	\$410,882
Net income	\$269,854	\$265,917
Diluted earnings per common share	\$1.27	\$1.21

### NET SALES REVENUE

Figures are shown in \$1,000s	THREE MONTHS ENDED	
	MARCH 2015	MARCH 2014
H-D Motorcycles	\$1,255,121	\$1,305,039
Parts & Accessories	\$183,872	\$198,135
General Merchandise	\$66,428	\$64,114
Total	\$1,510,570	\$1,571,688

### MOTORCYCLE SHIPMENT DATA NOTE: H-D MOTORCYCLE SHIPMENT DATA IS NOT THE SAME AS RETAIL REGISTRATIONS

United States	56,664	54,291
Exports	22,925	26,391
<b>Total H-D</b>	<b>79,589</b>	<b>80,682</b>

### PRODUCT MIX

	MARCH 2015	MARCH 2014
Touring	38,797	36,178
Custom	23,396	29,149
Sportster	17,396	15,355
<b>Total</b>	<b>79,589</b>	<b>80,682</b>

### RETAIL SALES OF H-D MOTORCYCLES:

	MARCH 2015	MARCH 2014
United States	35,488	35,730
Canada	2,123	2,009
Europe	9,388	9,940
Asia Pacific Region	7,097	7,178
Latin America Region	2,565	2,558
<b>Total</b>	<b>56,661</b>	<b>57,415</b>

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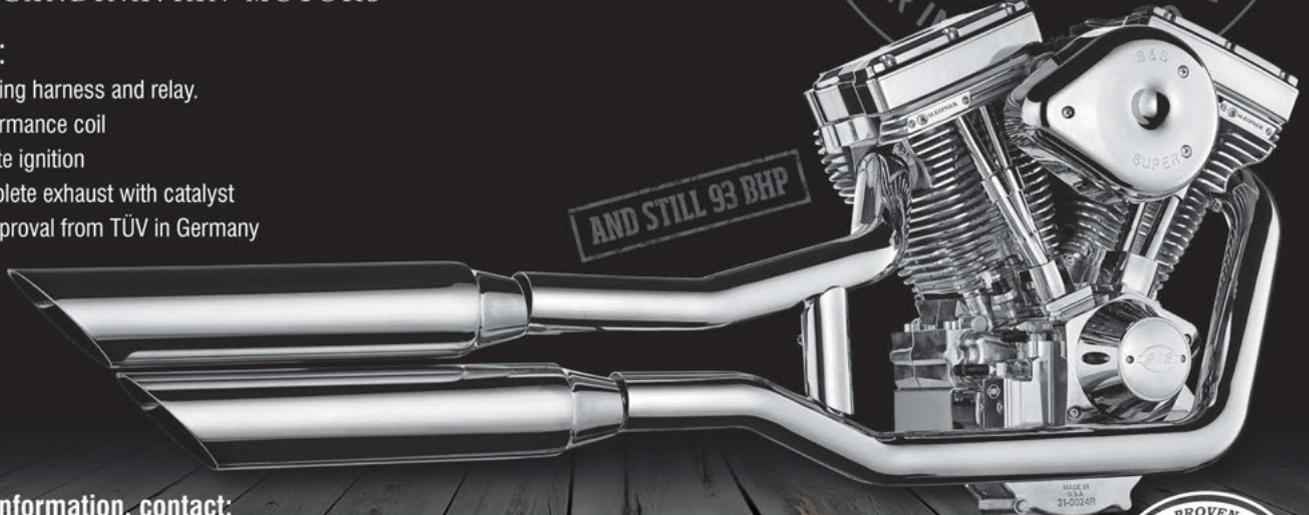


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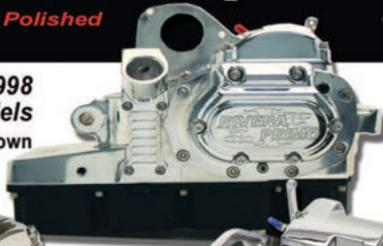
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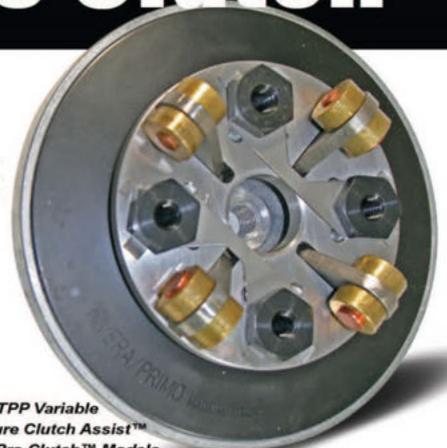


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1216-0001 LSD Shown

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# 29th Biker Fest

THE 29th Biker Fest, 14-17 May at Lignano Sabbiadoro (Udine, Italy) this year celebrates the 25th anniversary of promoter Biker's Life magazine, one of the oldest custom print titles in Europe.

The event will also host the final stage of the 4th annual Italian Motorcycle Championship, which is the culmination of 14 custom events



"Last year's event was won by Inglorious Basterds Cycles' "Madiba" a heavily customised Benelli cafe racer"



held around the country since May 2014. Classes include Freestyle, Modified Harley-Davidson, Old Style, Café Racer, Bagger, Metric, Streetfighter/Sports Bike and Scrambler. The top three winning bikes will receive 1000 euros towards the expense of competing at the next World Championship of Custom Bike Building to be held at INTERMOT in Cologne, Germany, in October 2016.

Inglorious Basterds Cycles, saw 55 bikes compete from across Italy plus visitors from the Czech Republic, Romania and Ukraine.

Among the attractions over the weekend will be an off-road scrambler challenge, trade stands and test rides at the Luna Park, a parade through the streets of Lignano, stunt shows, custom painting show, monobike exhibition and live music.

Last year's event, won by

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

## Erik Buell Racing (EBR) runs out of money

ERIK Buell Racing, the East Troy, Wisconsin based motorcycle manufacturing business that Erik Buell established after Harley closed Buell Motorcycles in 2009, has itself "ceased operations" according to reports in the Milwaukee Journal Sentinel. Those reports say that the company has more than \$20 million in outstanding liabilities and that it has placed itself in receivership with a state court ultimately to decide the outcome

of a filing process that will see bids made for the remaining assets of the business. Erik Buell Racing (EBR) closes leaving 126 employees out of work, and a big question mark over what, if anything, Erik Buell will be able to do next. In addition to Buell's own money, EBR had received \$25 million in 2013 in exchange for a 49.2 percent ownership stake from India's Hero MotoCorp, the world's largest motorcycle/PTW

manufacturer in unit terms. The news has industry observers questioning the viability of Hero MotoCorp as what was described at the time as a "strategic partner" for such an ambitious project.

Following the launch of its 1190RS race bike in 2011, Buell used the Hero investment to fund development of the 1190RX production model, unveiled in 2013, and the 1190SX streetfighter styled 'Superfighter' that was unveiled last year.

Recent reports suggest that the company was also working on another new model, believed to be an adventure tourer designated 1190AX, but production at the East Troy EBR factory was, in theory, only part of the equation.

Buell and the impressive line up of engineers that he had hired were contributing to development of new Hero models including the HX250R that is expected to be among the initial offers if Hero MotoCorp follows through on its November 2014 Milan show announcement to and start selling in selected European markets later this year. EBR's ambitions have also



included the creation of its own race team, the establishment of its own European subsidiary, based in the Netherlands, and pursuit of a number of other future-facing projects including a 400hp gas-electric motorcycle engine that Buell is reported as having patented recently.

In a statement cited by the Milwaukee Journal Sentinel, Buell is quoted as saying "the turn we recently took, after we thought we were moving forward, was unexpected. We thought we had secured funding, but in the end, we were not able to get the funding in place.

"To say this setback is a disappointment does not begin to express what I feel right now. I am personally grateful for the support of our outstanding workers, customers and vendors. While this is a sad ending, I personally hope for a new and better beginning."



Unveiled in 2014, the 1190SX 'Superfighter' as EBR were terming it demonstrated the flexibility of the 1190 platform and the direction that EBR wanted to take.

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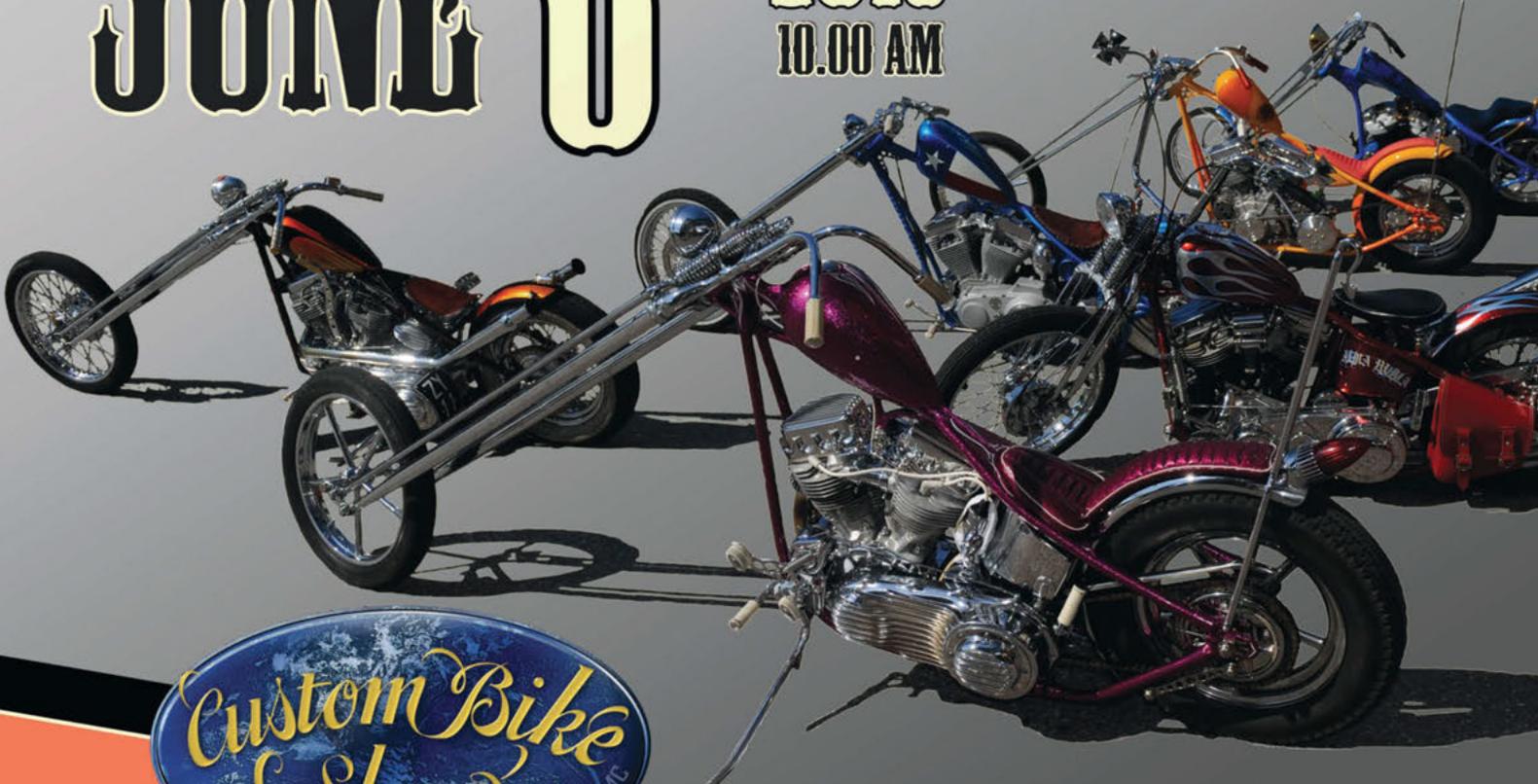
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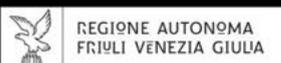


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# Deltran expands European operation

DELTRAN, the company behind the Battery Tender line of battery chargers



and accessories has expanded its operation with the opening of both a European distribution center and a UK business office.

The company now has a UK office based in Kings Lynn, Norfolk through which all orders can be placed directly with the company's global sales team, online or by fax, and orders can be processed and invoiced through a distribution center in Heusden, The Netherlands, that will ship the orders.

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



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 Warehouse Mueta BV, 5256NX Heusden, The Netherlands

### Deltran Europe:

2 Low Road, Congham, King's Lynn, PE32 1AE, UK

# Arnott Air Suspension expands R&D facility

ARNOTT Air Suspension has opened an extended engineering, research and development center. The 68,000 sqft building, which includes a significantly larger garage with additional lifts, state-of-the-art test equipment and additional engineering offices, increases the company's campus at Meritt Island, Florida, to almost 300,000sqft on more than 21 acres.

"From company inception in 1989, when father and son turned the family garage into their first R&D center, hands-on innovation has been at the heart of Arnott Air Suspension Products," said Todd Nash,



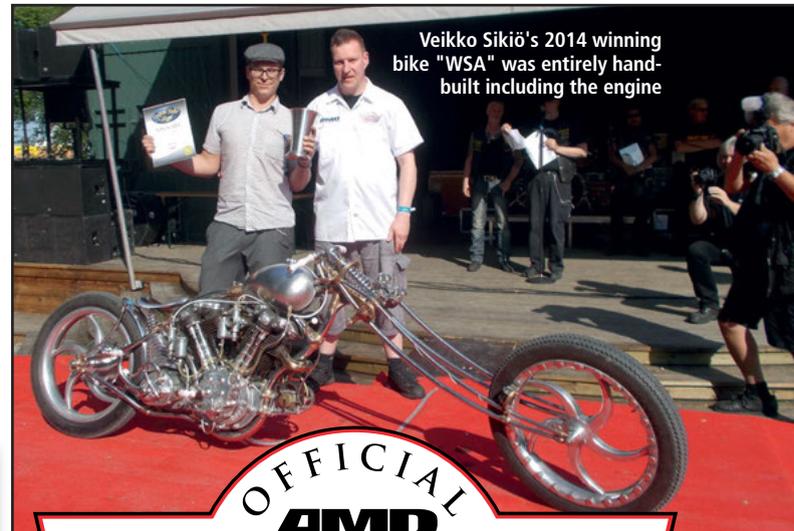
Senior VP of Global Sales and Marketing. "Certainly the size and scope of the Arnott research and development initiative has changed considerably over the years, yet the core principles behind innovation and quality remain paramount."

Arnott also has an additional 25,000 sqft (3,000 sqm) R&D facility near Amsterdam, in the Netherlands.

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



# Twin Club MC Custom Bike Show, 6 June 2014



Veikko Sikiö's 2014 winning bike "WSA" was entirely hand-built including the engine



THE 41st annual Custom Bike Show, held by Twin Club MC at Norrtälje on the Swedish coast, will be staged on Saturday June 6th this year (always the first Saturday of June, coinciding with Sweden's National Holiday weekend). The one-day/seven-hour show has seven classes and is a genuine 'ride-in'. It has a big reputation for some of the best "authentic" real-world, well-ridden custom bikes and best examples of 'Swedish Style' choppers ever seen at any show, with visitors from all over Scandinavia and beyond – hence its status as the Scandinavian Championship of Custom Bike Building. The show is now in its 11th year as an affiliate to the AMD World Championship of Custom Bike Building. The three winning bikes chosen by a jury of industry professionals gain automatic entry into the World Championship at INTERMOT, Cologne, Germany, (October 2016) and a 2,000 Euro prize to be used against the expense of competing.

The Custom Bike Show is operated by the members of Twin Club MC on a volunteer basis, and gets generous support from aftermarket vendors such as Motorcycle Storehouse, Custom Chrome



Europe, W&W Cycles and others who put up several thousands of Euro of parts and accessory prizes.

Last year's event featured 240 bikes from across Scandinavia and Europe, and even featured an entry from Japan and two from Australia. The winning bike, "WSA" by Veikko Sikiö, went on to claim second place at the 2014 World Championship in Cologne, Germany.

[www.custombikeshow.se](http://www.custombikeshow.se)



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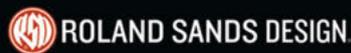
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## Dutch company customizes the Brammo Empulse 'R'



ELECTRIC Motorcycles, of Eenrum, Netherlands, has built what it believes to be the first custom electric motorcycle in Europe. The heavily modified Brammo Empulse 'R', known as "Red Cobra", is the work of Marchel Bulthuis, the owner of Electric Motorcycles.

"We used a Brammo Empulse 'R' and while customising it, we developed a series of custom parts for it, like sliders, a license plate holder, indicators and much more," said Bulthuis. "People reacted very positively, so we are already thinking of extending the line of parts, even setting up a series of Brammo customs, available in different colour schemes.

"We also used some nice accessories to pimp the Brammo, such as the clip-on handlebars and Superbike style handlebar ends in combination with the Kellerman BL2000 Led Superbright indicators. Because this bike is going to be ridden, and ridden fast, we've attached several sliders to protect the bike. The sliders on the swingarm serve also as bobbins for a paddock stand, and there are special sliders up front and, of course, frame sliders.

"The stock taillight and licence plate holder have been removed and a custom made license plate holder with a pair of Kellermann indicators is used, in which the brake light is integrated. License plate illumination is taken care of by an R&G LED light," said Bulthuis before continuing. "A Pro-Oiler GPS activated chain lubrication system is used, and the rear sprocket has been replaced by a Renthal 42-tooth sprocket and the chain by an RK

Photos by Onno 'Berserk' Wieringa @ Madness Photography ([www.madnessphotography.nl](http://www.madnessphotography.nl))



GB520GXW Goldline chain."

The name of the bike – "Red Cobra" – comes from the colour the bike has been finished in, which is actually a hydrotransfer, applied by Rick vd Laan of H2O Foliédip in Ruinerwold, while the wheels and battery boxes have been painted in matching firetruck red.

What has not been changed on the bike is the drivetrain, which still uses the Brammo Power BPM 15/90 Lithium-Ion battery that can be charged from zero to full capacity in 3.5 hours. On a full charge the bike is said to be capable of an average of 130 miles of city riding or 60 miles of highway use with a reported top speed of 110mph. To help with charging, the bike has a regenerative system where, when throttle is closed, the electric engine is used as a dynamo.

[www.electricmotorcycles.nl](http://www.electricmotorcycles.nl)



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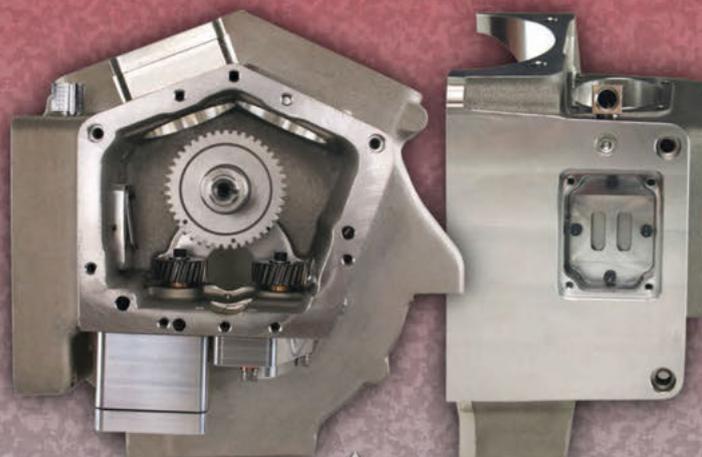


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# THE BRADLEY REPORT™

By AMD founder Robin Bradley



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## Polaris reports record first quarter 2015 results



POLARIS Industries Inc., the parent company of both Victory and Indian Motorcycles and Slingshot trikes, has reported record first quarter sales totaling \$1,033.3 million, up +16 percent from last year's first quarter sales of \$888.3 million.

"I am pleased to report record sales and earnings for our 2015 first quarter. In addition to the +16 percent growth in sales, operating income was up +19 percent and net income up nine percent, our 22nd consecutive quarter of record earnings performance," said Scott Wine, Polaris' Chairman and CEO.

"We out-performed the market again in most of our businesses in spite of increased competitive promotional pressures, weakening global markets and the corresponding negative effect from currencies. While we are justifiably proud of these accomplishments, we remain focused on seizing the numerous opportunities we missed to perform better.

"From factory inventory being too high to ongoing production inefficiencies, particularly in motorcycles, we did not perform to our capabilities or our expectations.

However, we are making great strides towards addressing these issues, and I am confident those efforts will allow us to continue outperforming our markets."

Wine went on to say that "product innovation remains a significant growth driver. During the quarter, we added to our stable of innovative motorcycles with the introduction of the Indian Chief Dark Horse, the Victory Magnum X-1, and a limited edition Slingshot SL."

Motorcycle sales increased +74 percent in the 2015 first quarter to \$137.4 million. All three brands, Victory, Indian Motorcycle and Slingshot, increased sales in the first quarter.

Consumer retail demand for Victory and Indian Motorcycles during the 2015 first quarter was up nearly +40 percent over last year's first quarter, driven primarily by strong Indian Motorcycle retail sales; first quarter North American industry heavyweight cruiser and touring motorcycle retail sales were up low-single digits percent from 2014.

Polaris says that Slingshot retail sales were ahead of expectations, and that all three brands added to

### First Quarter Performance Summary

(in thousands except per share data) Three Months ended March 31

Product line sales	2015	2014	Change
Off-Road Vehicles	\$645,413	\$580,113	11%
Snowmobiles	14,496	15,586	-7%
Motorcycles	137,417	78,867	74%
Global Adjacent Markets	65,397	61,213	7%
Parts, Garments & Accessories	170,622	152,567	12%
<b>Total Sales</b>	<b>\$1,033,345</b>	<b>\$888,346</b>	<b>16%</b>
<b>Gross profit</b>	<b>\$293,731</b>	<b>\$258,417</b>	<b>14%</b>

their product portfolios during the quarter with Indian Motorcycle introducing the Indian Chief Dark Horse, (built on the successful Indian Chief platform), Victory showcasing the new Magnum X-1 (a new "bagger") and Slingshot adding a limited edition model.

Sales of Polaris motorcycles outside of North America decreased -12 percent in the first quarter of 2015 as compared to a year ago due to the currency impact of a strengthening U.S. dollar.

International sales to customers outside of North America totaled \$153.1 million for the 2015 first quarter, down seven percent from the same period in 2014.

Gross profit increased 14 percent to \$293.7 million in the 2015 first quarter compared to \$258.4 million in the first quarter of 2014. As a percentage of sales, gross profit margin declined to 28.4 percent of sales for the first quarter of 2015, compared to 29.1 percent of sales for the same period last year.

Equity in loss of affiliates was \$1.6

million for the first quarter 2015 compared to \$0.9 million last year, which represents the Company's portion of the start-up costs related to the Polaris/Eicher joint venture in India established in 2012.

The Company increased its quarterly dividend payment for the 20th consecutive year by ten percent to \$0.53 per share and paid a total of \$35.1 million in dividends to shareholders, and repurchased 571,000 shares for \$86.3 million during the 2015 first quarter. The Company's debt-to-total capital ratio was 28 percent at March 31, 2015, compared to 35 percent a year ago. Cash and cash equivalents were \$111.0 million at March 31, 2015, compared to \$101.8 million for the same period in 2014.

Net income was \$88.6 million, or \$1.30 per diluted share, for the quarter ended March 31, 2015, an increase of nine percent from the 2014 first quarter net income of \$80.9 million, or \$1.19 per diluted share.

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

## Energica Ego gets NHTSA green light

THE Italian electric sportsbike manufacturer Energica Motor Company has received final official accreditation from NHTSA (National Highway Traffic Safety Administration) and certification from the US

EPA (Environmental Protection Agency). This means that Energica Ego is a fully homologated electric sportsbike ready to be sold legally in the United States. Energica say that the first batch

of production is "almost fully booked", with deliveries planned for Q3 of 2015, with a further production run slated for Q4 delivery.

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



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# Japanese motorcycle manufacturer USA exports "soft"

The latest data released by the Japanese motorcycle industry trade association (JAMA) shows 'Big Four' exports of all machines over 250cc to Europe up by just under +2 percent for the first quarter of 2015 compared to the first three months last year (54,389 units).

For March exports to Europe were also around +2 percent (19,556 units) compared to March 2014.

The picture is a little better for overall PTW exports to Europe from Japan when shipments of smaller displacement machines are included (March +3.3 percent/20,205 units; YTD +3.1 percent/57,000 units), but overall the message now emerging for 2015 is a clear one.

Compared to the significant growth seen last year (+20.7 percent/157,462 250+cc units for the full year compared to 2013) the Japanese manufacturers and their dealers in Europe are not set for a repeat of last year's

rebound from the 11.48 percent decline they endured in 2013, -5.63 percent decline in 2012, and -22.66 percent decline seen in 2011.

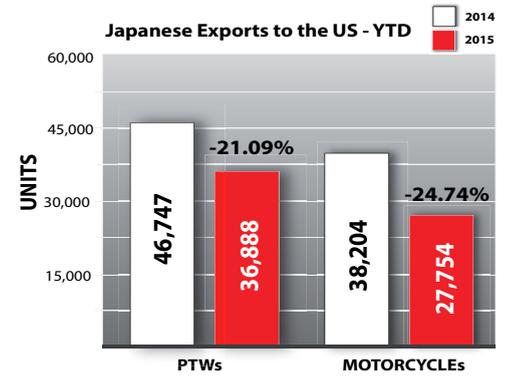
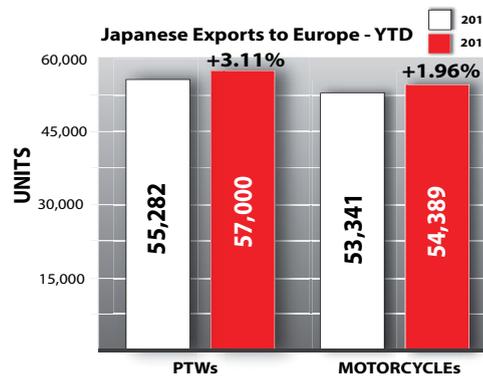
Not unless there is a large scale and rapid increase in shipments, and not unless their dealers are able to find buyers rather than see unsold inventory build up. Taken with the uncertainty surrounding overall European motorcycle market demand so far this year, and the at-best levelling out of the "Stage Three" macro

economic dip seen in the past nine months, some industry observers are now saying that they are yet to be convinced that the recovery seen in the 18 months to December 2014 is "robust" or "sustainable".

The picture is worse for Japanese brand motorcycle dealers in the United States. Imports of Honda, Yamaha, Suzuki and Kawasaki units there (250cc+) were down by -31 percent in January, -13 percent in February, and a massive agenda-shaping -35

percent in March (a mere 7,505 units for the biggest sales month of the year).

For the year-to-date in the United States imports of Japanese made motorcycles of +250cc are nearly -25 percent at 28,754 units (38,204 for the first quarter of 2013, 37,327 for Q1 2013, 38,095 for Q1 2012). In terms of the past decade, first quarter Japanese exports to the United States peaked at 128,116 units in 2007; at 147,053 units in Europe in 2007.



## S&S Cycle to exhibit at AIMExpo, sponsor Freestyle Class

THE American International Motorcycle Expo (AIMExpo) has announced that S&S Cycle will exhibit at the show for the first time, and will sponsor the Freestyle Class in the Championship of the Americas, the AMD World Championship of Custom Bike Building affiliate custom bike show that will be making its debut at AIMExpo this year.

Being staged by a team put together by former MIC Chairman Larry Little, for Marketplace Events, this will be the third year for the new expo concept when it opens its doors to consumers, dealers and customizers at Orlando's Orange County Convention Center (OCCC), October 15-18 2015.

This is the first year that AIMExpo has staged a custom motorcycle

design and engineering competition. Along with its 'Made In America' exhibition highlight, the event is beginning to gain some traction in the custom parts, accessory and performance market.

S&S Cycle's sponsorship of the Freestyle Class at the new AIMExpo Championship of the Americas will help the winner of the inaugural contest advance to the AMD 2016 World Championship of Custom Bike Building in Cologne, Germany, at INTERMOT in October 2016.

"With AIMExpo increasing activities for the V-Twin segment of the industry, we feel that it's definitely something worthwhile for S&S Cycle to support" says S&S Cycle President Paul Langley.

"We're stepping up to be part of those activities by becoming a sponsor of this exciting new competition for custom bike builders. Specifically, we're donating an S&S P93 engine for AIMExpo to use to help finance the trip for the winner to represent the Championship of the Americas at the next AMD World Championship in 2016."

Langley is a veteran of the powersports market (having been at



Vance & Hines and DynoJet among others for many years), so has seen the expo scene evolve, and his backing, and that of S&S Cycle, is seen as significant.

"The all-in-one platform is something we'd like to be a part of" Langley went on to say. "I think there is a role for an event like AIMExpo, and the timing and choice of venue certainly bring something different to the v-twin industry's expo industry and we have chosen to invest in the project because we want to be a part of this new thinking."

"AIMExpo gives us an opportunity to interact with dealers, consumers and members of the media, in addition to showcasing our latest products. It's an event with an international appeal that allows us to conduct our trade business and then

meet our end-users in one place at one time. It's a win-win."

S&S Cycle will further maximize its show presence by participating at the new Garage Party on Saturday afternoon and evening.

"S&S Cycle is a highly recognizable industry leader and joins the growing list of V-Twin exhibitors who will have a presence at AIMExpo," said Bob Kay, AIMExpo V-Twin Director.

"They've taken notice of the platform available to them and the initiatives being undertaken by AIMExpo to drive V-Twin dealer and enthusiast participation. We welcome them on board!"

The organizers say that more than 300 exhibitors have already committed to AIMExpo in 2015.

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## Windshield trims

ARLEN Ness has a selection of windshield trims available for '96-'13 and '14-onward FLT models that provide a clean transition from the painted section of the fairing to the windshield. The trims are machined from billet aluminum and available in three different styles: Deep Cut, Beveled and Slot Track. Chrome fitting hardware is supplied with the trims.

**ARLEN NESS ENTERPRISES**  
**Dublin, California, USA**  
**Tel: 925 479 6350**  
[contact@arlenness.com](mailto:contact@arlenness.com)  
[www.arlenness.com](http://www.arlenness.com)

# ARLEN NESS



## Variable sound pipes for Fat Bob and Wide Glide



REMUS is now offering exhaust mufflers for '12-onward Fat Bob and Wide Glide models that allow the rider to alter the volume at the flick of a switch. The electronic valve that changes the mufflers' volume connects to the bike's CAN-Bus controller allowing the rider to alter the level with a



simple push button switch. The pipes are EEC homologated and available with a choice of end caps that includes Sniper, Perforated, Straight End, Tapered, Slash Cut and Rolled Up styles.

**REMUS INNOVATION**  
**Baernbach, AUSTRIA**  
**Tel: +43 (0)3142 6900 0**  
[office@remus.at](mailto:office@remus.at)  
[www.remus.eu](http://www.remus.eu)

## Mikuni HSR45-5 Easy Kit

MIKUNI offers its HSR45 carburetor as a performance upgrade 'Easy Kit' for Harley-Davidson Big Twins and other American V-twin engines upgraded with modified exhausts, cam kits, performance ignition, performance heads or big bore kits.

The HSR45 is said to provide a significant increase in the amount of fuel mixture flowed compared to Mikuni's own HSR42 carburetor, which is designed for use on stock and lightly modified engines.

Included in the Mikuni HSR45-5 'Easy Kit' is a 45mm HSR carburetor and stock air box adapter.

Easy Kit applications include H-D '99 to present Twin Cam, and '90 - '99 Big Twin Evolution models and the kit can be used with the H-D Screamin' Eagle high flow manifold.

**MIKUNI AMERICAN CORP**  
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[www.mikunipower.com](http://www.mikunipower.com)



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vanceandhines  
.com

# VO2 Grenade air intakes

VANCE & Hines has introduced its VO2 Grenade air intake to provide improved engine performance while at the same time matching the company's Hi-Output Grenades exhaust systems.

The VO2 Grenade air intakes feature a CNC machined billet venturi behind a larger inlet backing plate. The filter used in the Grenade is a washable, high flow element that is covered by a CNC machined billet aluminum cover with a riveted badge.

Finish options on the VO2 Grenade air intake, which fits '04-'15 Sportster, '00-'15 Softail, '99-'15 Dyna, and '02-'15 Touring models, are chrome, gloss black, or matt black.

**VANCE & HINES**  
 Santa Fe Springs, California, USA  
 Tel: 562 921 7461  
[sales@vanceandhines.com](mailto:sales@vanceandhines.com)  
[www.vanceandhines.com](http://www.vanceandhines.com)



# Polyurethane mounts for V-Rod

HYPER-Flex by Energy Suspension is a line of proprietary polyurethane components for street, strip and off-road vehicles that was first launched in 1983.

The company has now entered the v-twin market with Hyper-Flex polyurethane mounts for V-Rod models. Inserted into a brushed, stainless steel housing, designed to maintain drivetrain movement while dampening vibration, the mounts are claimed to outperform and outlast the stock rubber mounts they replace, and are said to be resistant to most harsh chemicals and do not dry or crack.

Energy Suspension is making its polyurethane mounting kits, which consist of front motor mount and both rear



swingarm mounts, for '01 to present Harley-Davidson V-Rod models.

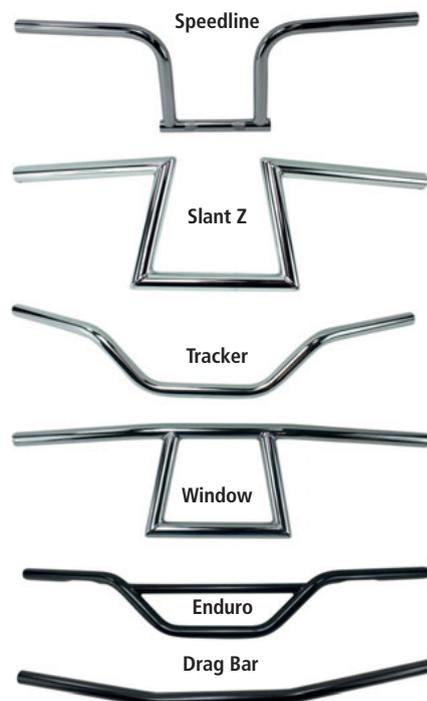
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[hyperflex@energysuspension.com](mailto:hyperflex@energysuspension.com)  
[www.energysuspension.com/power-sports](http://www.energysuspension.com/power-sports)

# TC Bros. 1in handlebar range

MORE handlebar options from TC Bros include Speedline 'bars. TIG welded by hand, they have 2in of pullback to match the 7.5in of rise. With a lower rise of just 6in, the Slant Z handlebars are 24in wide and have the uprights angled inward for an aggressive look. That same angled upright look is also used on wider Window 'bars, which have an overall width of 28in in combination with 6in of rise.

A second 28in wide bar from TC Bros. is the Drag Bar, which has 2in of pull back, and are said to be heavier duty than many other drag bars.

Flat track bikes inspired the design of the Tracker handlebars that are made with 0.109in wall premium American steel tubing, and which can be used with stock wiring and lines. That same tubing is used on the Enduro handlebars which also feature a 3/4in diameter cross brace bar to give a look inspired by off-road machines.



**TC BROS. CHOPPERS**  
 Wauseon, Ohio, USA  
 Tel: 419 265 9399  
[sales@tcbroshoppers.com](mailto:sales@tcbroshoppers.com)  
[www.tcbroshoppers.com](http://www.tcbroshoppers.com)



# Gauge mount and top tree set up

ROLAND Sands Design now has available a gauge mount and upper triple tree set-up for use on Softail, Dyna, Sportster and 48 models. The new options have been launched due to the popularity of the existing Sportster Café gauge relocater, and now allows riders to move any stock H-D 3-1/4in gauge from the gas tank or risers to the front of the forks, with use of the RSD top triple clamp and gauge mount variations.

The RSD top triple clamps also allow for use of regular risers instead of the stock H-D built-in riser mounts, allowing for unlimited bar and riser options. The trees are also available without riser holes for a clean look on bikes using clip-ons. All types are

drilled and tapped for the RSD top triple gauge mount and adapter plate. Designed to work with the replacement triple tree is the RSD Cafe gauge and headlight relocater for Sportsters, which lowers the headlight and gauge from the top handlebar clamp down to the front of

the top triple clamp. This allows for the use of any aftermarket risers or complete elimination of risers for use of RSD clip-ons.

**ROLAND SANDS DESIGN**  
 Los Alamitos, California, USA  
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## AMD PRO GUIDE

### Six-degree raked trees

PAUGHCO has designed its raked billet aluminum triple trees to minimize handling problems associated with altered frame geometry.

The company's six-degree trees have been developed for use on Paughco's frames, or those made by other manufacturers, that have 45 degrees of neck rake. Machined from 6061-T6 billet aluminum, the Wide Glide triple trees are chrome-plated and offered with 1" neck stems and a choice of internal or external fork stops for use with 41mm fork tubes.



**PAUGHCO**  
Carson City, Nevada, USA  
Tel: 775 246 5738  
info@paughco.com  
www.paughco.com

### New luggage options

DOWCO has expanded its motorcycle luggage range with the introduction of the Fastrax Backroads Small Tank Bag and Iron Rider Quest Tour-Pak luggage bag. Measuring 13 x 5.25 x 7in, the Fastrax Backroads Small Tank Bag includes a hi-viz internal lining, reflective piping, vented clear electronic storage pockets, lockable and waterproof zippers, and an attached sewn-in rain hood with window to view electronics while in use. Constructed from 1680 denier polyester, the bag is usable on either plastic or metal gas tanks thanks to the included straps and magnetic mounting options. Designed to be used in conjunction with a Motor Factory Tour Pak, Dowco's Iron Rider Quest Tour-Pak luggage bag measures 12 x 11 x 20in and can expand to 12 x 14 x 20in to offer a 55L capacity. The 1680D polyester Tour-Pak luggage bag includes water resistant zippers, integrated four point universal mounting system, multiple external and internal storage pockets, and carrying handles.



Iron Rider Rumble tail bag



Iron Rider Quest Tour-Pak luggage bag



Fastrax Backroads small tank bag

**DOWCO INC.**  
Manitowoc, Wisconsin, USA  
Tel: 920 682 7796  
feedback@dowco-inc.com  
www.dowcopowersports.com

### Sportster 2:1 SuperMegs

SUPERTRAPP Industries' Kerker 2-into-1 SuperMeg exhaust system is claimed to move the power curve to the top-end providing high rpm power for greater performance gains. In order to achieve this, the system features a 2.5in non-baffled mechanical core. The core and packing are rebuildable.

The Kerker 2-into-1 SuperMeg is available in chrome or black and the black version features a black chrome head pipe and black ceramic coated heat shields and muffler body. The Kerker SuperMeg fits '04 - '15 Sportsters, '91 - '15 Dynas, 230 and 250 wide tire customs, '84 - '15 Softails and '85 - '15 Baggers

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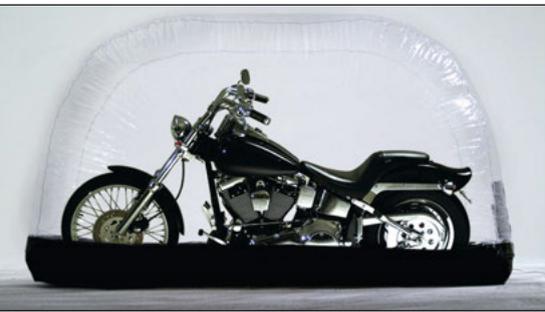
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## Circulate the air in storage to maximise protection

CARCAPSULE has expanded its product offering by introducing a version of its inflatable vehicle cover designed especially for motorcycles.

The BikeCapsule is an inflatable bubble that completely seals and protects the bike from dings, dust, dirt, corrosion, mildew, musty odors, and pests.

Inflation of the BikeCapsule is maintained by a high-pressure fan that provides continuous airflow to not only keep the vehicle dry, but also prevent condensation. Air inside the bubble is exchanged with filtered outside air up to eight times every hour, keeping the temperature inside consistent with the temperature outside and eliminating moisture that could condense on the motorcycle.

The inflation of the BikeCapsule also creates a bubble that helps to protect the motorcycle from dings, dents and scratches.

Indoor versions of the BikeCapsule are made with durable 10mm clear PVC, and feature a floor made from 18mm material that is mildew, abrasion and flame resistant, as well as impervious to oil, gas and antifreeze. Outdoor versions are being launched soon.

**CARCAPSULE**  
**Indianapolis, Indiana, USA**  
**Tel: 219 945 9493**  
[phil@carcapsule.com](mailto:phil@carcapsule.com)  
[www.carcapsule.com](http://www.carcapsule.com)

## Klock Werks KlipHanger handlebars

KLOCK Werks designed its KlipHanger handlebars in recognition of the fact that no two riders are the same. They feature machined 'Klamps' that allow the control/grip portion to be positioned exactly where riders want their wrists to be. "Our KlipHanger handlebar design blends clip-on race technology with a taller bar. The Klamps allow the control/grip portions of the handlebar to be adjusted in several directions, allowing the ultimate in personal adjustability and ride comfort. Multiple size offerings accommodate a large range of preferred riding positions,"

stated Brian Klock, President of Klock Werks. Klock Werks supplies the KlipHanger handlebars complete with chrome hardware, polished billet aluminum dome bar end caps, and complete installation instructions are included for most H-D, Victory, and Indian motorcycles.

**KLOCK WERKS**  
**Mitchell, South Dakota, USA**  
**Tel: 605 996 3700**  
[info@kustomcycles.com](mailto:info@kustomcycles.com)  
[www.kustombaggers.com](http://www.kustombaggers.com)



## Covers, grips and style by Black Duck

BLACK Duck Parts has released a 2015 catalog with new parts including ignition covers and knurled grips.

Black Duck's ignition covers are available in both two- and five-hole styles as direct replacements for the stock part. Machined from brass, finish options include satin brass, chrome, black powder coat, and gold plated.

The two-hole cover fits '70-'99 Big Twins (except Twin Cams), '70-'03 Sportsters and '04-'14 Sportsters. Twin Cam models from '99 to '14 take the five-hole design.

Manufactured from solid brass bar using manual lathes and milling machines, Black Duck knurled grips can be used with single or dual throttle cables. Finished in a choice of satin brass or gold plate.

**BLACK DUCK PARTS**  
**Barcelona, SPAIN**  
**Tel: +34 654 692 829**  
[info@blackduckparts.com](mailto:info@blackduckparts.com)  
[www.blackduckparts.com](http://www.blackduckparts.com)



## Bike lift wheel guide

JIMS USA's latest specialist tool has been designed to make it easier for a single person to maneuver large bikes on to workshop lifts. The company is now manufacturing a guide to help the front wheel of the bike track into the correct position on the lift. JIMS has created the guide to work with a Handy lift or equivalent. The company states that it may also work with wheel chocks in trucks or trailers used to transport motorcycles.

**JIMS USA**  
**Camarillo, California, USA**  
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# Chassis and handling options

CUSTOM CHROME has added **Paughco's Custom FXR-style frames** for Touring model drivelines.

The new frames are designed to accept all '93-'11 Evo or Twin Cam Touring model drivelines with the oil tank located under the transmission, and they have FXR-style mounts for the gas tank, side covers, seat and battery.

A special sheet metal plate covers the area where the oil tank would normally fit. Designed for forward controls, they have a three-point mount on the left side that will accept a forward shifter bracket, and conventional kickstand mounting bracket options include either stock or wide 180/200 tire fitment. The swingarms, pivots shafts and axle kits are sold separately.

Also seen here is a **Santee brand rigid frame** for use with '04-onward rubber mounted Sportster engines. The frames will work with a tire up to 150mm with either chain or belt final drive. It has 30 degrees of rake and no additional stretch in the back and down tubes.

**Front fork preload adjusters from Burly** (for use on '88-onward and 91-onward Dyna models) are said to be easily installed, with the aluminum adjusters offering 20mm of preload, available in black or machined finish.

Also in the program are **Progressive Suspension's High Performance cartridge fork kits** for Dyna front ends. The kits feature an asymmetrical design that places a preload adjuster over a progressive rate spring in one leg and an aluminum bodied, sealed cartridge damper in the other. Once installed on '06 and later Dyna models, the kits are claimed to reduce brake dive, and improve front end stability, cornering and bottoming control.

Also designed to improve bike stability, the **RevTech chassis stabilizer** for Touring models utilizes a swingarm pivot anchor on FLH and FLT '93-'08 to increase riders' cornering confidence by reducing frame-flex.

**CUSTOM CHROME INTERNATIONAL**  
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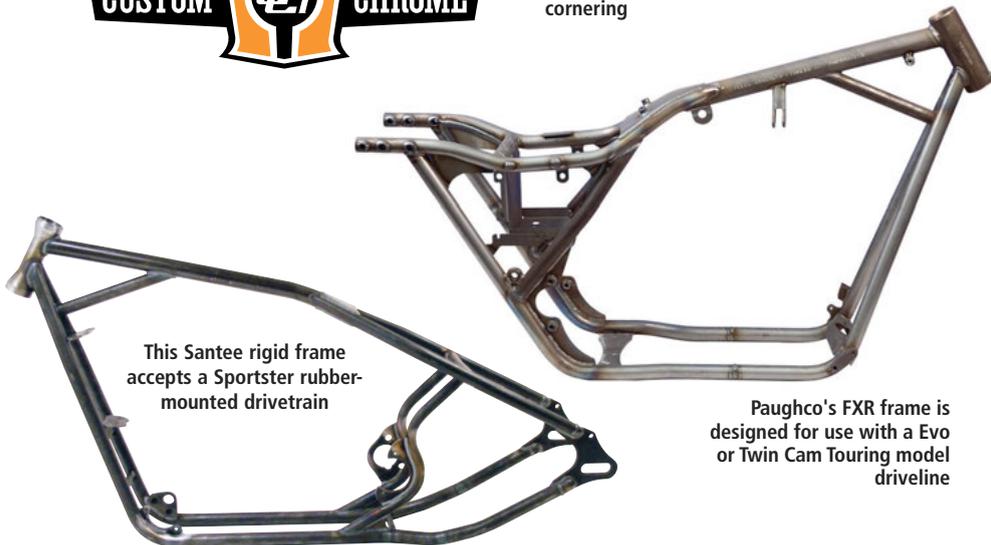
Burly's preload adjuster for 39 and 49mm forks



Paughco's FXR frame style swingarm is available in either stock or wide tire configurations



The RevTech Chassis Stabilizer is said to help with the stability of Touring models during hard cornering



This Santee rigid frame accepts a Sportster rubber-mounted drivetrain

Paughco's FXR frame is designed for use with a Evo or Twin Cam Touring model driveline



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info@wheelspoint.de  
**WWW.WHEELSPOINT.DE**

## American Suspension bolt-on big wheel kit



AMERICAN Suspension has created a bolt-on rake kit to make it easier to fit a 23in, 26in, 30in, or 32in front wheel on '98-'15 H-D Touring models.

Included in each kit is the company's patented bolt-on neck, which has multiple redundant safety features. This is combined with triple trees and hardware to complete the package

and give correct geometry with the larger wheel, while not voiding the bike's warranty.

**AMERICAN SUSPENSION**  
 Huntington Beach, California, USA  
 Tel: 321 285 9446  
[mark@americansuspension.com](mailto:mark@americansuspension.com)  
[www.americansuspension.com](http://www.americansuspension.com)



## Premium accelerator pump diaphragm



CV Performance, a company which specializes in tuning and improving H-D carburetion, now has a premium accelerator pump diaphragm for Harley carbs. It is a direct replacement for the stock diaphragm, and replaces worn or cracked diaphragms on Harley CV and Harley Keihin butterfly carburetors, as well as S&S Super E and G carbs.

The new diaphragm is claimed to provide greater resistance to the mild fuel additives found in pump gas and as a result should outlast many standard diaphragms, especially when ethanol enhanced fuel is used on an occasional basis. The company also states that replacing an old or worn diaphragm will make an improvement in the bike's performance.

The premium accelerator pump diaphragm is a replacement for H-D part number #27361-76A, and is compatible with all stock carburetors from '81-'06 on Harley Big Twin Evo, Twin Cam and Sportster models, and all S&S Super E and G carburetors.

**CV PERFORMANCE**  
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## Primary and transmission fluids for V-twins



AMSOIL'S newest release increases its range of V-twin specific products with a range synthetic V-twin transmission fluid and synthetic V-twin primary fluids for Harley-Davidson and pre-2013 Indian motorcycles.

The synthetic V-twin transmission fluid is said to protect against gear and bearing wear and help eliminate loud gear noise, to deliver smooth shifts and wear protection, as well as a quieter transmission. The fluid is also said to resist viscosity loss due to shear and withstands extreme heat to promote transmission longevity.

The synthetic V-twin primary fluid is formulated with a balanced additive system to provide consistent clutch performance and feel. As part of its formulation, it contains anti-wear additives to protect the chain, gears and compensator bearings from premature wear. It is thermally stable and resists the harmful effects of thermal breakdown, helping components stay cool and achieve optimal performance and longevity.

**AMSOIL INC**  
 Superior, Wisconsin, USA  
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## Kappa leather bags for custom bikes



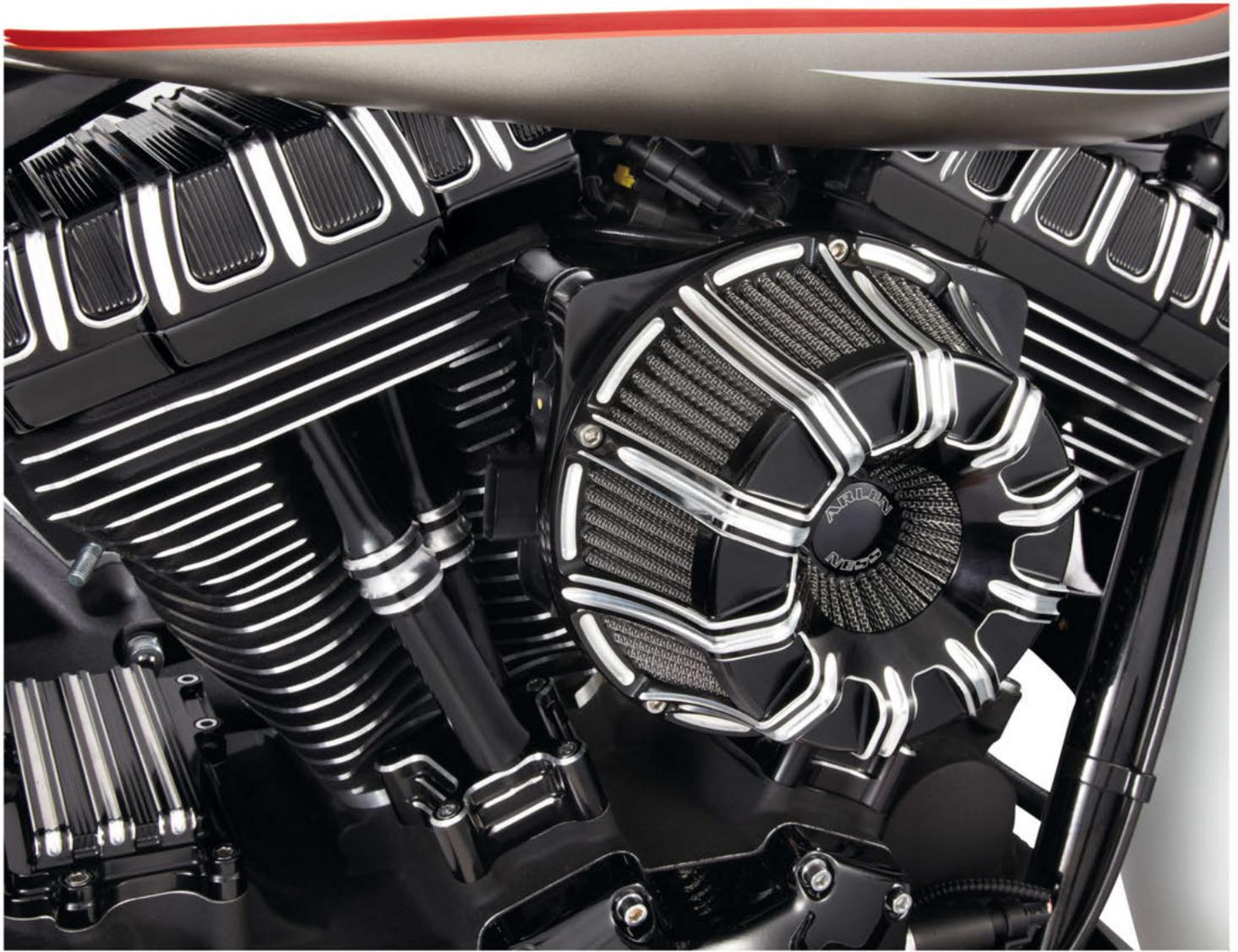
ITALIAN manufacturer Kappa makes all types of fabric motorcycle bags, but has now branched out to include a buffalo leather line for custom bikes.

The bags include the saddlebags CU500 and the small CU503 bag for the motorcycle fork. The saddlebags have an aerodynamic rhomboid shape, are sold in pairs and have a clasp made of two metal buckles. Inner capacity of every bag is 15 litres, and the bags are fastened by a wide adjustable band, which passes under or over the saddle.

The small bag has a cylinder shape and inner capacity of 3.5 litres, perfect to take smaller objects. The closure is also by double clasp, with a metal buckle and decorated with rivets. Two further straps allow to fix the bag to the handlebars or the upper part of the motorcycle fork.



**KAPPA S.r.l.**  
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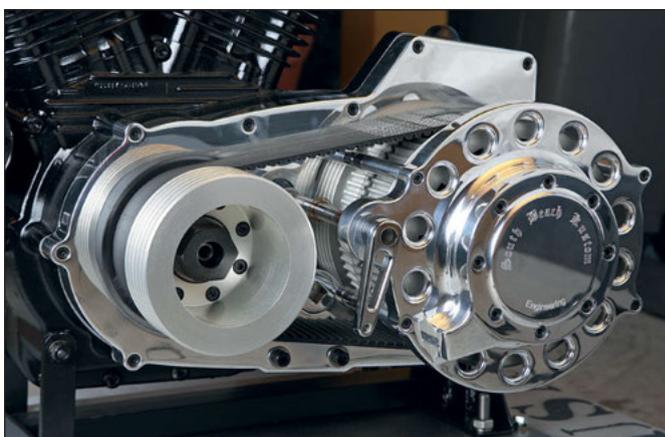
### South Beach Kustom's parts

SOUTH Beach Kustom Shop is owned and operated by Alain Selarl Chomier in Sanary Sur Mer, France, and specializes in parts for XL models.

Products include two designs of carb cover in a choice of CNC machined brass or aluminum. A selection of engraved or plain velocity stacks are available in Pyrex glass engraved or aluminum, 70 or 90mm lengths and 70 or 90mm diameters. They are supplied with brass or aluminum supports to fit CV, S&S Super E and G and Mikuni carbs.

Other parts include ignition covers for '91-'03 XLs, and a belt drive primary kit for use on '91-'03 XLs, the A1 Primo kit in aircraft grade aluminum that features a Barnett Scorpion clutch.

**SOUTH BEACH KUSTOM SHOP**  
Sanary Sur Mer, FRANCE  
Tel: +33 (0) 4 94 07 62 27  
[achomier@aol.com](mailto:achomier@aol.com)



# New clutch options from S&S

S&S is providing clutch options for users of its own engines and where S&S or other tuning parts installs are leaving the stock Harley clutch in need of some help.

The **S&S Cycle variable pressure clutch** is said to provide up to 40 percent more additional pressure, for stronger clutch engagement, than the stock part. Designed to work like a lock-up clutch, the new S&S variable pressure clutch, for use on '98-onward Big Twins with a six-stud clutch hub, increases the strength of engagement as the rpm increases.

It fits behind a stock derby cover and primary cover, but does not fit '13 and later CVO and Tri-Glide, '15 and later Ultra Limited Low and Electra Glide Classic Low models with new H-D Assist and Slipper clutch



Variable pressure clutch

(three-stud clutch hub). Non-stock derby cover (including any special or '03 Anniversary cover) and three-hole derby covers may require a derby cover spacer.

The new **transmission mainshaft bearing race** by S&S is said to not 'walk' on the transmission mainshaft under high torque loads preventing damage to its seal, output gear and output gear bearing. It features an extra step on the inside diameter that acts as a stop on the transmission mainshaft. When



Transmission mainshaft bearing race

the race is pressed onto the shaft, the step will not allow the race to move inward toward the mainshaft seal. The S&S bearing race is can be used on '06-'07 and 2010-onward Big Twins.

Completing the clutch upgrade options from S&S Cycle is a new **heavy duty diaphragm spring** for '98-and up Big Twins. With 380lbs of pressure it is said to be 25 percent stronger than stock, offering the same pressure as a Screamin' Eagle heavy duty clutch spring. The new diaphragm spring is compatible with both S&S and stock VP clutches.

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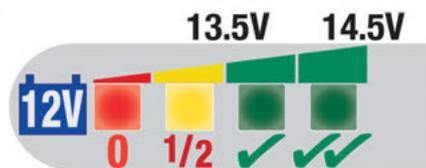


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*Sealing cap protects charging port when riding!*

# Two-piece headlight bracket

UNDER its custom parts brand WUNDERKIND-Custom, ABM of Germany has created a universal front light holder that features a two-piece clamp design, for use with headlights of different widths. Options on the aluminum brackets include CNC machined clamps to fit 49, 50, 52, 55 or 56mm fork tubes and arms in a choice of 56mm or 72mm lengths. All versions are treated in the company's own BLACKPearl Eloxal anodized finish.

**WUNDERKIND-CUSTOM**  
**Breisach, GERMANY**  
**Tel: +49 (0)7667 9446 92**  
[info@wunderkind-custom.com](mailto:info@wunderkind-custom.com)  
[www.wunderkind-custom.com](http://www.wunderkind-custom.com)



# Rushmore Road Glide Mount

IRON Aces Speed Shop is now producing an iPhone/GPS mount (for the Rushmore model Road Glide) that positions the device within the riders' field of vision. Based upon the design of the company's existing mount for the '13 and older Road

Glides, the latest version for the Rushmore models is CNC-machined from 6061-T6 billet aluminum and features a blend of device mounting patterns that allows it to be used with most electronic devices and an adjustable base to set proper device angle.



**IRON ACES SPEED SHOP**  
**Charlotte, North Carolina, USA**  
**Tel: 704 255 1781**  
[lindsey@ironacespeedshop.com](mailto:lindsey@ironacespeedshop.com)  
[www.ironacespeedshop.com](http://www.ironacespeedshop.com)



# Handlebar-mount garage door opener



# Zipper's Premium MaxFlow and HighFlow air cleaner kits

ZIPPER'S Performance Products is offering its Premium MaxFlow and HighFlow air cleaner kits as a first step in engine tuning. The kits, which are manufactured in the USA, feature internal-breather backing plates CNC-machined from solid billet and cleanable/oilable, pleated gauze elements. The MaxFlow uses a 2-3/4in wide filter element and the HighFlow is fitted with a 2-1/4in width element. Both options are available with the choice of satin billet, texture black or chrome plated breather ports.

Versions of the MaxFlow and HighFlow air cleaner kits are available to fit '99-onward Big Twins with

cable operated Delphi EFI, '08-'13 Touring models with 50mm throttle bodies and '08-'13 Touring models with 58mm throttle bodies.

**ZIPPER'S PERFORMANCE PRODUCTS**  
**Elkridge, Maryland, USA**  
**Tel: 410 579 2828**  
[zipper@zipperperformance.com](mailto:zipper@zipperperformance.com)  
[www.zipperperformance.com](http://www.zipperperformance.com)



READING Design's line of TS handlebar switches have been created to allow riders to have an automatic garage door opener mounted next to the stock switch gear. In addition to the push button option they also have an on/off/on toggle, with a divided power output for use on air ride systems and similar.

The Reading Design opener is said to not interfere with existing remotes or wall systems and has rolling code technology. Included in each kit is a patent pending GripSwitch design clamp shell switch, prewired with 3-1/2ft of wire. The switch housing connects to the sender unit via blade connectors and the sender unit attaches anywhere on the front of the motorcycle. The receiver unit plugs into any 120v outlet in a garage and 20ft of wire is included to connect it to the wall mounted door control or garage door opener itself.

**READING DESIGN**  
**Redlands, California, USA**  
**Tel: 909 557 3860**  
[readingdesign@yahoo.com](mailto:readingdesign@yahoo.com)  
[www.readingdesigns.com](http://www.readingdesigns.com)

# MCS Sportster options

MOTORCYCLE Storehouse has extended its product range with the introduction of a line of parts for V-Rods and Sportsters produced by Austrian specialist manufacturer Cult Werk. The range includes plastic covers, described as stronger and much more form-consistent and controllable than lower cost fiberglass components. Products include V-Rod headlamp fairing kits and lowering kits, front fenders, rear wide fender kits, shorter rear fenders, gas tank cover sets, license plate holders, ram air intakes, lockable gas cap, fork cover kits, rear axle cover kits and more.

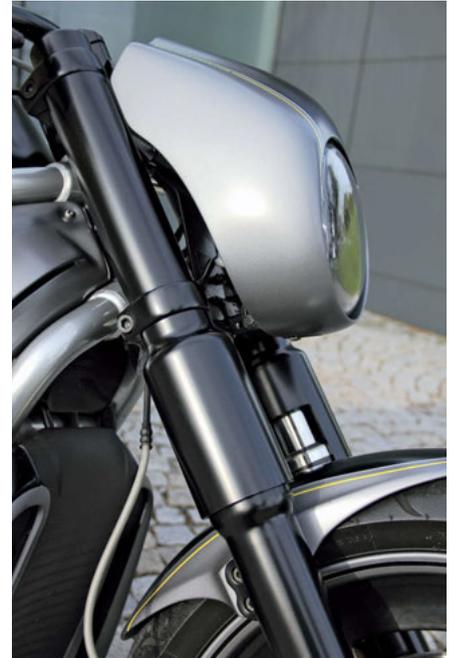
For Sportsters, Cult Werk offers front and rear fender kits, air cleaner housings, head lamp grills, gas tank lift kit, and more. Motorcycle Storehouse is now also stocking footpeg adapters for '11-'15 XL Forty-Eight, Seventy-Two and 1200C Sportster models that use a new style mount. After installation of the adaptor bracket kit (available in chrome or black) riders can install any regular H-D male mount footpegs. There are also optional brackets that will move the footpegs forward 2in. Also seen here, Hollywood handlebars are available in both 1in and 1-1/4in diameters. Both options are 32in wide with 3-1/2in rise. Knurling for the risers is 1in wide on 3-1/2in centers. They come with dimples for '82-onward H-D models with cable control, but

they will not fit electronic throttle Touring models.

**MOTORCYCLE STOREHOUSE BV**  
 Bedum, NETHERLANDS  
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[info@mcseurope.nl](mailto:info@mcseurope.nl)  
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Adaptor brackets that allow the use of regular footpegs or to move them forward by 2in



A headlamp fairing kit is one of several new V-Rod parts produced by Cult Werk

## MOTORCYCLE STOREHOUSE

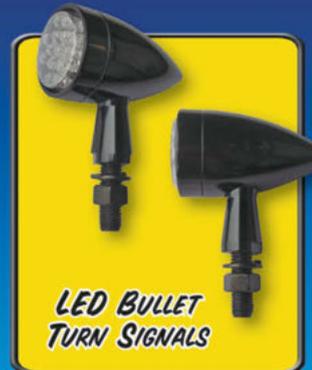


Hollywood handlebars are available in 1in and 1-1/4in diameters

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## New clutch options from BDL

BELT Drives Ltd is now including its Competitor clutch with its CDC-1-90 chain drive primary kit for use on '90-'06 Softails. The company states that the Competitor clutch, which was developed for street and high performance applications, offers an instantaneous transfer of power to the rear wheel with a smooth, comfortable lever



The BPP-500HYD is specifically for late Touring models with a H-D hydraulic clutch (non CVO models)

action. It uses a patented seven-plate Kevlar clutch to provide at least 60 percent more clutch surface than stock and the nine-spring pressure plate is said to provide varying spring pressure for use with both stock and highly modified engines. The plate allows riders to add or subtract springs to achieve the tension that is appropriate for the bike and riding style.

Each BDL CDC-1-90 kit includes: diamond primary chain, compensator sprocket, compensator nut, clutch springs, shoulder bolts (for chain drive only), hardware kit for chain drive, pressure plate, adjusting screw, main shaft hub nut, chain drive clutch kit, and nine-tooth starter pinion gear.

A second new clutch option offered by BDL is its BPP-500HYD specifically for late Touring models with H-D hydraulic clutch (non CVO models). It features the company's patented Ball Bearing lock up design that utilizes 45 - 5/16in steel ball bearings and is designed to work with the stock spring, retainer and bolts. Each kit includes an optional .240in thick high performance diaphragm spring which is 30 percent thicker and stronger than the stock H-D diaphragm.



BDL's CDC-1-90 chain drive primary kit for use on '90-'06 Softails now includes the company's Competitor clutch



**BELT DRIVES LIMITED**  
Anaheim, California, USA  
Tel: 714 693 1313  
[info@beltdrives.com](mailto:info@beltdrives.com)  
[www.beltdrives.com](http://www.beltdrives.com)

## New KB Forged Piston Designs for a Quieter, More Powerful Ride!

Check out our exciting new forged piston designs that generate maximum power. Featuring longer skirts for increased stability, and offset wrist pins, these new pistons deliver a much quieter engine. Most have coated skirts for superior heat and friction control. KB Harley Forged designs utilize 4032 alloy - preferred for high performance - high compression applications. Our low expansion alloys provide a tighter piston to wall clearance - add it all up, and you're getting maximum power for your Harley...from KB!



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[www.uempistons.com](http://www.uempistons.com)  
Tech support: [tech@uempistons.com](mailto:tech@uempistons.com)



# Pit Bull tire wedge

PIT Bull's Pit Crew tire wedge is a height-adjustable device designed to allow one person to easily align



and steady motorcycle wheels so axles are easier to remove and install.

The tire wedge can be used with most Pit Bull rear stands made in the last past 20 years and attaches with a press fit. Once in place below a tire, its height can be set between 0.75in and 4.9in via the adjustment knob. This allows wheel spacers and brake caliper mounts to be lined up so axles slide in and out without binding.

**PIT BULL PRODUCTS, INC.**  
 Huntsville, Alabama, USA  
 Tel: 256 533 1977  
[info@pit-bull.com](mailto:info@pit-bull.com)  
[pit-bull.com](http://pit-bull.com)



# Lug drive metal Matrix brake rotors

MATRIX Brakes, manufactured by ISO 9001:2008 Certified engineering business REL Inc., offers a range of high performance brake rotors and pads for Harley-Davidsons. The company has been producing rotors for seven years, beginning with the button drive and now gaining popularity with a lug drive, which is said to be easy to assemble and has less fasteners.

Matrix rotors are made of lightweight, wear-resistant aluminum composite, claimed to be 60 percent lighter than steel. The company say that "it will stay cool through the braking event and never wear out," and offer a lifetime guarantee for all rotors. They are available in standard Harley sizes 11.5in, 11.8in, 13in ad well as 320mm. Matrix Brakes exceed DOT stopping distance requirements. The company say that they are "continually testing new pad compounds for different applications."

Matrix is offering the rotors with different colors for the friction rings, carrier styles, carrier colors and button options through Lyndall, Netherlands based international

distributor Zodiac, and direct from its own website.

**MATRIX BRAKES**  
 Calumet, Mississippi, USA  
 Tel: 906 337 3018  
[www.matrixbrakes.com](http://www.matrixbrakes.com)



Lighter and quieter fully floating metal Matrix rotors exceed DOT stopping distance requirements

# XL license plate relocation kit

FREE Spirits has further expanded its Sportster product line with the introduction of a license plate bracket kit for '04-'13 models.

The kit relocates the license plate from the rear fender to a dedicated bracket mounted on the bike's swingarm. Included in each kit is the bracket, license plate holder, new shock absorber caps and EC approved LED taillight. The supplied wiring integrates with the original loom.



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 Carrè (VI), ITALY  
 Tel: +39 0445 390437  
[info@freespirits.it](mailto:info@freespirits.it)  
[www.freespirits.it](http://www.freespirits.it)

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# Shock strut upgrades



Spring Struts

KUSTOM Tech has two designs of alternates available to replace the stock shocks on H-D models - Spring Struts and Rigid Struts.

Kustom Tech Spring Struts are available in two styles - for XL models (with a softer spring) and for FLs (with a harder spring). The steel struts measure 11in eye-to-eye, work with 1/2in shock mounting studs and lower the rear of the bike.

Also seen here, Kustom Tech's Ribbed Rigid Struts are manufactured from CNC machined steel and like the Spring Struts measure 11in eye-to-eye and fit all H-D models with 1/2in shock mounting studs.



**KUSTOM TECH**  
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 Tel. +39 055 208204  
[info@kustomtech.eu](mailto:info@kustomtech.eu)  
[www.kustomtech.eu](http://www.kustomtech.eu)



Ribbed Rigid Struts

# Grand Prix slip-ons for Streets and Tourers

FIREBRAND now has aftermarket mufflers available for Street 500 and 750 models, and for Tourers. The Anaheim based Californian manufacturer says that the new slip-on is inspired by MotoGP, and that it features a chrome hex end treatment inside a contrasting black ceramic coated billet end cap. The rest of the muffler is made up of a black ceramic coated 4in body housing a free flowing, stainless core baffle wrapped in dual-density packing.

**FIREBRAND DESIGN, LLC**  
 Anaheim, California, USA  
 Tel: 714 632 1300  
[customerservice@firebrandmotorcycle.com](mailto:customerservice@firebrandmotorcycle.com)  
[www.firebrandmotorcycle.com](http://www.firebrandmotorcycle.com)



Street models feature a chrome hex end treatment inside a contrasting black ceramic coated billet end cap

Slip-ons for Tourers feature stainless core baffles in a 4" body. Fitting all H-D Tourers since 1995, they are available in chrome or black ceramic finishes.



# New bodywork options from Bagger Nation

**BAGGER Nation**, the custom Touring bike parts brand established by Paul Yaffe, has expanded the bodywork options it is able to offer with the introduction of its new Razorback tank and Thick steel fenders for oversized wheel applications.

The Razorback is the latest addition to the custom gas tank range offered by Bagger Nation and features a stretched look and wings that flow into the bike's side covers. The 6.5-gallon capacity tank is a bolt-on replacement that requires no modification to the bike but does require a custom Le Pera seat that is also available from Bagger Nation. Designed to fit '10-'16 Touring models, the Razorback is supplied complete with steel dash, chrome pop-up cap, rubber dash trim and hardware. The new 'Thicky' front fenders by Bagger Nation are being offered in 21in, 23in and 26in wheel sizes and for stock applications. The steel, one-piece fenders are drawn from 14-gauge steel and are supplied pre-drilled. Finished in E-Coat, they ship complete with satin finished spacers, with chrome or black spacers as an upgrade option.

**BAGGER NATION**  
 Phoenix, Arizona, USA  
 Tel: 602 840 4205  
[cs@baggernation.com](mailto:cs@baggernation.com)  
[www.baggernation.com](http://www.baggernation.com)



The Razorback tank is a mod-free 6.5 gallon bolt-in replacement



'Thicky' steel fenders for oversized wheel applications



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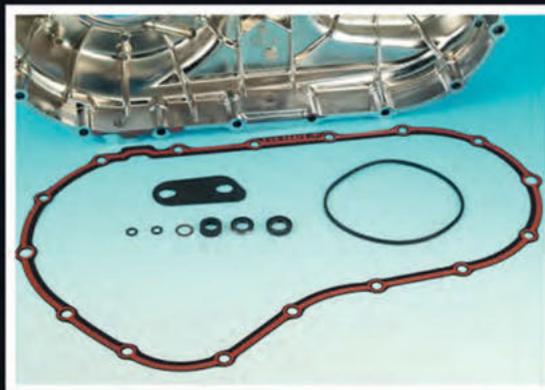
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Original James Foamet gaskets are also available for outer primary cover, transmission, and engine applications. The cross-linked nitrile synthetic rubber is chemically blown to create a soft, conformable layer that is permanently bonded

to the SAE 5052 H38 aluminum core.

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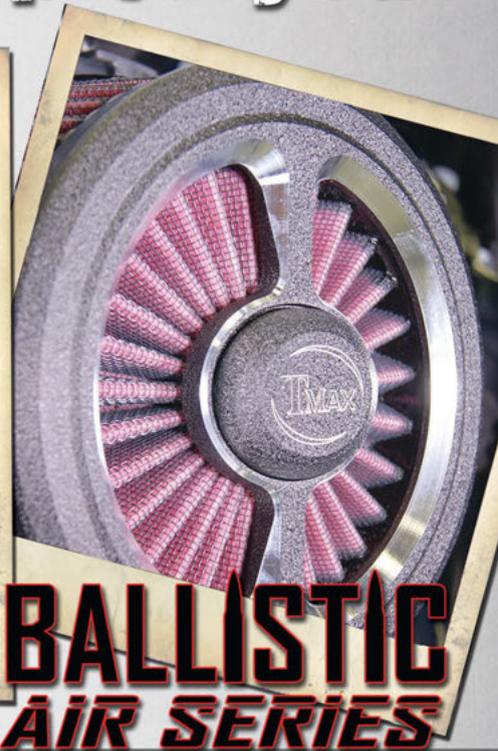
Original James Foamet gaskets and DL-Style seals require no additional sealants and release cleanly from all mating surfaces, eliminating the need to clean away old gasket material from castings and covers. All our derby cover gaskets eliminate the need for the factory-style O-rings and molded rubber seals.

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# Zodiac goes big on 45 parts inventory

Samwel straight pipe muffler



Samwel fishtail muffler



Belt drive kits



IN association with retro, veteran and vintage bike parts specialist **Samwel Supplies**, Zodiac International has put together a big selection of replacement and upgrade parts, accessories, service components and consumables for Harley 45s.

These **fishtail mufflers** bolt straight onto the stock front pipes of the 750 Civilian Solo model. Available in black or chrome finish, they fit all 1932 through 1952 45CI Sidevalves except Servicar.

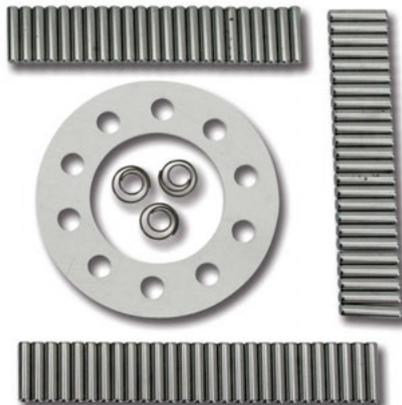
The **straight pipe muffler** is a faithful reproduction of the original found on 1950 through 1952 45CI Sidevalve models, but also fits 1932 through 1949 models. Available in chrome or black finish, it fits straight onto stock and stock-style aftermarket front pipes.

The front drum brake on early Big Twin and 45CI models is notorious for its lack of stopping power. The **double cam or "duplex" brake** seen here has a close-to-stock-look design, with two leading shoes consequently providing better stopping power. The kit includes brake drum, brake drum cover, brake shoes, springs and cams. It fits 1936 through 1948 Big Twins and 1941 through 1957 WLC and Servicar.

These **belt drive kits** fit inside the stock primary cover of all 45CI Solo, Servicar and sidecar models. The kit includes front and rear belt pulley and matching belt. Zodiac say these belt drives "run smooth and clean" and that they strongly recommend installing these belt drive kits in conjunction with their clutch bearing BigFix kit (also seen here).

For stock **3-speed gearbox conversions** into 4-speeds, the complete kit seen here fits into the stock transmission housing - the only change is a minor one in the transmission end cover.

Finally, Zodiac also offers a full range of replacement seat and luggage reproductions, including a **brown leather solo seat**, **pebble brown leather saddlebags** - and for those seeking the authentic original military spec a brown leather submachine gun scabbard with matching bracket and ammunition box.



'BigFix' clutch bearing kit for all 45CI Solo, Servicar and sidecar models. Also available for all 1941 through 1984 Big Twins



3-4 gearbox conversion

Double cam drum brake for early springers in black and cadmium



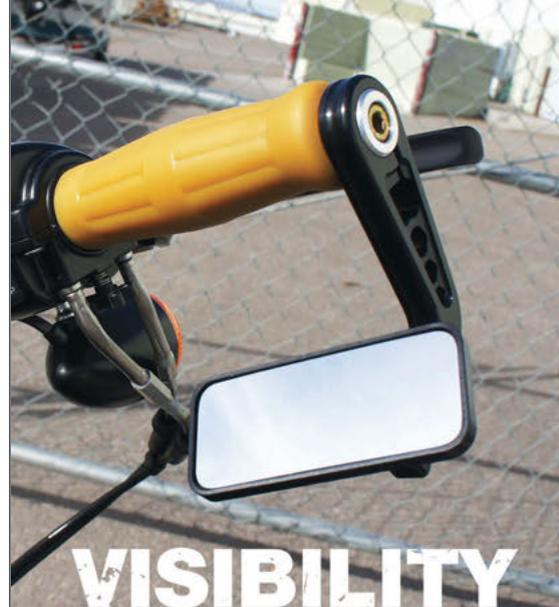
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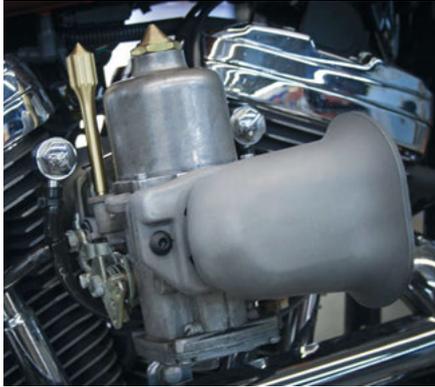
Mufflers and systems may not meet with EPA or CARB emissions and noise guidelines and may be restricted to off-road use only. Removal of catalyst/exhaust system is a violation of state and federal regulations. Contact your municipal, state, or federal agency for specific guidelines.

**2777 E. 83rd Place Merrillville, IN. 46410 866-99-4RUSH [www.rushracingproducts.com](http://www.rushracingproducts.com)**

# New SU carb parts from Rivera Primo



OVER 40 years ago, Rivera started out as a business by repurposing SU carbs from British cars for use on Harleys. Now the company has SU options available



for all Harley applications from Panheads through to Twin Cams.

To complement the carbs, Rivera Primo is now introducing a new line of accessories for SU carbs. The first of these is a velocity stack. Marketed as the Retro Air Scoop, it can be positioned on the carb to face forward or down. The stacks are available in a cast or polished finish, and the kits include bolts, gasket and instructions.

Additional new parts for SU carbs from Rivera Primo include a solid brass retro dome nut and gasket and an idle adjustment screw.

**RIVERA PRIMO**  
**Whittier, California, USA**  
**Tel: 562 907 2600**  
[info1@riveraprimo.com](mailto:info1@riveraprimo.com)  
[www.riveraprimo.com](http://www.riveraprimo.com)

# Top Down axle covers and spinners



TOP Down Products has announced the expansion of its axle cover line with the range now being made available for the rear axle on H-D models as well as the front. The variety of covers, in designs that range from simple caps to spikes, include a contrast cut finish option to complement contrast cut wheels.

As a direct result of a client's request Top Down has turned a one-off design into a full product line. An extension of its axle cover options, Top Down's

Shredder Series axle spinners are engineered to automatically spin with the power of the wind as the bike is ridden. The company's universal axle kits allow the spinners to mount to any model Harley-Davidson front or rear axle.

**TOP DOWN PRODUCTS**  
**Exton, Pennsylvania, USA**  
**Tel: 610 812 4089**  
[sales@topdownproducts.com](mailto:sales@topdownproducts.com)  
[www.topdownproducts.com](http://www.topdownproducts.com)



# Reversible bottom clamp

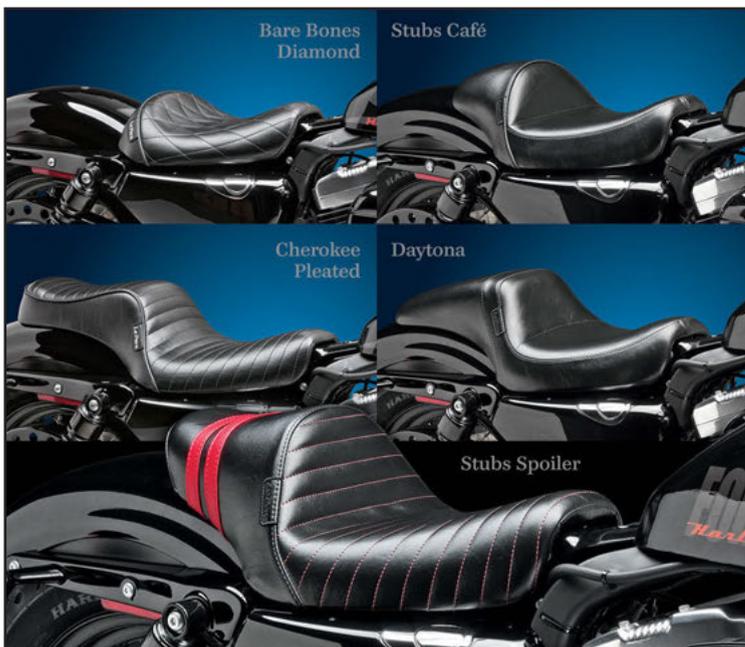


BROCK'S Performance is now producing triple trees with a reversible bottom clamp that allow modern sportbike forks to be fitted to a Dyna. These versatile new triple trees have been

designed to fit the forks from sportbikes such as Suzuki's GSX-R1000 and Kawasaki's ZX-10R and their matching wheels and brakes, if required, to H-D Dyna models. The trees, machined from 6061-T6 aluminum, have no rake and the stock Dyna offset of 2-3/8in. The reversible lower clamp means that the triple trees can also be used with fork extensions.

Brock's is making the trees available in 50/54mm (standard), 50/55mm, and 50/56mm sizes.

**BROCK'S PERFORMANCE**  
**Dayton, Ohio, USA**  
**Tel: 937 912 0054**  
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## BFBK 18" rotor, 6-piston caliper Bagger Seat

HAWG Halters has a new big wheel braking kit that will interest authorized Harley dealers, independent shops and custom Bagger specialists alike. Their innovative BFBK is an 18" true floating rotor kit with 6 piston direct bolt on brake caliper. Available with matching dual right and left calipers and rotors.

Hawg Halters say their new 6 piston differential bore caliper is the first direct bolt-on for 18" brake rotors, and is a purpose built caliper for the big wheel Bagger market.

Available in left or right models, features include a completely redesigned and upgraded 6 piston configuration with bigger bores and larger brake pads which are said to deliver increased overall braking performance. They are available in polished, chrome or black anodized finishes.

The BFR -18 inch floating rotors can be ordered to match production Renegade wheels or a HHI design

with matching or contrast finish to the wheels. Built on a traditional HHI pin type design, they feature a billet aluminum center section in chrome or black, with a 420 stainless steel, cross drilled friction ring. HHI say they also offer a full custom brake rotor design package to match any custom wheel design.

**HAWG HALTERS INC.**  
Dahlonega, Georgia, USA  
Tel: 877 442 5837  
[info@hawghalters.com](mailto:info@hawghalters.com)  
[www.hawghalters.com](http://www.hawghalters.com)



NEW from the Fort Wayne, Indiana based manufacturer Bad Dad, this Bagger seat is a low-profile design, which is "perfect for either stock or custom applications. This is the custom we use for all of our newest projects," said Jacob Hinsey, Director of Business Development at Bad Dad. Using a custom seat pan covered in comfortable high density foam, it fits all 2008-2015 Touring models and is available with a choice of seat covering: smooth, dimpled or alligator. "This seat is a great fit with any of Bad Dad's stretched tanks or the original gas tank", says Jacob.

**BAD DAD INC.**  
Fort Wayne, Indiana, USA  
Tel: 260 407 2000  
[sales@baddad.com](mailto:sales@baddad.com)  
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# Flathead valve spring kit

KIBBLEWHITE Precision Machining (KPMI), the well known Pacifica, California based performance valve train component manufacturer, has these replacement

valve spring kits available for Harley-Davidson 74 and 80" Flathead models from 1930 to 1948.

This O.E.M. style replacement kit is designed to give stock pressures (seat pressure 65# and open pressure #135) and work with stock cam profiles. This kit is manufactured to original O.E.M. specifications using premium modern materials, design protocols and manufacturing techniques.

All of the components in this kit have been designed, manufactured, tested and blueprinted in Kibblewhite's own facility.

Owner Will Kibblewhite, whose father started the business in 1936, has always believe that science of

materials is the key that unlocks the door marked 'Performance'. He says that these valve springs are wound from "Super Clean" chrome silicon valve spring wire that has been heat-treated and shot peened. The retainers, keepers and bases are modelled using finite element analysis (FEA) to "maximize mechanical strength."



**KIBBLEWHITE PRECISION MACHINING INC**  
**Pacifica, California, USA**  
**Tel: 650 557 2046**  
[sales@kpmi.us](mailto:sales@kpmi.us)  
[www.kpmi.us](http://www.kpmi.us)



# JayBrake three-button switches

JAYBRAKE'S three-button switches have been designed to clean up a bike's handlebars by eliminating the bulky factory switch housings. The JayBrake switches have a vertical switch profile for a more ergonomic layout and will work with the company's Classic and New Image hand controls. The switches are supplied with 36in leads and a three-piece clamp makes for easy installation that also hides the clamping screws. The billet aluminum switches are sold separately as a right or left switch housing in a choice of polished, chrome or black finishes. The switches

require an aftermarket controller for use on CAN/BUS equipped models.



**SUPERTRAPP INDUSTRIES, INC.**  
**Cleveland, Ohio, USA**  
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# W&W expands older engine parts program



W&W's mini Lucas old style taillight is approximately 20 percent smaller than the Lucas 564 taillight



Cannonball replacement lifter blocks are machined to OEM specs and fit OEM and Cannonball Knucklehead cases

W&W CYCLES, under its Cannonball brand, has introduced a range of reproduction V-twin crank cases. The cases, which are cast and then CNC machined, are intended to work with stock or identically constructed engine components, and are finished and detailed like the original pieces. The case halves are matched and feature pre-installed case bushing which are line bored and lapped for standard rollers, cam bushings are in place too, and reamed to standard size. In addition, the cases feature engraved serial numbers on the inside, which are registered and filed.

Cannonball crank cases are available to work with '37-'48 Big Twin Flatheads, '41-'47 Knuckleheads, and '48-'52 Panhead applications.

The Cannonball line of engine parts continues with the introduction of cam and gear sets for OHV generator cases (Knucklehead or Panhead). Each kit includes: pinion gear, cam shaft (stock replacement part with factory specs), breather gear, circuit breaker drive gear and stud, idler gear and stud, oil pump drive gear, oil pump driven gear, gear shaft bearing seal, and gear shaft spring. The sets are available for '36-'47 Knucklehead and '48-'54 Panhead motors.

Knucklehead parts by Cannonball include replacement lifter blocks. The cast tappet guides are machined to OEM specs and fit OEM and Cannonball Knucklehead cases.

Also for use on Knucklehead motors is the Cannonball reproduction oil pump. Supplied unassembled with all gears, check valve and bypass valve, the pump can be used on '36-'40 Knucklehead engines and early Panheads fitted with solid lifters.

Available through W&W Cycles, Lowbrow's exhaust heat shields are designed for use on 1-3/4in pipes, but can be used on 2in exhausts with slight modification to the mounts. Made from cast aluminum, the heat shields, in a choice of 30cm or 15cm lengths, are supplied with stainless steel hose clamps to hold the mounts in place on the exhaust, and the supplied stainless steel screws then mount the heat shield securely in place with no welding or fabrication required.

Offered in bare steel or chromed plated, the ribbed front fender from W&W features a flipped-up tip. It is available to fit XL, FX, FXR and Dyna '73 models with tires sizes 18in, 19in and 21in.

Moving to the rear of the bike, W&W has mini Lucas old style taillights, which are an approximately 20 percent smaller version of the Lucas 564 taillight. The light, which measures 146mm long, 116mm wide and 70mm high, has a bulb with stop light and license illumination, a license bracket and a mounting gasket.



The Lowbrow exhaust heat shields are available in 30cm and 15cm lengths



The Cannonball reproduction oil pump can be used on '36-'40 Knucklehead engines and early Panheads fitted with solid



Reproduction Knucklehead crank cases are available from W&W along with Flathead and Panhead cases



The Cannonball line of engine parts includes cam and gear sets for OHV generator cases (Knucklehead or Panhead)



The ribbed front fenders from W&W can be purchased in a raw or chrome plated finish



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# Big bore "Touring Elite" cylinder and piston kits



DELKRON is launching a new upgrade kit with their Twin Cam "Touring Elite" big bore cylinder kits.

Manufactured specifically for heavier bikes like Baggers, which run hotter and see much higher mileage use. The cylinders feature larger than stock fins and a 4.500" o.d. steel liner.

Delkron have included a Wiseco developed, armor plated, moly coated piston with 1/16" top, 1/16" second and 3/16" heavy duty ring pack. Currently these are offered in 113", 124" and 131" configurations.

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# Pickard short neck kit with triple trees

PICKARD has a number of solutions available for riders looking to fit oversized front wheels to Touring models, and among them are its 'Slip Fit Short Neck' kits, which include suitable triple trees too.

The Slip Fit kits allow the use of a 26in or 30in wheel on any Touring model '09-'14 and are described as being suitable for use with front air-ride systems. Once installed the short neck allows more suspension travel and positions the forks in a more vertical position, to give the bike a smoother ride. An additional benefit of the shorter neck is that the front end doesn't have to be raked as much, keeping the trail closer to stock.

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# Crusher Maverick 2.5in slip-on mufflers



NEW in Kuryakyn's Crusher brand program are Maverick 2.5in slip-ons for Dyna, Softail or Sportster applications.

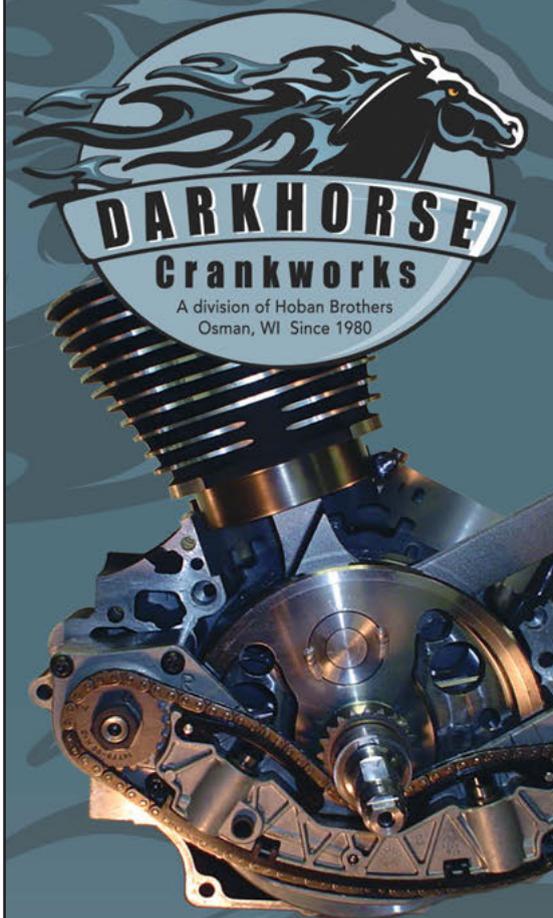
Manufactured in the USA, the Crusher Maverick slip-ons are offered in the choice of chrome or high-temperature matt black ceramic coating, and both options feature CNC-machined billet aluminum end caps with high-temp matt black ceramic coating and brushed stainless steel banding with embossed Crusher logo. Internally, the exhausts have a maintenance-free, high-flow louvered core baffles.

The Maverick slip-ons by Crusher are available for '91-'15 Dynas (except FLD and



FXDL), most '07-'15 Softails, and all '04-'15 Sportster models. Fiberglass-wrapped, steel louvered sound reduction baffles are also available.

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# VICTORY & INDIAN PRO-GUIDE

## Bassani slip-ons for Scout

BASSANI is believed to be among the first aftermarket exhaust specialists to produce slip-on mufflers for Indian Scout models, with three new designs launched. Bassani's first option is a 3in chrome slip-on complete with a chrome slash-cut end cap and removable baffle.

A second 3in slip-on is the black version, which once again features a removable baffle, and has a



matching black slash-cut end cap.

Completing the new range of exhausts for the Indian Scout is a muffler with a 2-1/4in chrome housing with a baffle and fishtail end.

The entire line of slip-ons is claimed to offer a 5hp increase in power and 2ftlbs of torque while weighing less than half the stock pipes.



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## 'High Efficiency' clutch cables for Indians

BARNETT is now producing clutch cables for the Indian '14 and up Chiefs, Chieftains and Scouts. The cables feature the company's 'High Efficiency' inner wire. Introduced by Barnett as an 'industry first', the HE wire is nylon coated, lubricated with a silicone lube and combined with a Teflon inner lining to

provide longer life, smoother cable action and reduced lever effort.

The cable outer casings are offered in the choice of black vinyl stainless braid with clear coat or Platinum Series bright silver plated braid with clear coat. All fittings are chrome plated where applicable. Barnett clear coat is guaranteed not to discolor from sun exposure, available in stock and custom lengths.

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## Fork Cap Covers for Victory models

AVAILABLE in chrome plated and satin black powdercoat finishes, this fork cap cover set from Barracuda Custom Accessories of St Paul, Minnesota, is designed to "cover up the plain satin aluminum factory fork covers on Victory Cross Country, Cross Roads and Hardball models," says President Steven McParland.

He says it is "a simple and easy way to clean up the top triple tree and a very easy install." Machined to exact tolerances from 6061-T6 billet aluminum, they are plated in either a true chrome finish or a tough satin black powdercoat. Both styles are a mod-free direct fit.

Barracuda was one of the first Victory-specific parts businesses to spot what is now considered to be a fast growing aftermarket custom parts opportunity.

McParland is a Victory owner and rider and says "we started in early 2007 and have surveyed the Victory riders for what they want in accessories. Ideas from owners like us have fuelled the fire for the products that we are making." McParland designs and manufactures all Barracuda products on site.



Barracuda cap covers for Victory models "cover up the plain factory design"

## Low Profile BIKE (DIN) plug for Victory sockets

NO accessory manufacturer can change how motorcycle companies decide where to put their 12V sockets, but TecMate has been working on ways to guarantee that Victory, BMW and Triumph riders can use their motorcycle's 12V power without fear of dislodging or breaking a plug located in a vulnerable position. TecMate has designed a low profile BIKE (DIN) plug that is fully sealed during the molding process - their BIKE90°.

OptiMate also offers cables with the low profile plug, such as the O-19 SAE to BIKE adapter, the O-29 SAE to BIKE plug-adapter extender, and the O-39 DC2.5mm to BIKE plug adapter-extender. Also available, the OptiMate USB O-104 2100m - a weatherproof 'adventure-ready' charger with BIKE90° plug for on and off highway riding, that will recharge the latest power hungry smart phones and tablets.



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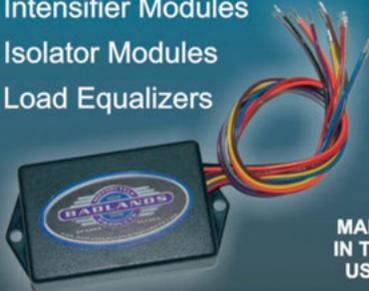
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# A Buell built for the street



Tamas Pakozdi (left), who is known as Sapka because he is the face of the custom shop Sapka Muvek, with Morgo Monk who works with him in the Hungarian business

Words: Duncan Moore - [duncan@dealer-world.com](mailto:duncan@dealer-world.com) - Pictures: Onno @ Madness Photography - [onno@madnessphotography.nl](mailto:onno@madnessphotography.nl)

**Sapka Muvek first entered the AMD World Championship of Custom Bike Building in 2007 with the Steam Punk inspired Time Machine, which took 5th in the Freestyle class that year. In 2014, the Hungarian custom shop returned to the Championship, this time with a heavily but very subtly modified Buell in the Street Performance class**

**A**T the 2014 AMD World Championship of Custom Bike Building the Street Performance class featured a vast diversity of styles of bikes entered. Among them was the Buell built by Tamas 'Sapka' Pakozdi of Sapka Múvek, which went on to take second place in that class.

Sapka Múvek first competed in the AMD World Championship in 2007 with the retro-styled Time Machine, but for the 2014 Championship the shop presented a bike built in an extremely different style to demonstrate its versatility as a custom bike builder.

Time Machine was definitely about the look of the bike, but with the Buell the shop has combined good looks with high performance.

The Buell's build began when the bike's owner, Tibor Turi, brought a stock XB12R into Múvek's workshop. The first step was to strip it down completely. With the engine on the bench, it was then rebuilt using earlier Millennium cylinders that were matched with uprated cams and machined heads. To get the maximum benefit from the reworked heads, a set of custom stainless steel headers feed exhaust gases into a one-off carbon muffler. The changes to the drivetrain package continue with the primary



# AMD CUSTOM BUILD

drive, was converted to an open belt system, and the final drive has had the stock plastic cover removed.

With the engine work complete, attention then turned to the Buell's frame. The main section has been left stock except for the footrest hangers that have been swapped out for machined aluminum ones from CFMotosport. More radical is the removal of the stock seat subframe. The replacement subframe has been made from small diameter tubes with the spaces in between filled with carbon fiber sheets. One of those section is also used to carry the ignition, which has been relocated from the handlebars.

The look of the new seat sub-frame is reproduced in the custom swingarm, which was fabricated in Sapka Múvek's workshop and is designed to allow it to be split for final drive belt changes. On a stock XB12R the whole swingarm doubles up as the oil tank, but on Múvek's build the oil is now carried in a small carbon fiber tank located between the swingarm pivot and the rear wheel. Completing the changes at the rear of the Buell is the air shock that was made in the Sapka Múvek workshop.

At the front of the bike, the stock USD Showa forks have been retained, but the internals have been upgraded with parts from Öhlins and a set of custom triple trees. The stock projector style headlights have been kept from the XB12R's fairing, but here are mounted on a custom bracket where they are stacked rather than side-by-side. The clip-on handlebars carry ISR hand controls and bar end turn signals, and the only other furniture is the minimal dash from Motogadget.

Sapka Múvek was also responsible for the custom



The stock primary drive was discarded and a custom open belt drive fabricated to replace it

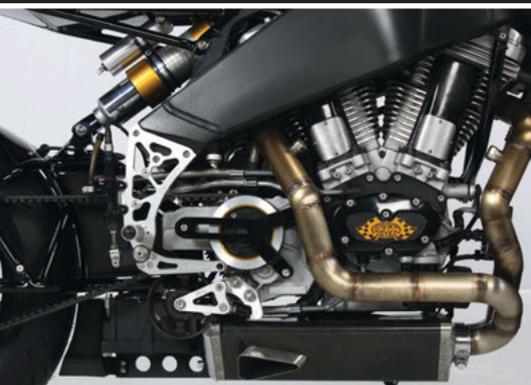


wheels on the Buell. The front 17 x 3.5in and rear 17 x 6in rim both carry Michelin tires and are built onto gold-anodized machined aluminum hubs with flat bladed spokes. On the front wheel, the stock Buell perimeter brake disc is retained, but the eight-piston caliper has been modified to make it radial mount.

While the Buell may at first glance look relatively stock, it is when the bike is given a closer look that the amount of work that has been done on it becomes apparent, and it did not go unnoticed by Sapka Múvek's fellow competitors at the 2014 AMD World Championship because they voted it second in the Street Performance class at the event.

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The stock Buell projector style headlamps have been retained mounted on custom brackets after the stock fairing was removed



A custom, one-off air shock for the rear of the bike was among the many parts hand-fabricated by Sapka Múvek for the Buell



A triangulated tubular swingarm was produced to replace the bulky stock part and it can be split to allow easy final drive belt changes



The bike's ignition is now housed in the seat hump on the custom seat sub-frame, which has been designed to match the new swingarm



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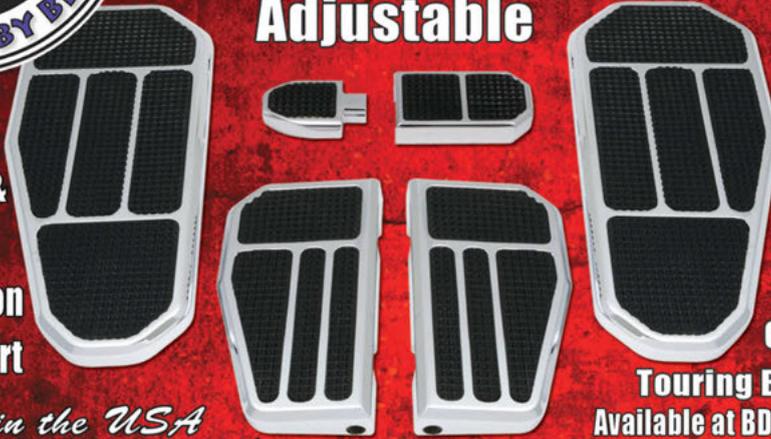
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**NEWS BRIEFS**

Harley-Davidson says it has finalized its agreement with Deeley to buy them out of the remaining time left on their contract to import Harleys into Canada. Milwaukee will now take over direct distribution there in August. Anoop Prakash will swap his role as Harley's Managing Director in India to head-up the new Canadian operation.

Triumph is claiming the "Top European" motorcycle manufacturer spot for itself in the 500cc+ market in the United States after seeing its first quarter sales there grow by a claimed 16 percent. Meanwhile BMW has seen its domestic US sales slide by -24 percent in April.

The AMA is to again stage its annual Hall of Fame induction ceremony and members meetings at AIMExpo at Orlando, Florida in October. This year will also see the first annual Championship of the Americas AMD World Championship of Custom Bike Building affiliate custom bike competition being staged at AIMExpo. The winner will go forward to compete at the AMD World Championship at INTERMOT, October 2016.

Harley-Davidson has approved a cash dividend of \$0.31 per share for the second quarter of 2015.

Victory Motorcycles has announced a 2015 American Victory Rally (AVR) at Colorado Springs June 25 to 28.

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AFTER two years of updating, the 2015 edition of AMD Magazine's popular International Aftermarket Directory is now available in print, online and platform optimized for your device, and as a searchable PDF download for the first time. The only specialty Harley-

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Domestic US motorcycle sales up in Q1

THE latest data released by the Motorcycle Industry Council (MIC) in the United States puts domestic US sales of new motorcycles up by +8.2 percent in the first three months of 2015.

At 102,300 bikes sold in the first quarter it would appear that the majority of the growth, indeed an ever increasing proportion of sales overall, are being driven by European and domestic American vehicle manufacturers.

As reported elsewhere in this edition

of AMD Magazine, US imports of Japanese-made motorcycles remain "soft" at best - they were down by -31 percent in January, -13 percent in February, and a massive -35 percent in March.



**Motorcycle Industry Council**

The growth in the US is being fuelled by a recovery in demand for off-road bikes - up by nearly +13 percent; streetbike sales were up by over +8 percent, with scooter sales continuing to slide..

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