



# AM/D™

## AMERICAN MOTORCYCLE DEALER

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

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### Tough second quarter, but Harley is still forecasting increased unit shipments for 2015

**H**ARLEY-DAVIDSON is continuing to forecast increased unit shipments for 2015 as a whole despite the fact that Q2 and year-to-date unit sales, unit shipments, net income, consolidated income, operating income/margin, and EPS are all down.

Its latest financial filings state that the company "continues to expect to ship 276,000 to 281,000 motorcycles to dealers and distributors worldwide in 2015, an approximate 2 to 4 percent increase from 2014" and that "revenue, earnings and motorcycle shipments" for the second quarter were "in line with [April revised] company expectations."

This optimism is despite a second quarter decline of -1.4 percent in worldwide sales (88,931 units sold against 90,218 in the second quarter of 2014) and a 0.75 percent drop in the United States (57,790 units against 58,225 in Q2 of 2014).

In international markets, dealers sold 31,141 new Harley-Davidson motorcycles during the second quarter

compared to 31,993 motorcycles in the year-ago period, with sales up 16.6 percent in the Asia Pacific region and down -8.9 percent in Harley's most important Middle East & Africa (EMEA) export market, -2.6 percent in the Latin

shipments down -4.7 percent

America region and -9.9 percent in Canada.

Operating income from motorcycles and related products decreased -19.6 percent to \$380.6 million during the quarter compared to operating income of \$473.3 million in the year-ago period, due primarily to lower motorcycle shipments and unfavorable foreign currency exchange rates.

For the first six months of the year Harley report worldwide sales down by -1.4 percent at 145,592 units from 147,633 for the first six months of 2014; with domestic US sales -0.7 percent and

-7.7 percent in their EMEA region.

The picture is worse in shipment terms; Harley say they are off by -4.7 percent for the year-to-date worldwide (164,761 motorcycles in the first half of 2015) which, despite apparent evidence of some momentum pointing to improvement as the second quarter wore on, makes their apparent third quarter and 2015 full-year confidence surprising.

Second-quarter revenue from motorcycles decreased -11.6 percent to \$1.31 billion compared to revenue of \$1.48 billion in the year-ago period. The company shipped 85,172 motorcycles to dealers and distributors worldwide during the quarter compared to shipments of 92,217 motorcycles in the year-ago period, which it says is also in line with its April revised guidance.

Despite having been revised down once this year already, that guidance still suggests that third quarter shipments will be between 54,000 and 59,000 units, compared to 50,670 in the third quarter of 2014.

Continued on page 6 >>>

### NEWS

BSL Exhausts to celebrate 20 years in 2016



### IN PRAISE OF THE EVO



### PRODUCTS



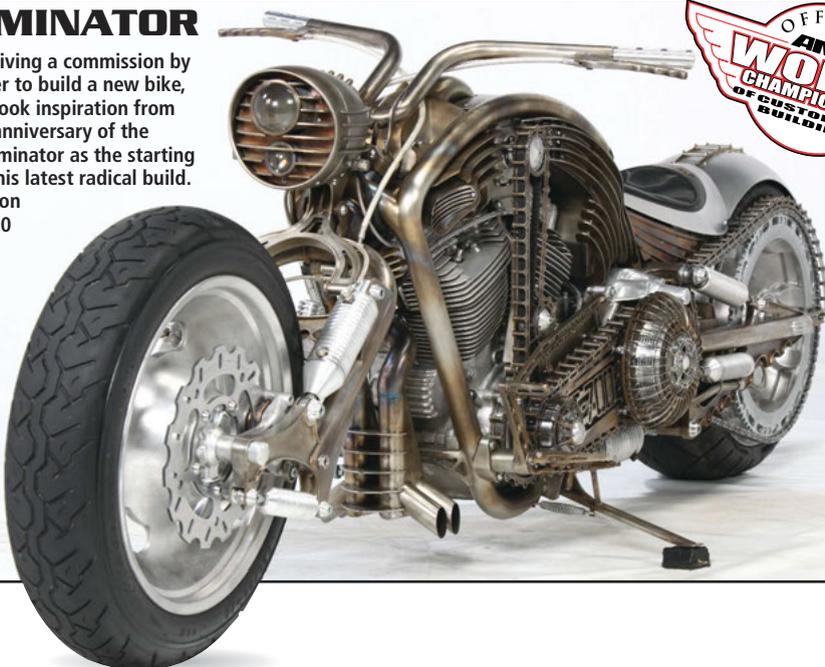
### STAGE III



by AT-American Cycles

### TERMINATOR

After receiving a commission by a customer to build a new bike, Yuri Shif took inspiration from the 30th anniversary of the movie Terminator as the starting point for his latest radical build. Full story on page 19-20



Plus...

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**EDITOR-IN-CHIEF**

ROBIN BRADLEY  
robin@dealer-world.com

**PUBLISHER**

SONJA WALLACE  
sonja@dealer-world.com

**EDITOR**

DUNCAN MOORE  
duncan@dealer-world.com

**DESIGN & PRODUCTION MANAGER**

BEN OAG  
ben@dealer-world.com

**INFORMATION MANAGER**

NEIL BLABER  
neil@dealer-world.com

**PROJECT MANAGER**

SARA VINEY  
sara@dealer-world.com

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

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

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**News**

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This month's Bradley report includes news about Vance & Hines, S&S Cycles' new Marketing VP, Ride Wright Wheels, and Avon Tyres



**'Terminator' by Yuri Shif** ..... **21-22**

Rather than go down the usual route of wild paint and excess chrome for a show bike, Yuri Shif used only stainless steel and billet aluminum in the build of Terminator



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Next year Bike Shop Linz (BSL) will be celebrating their 20th anniversary. Their type approved street legal exhausts are a favourite with Europe's customizers



**S&S** ..... **32-33**

AMD says "don't forget the Evo" with a special presentation of S&S performance upgrades for the engine credited with saving our industry

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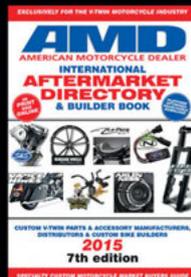
**'Stage III' by AT-American Cycles** ..... **55-56**

Stage III is the latest bike in an evolving series of customs built by Aykut Tartaroglu the owner of AT-American Cycles

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# Harley need weapons of mass seduction

**T**HIS edition of AMD Magazine was timed to include Harley-Davidson's second quarter financial news - the details were posted at the SEC (Securities & Exchange Commission) the day before we sent this edition to press.

Therefore it is difficult to be too judgemental about the investor community's reaction to the numbers in terms of how the share price reacted, however, on the initial announcement Harley shares jumped a couple of Dollars or so from around \$55.00 to the \$57.00/\$58.00 region.

A modestly positive response despite the trailed poor news simply because in April Harley-Davidson had taken the precaution of already revising down their original 2015 forecasts after just one quarter.

This meant that analysts weren't scrambling to explain to their investors why the company did worse than they had been predicting; instead they could approach the numbers with a certain sangfroid because with results that were "within guidance", their own investor guidance survived the trauma of bad numbers, appearing sage rather than ill-informed.

Such is the dance that new Harley-Davidson President and CEO Matt Levatich is now engaged in. Welcome to the unwelcome realities and unrealities of your new world Matt! In a classic case of unfortunate timing, Matt's well deserved elevation to the top job sees him inherit a post Wandell malaise that is going to take quite some sorting out.

It could have been worse of course. To give Keith Wandell his due, as I tried to do repeatedly throughout his tenure, without some kind of matrix of drastic action Harley-Davidson could indeed have seen all achievements since 1984 come completely unravelled.

They didn't, and for that Wandell is to be respected. He is to be given credit for securing Harley's transition through the downturn regardless of what many think about some of the decisions taken to secure survival; regardless of what many now think about the shortcomings of the plan and the effectiveness of its implementation.

There is no question that Matt Levatich is inheriting a company with as many weaknesses as strengths and as many battles still to be fought as have already been won.

One such is how to keep the investor community on side. A group of people known to take their money and invest it elsewhere in a heartbeat (I know I would) if the ROI prospects were faltering - certainly in the medium to long-term.

Which brings that share buy-back plan back into sharp focus. The \$2.00 to \$3.00 share price uptick in reaction to Harley's second quarter fiscals already appeared to be running out of steam a mere 24 hours after their release, just as

the initially positive reaction to the share buy-back plan had done when first announced in January, and again when confirmed as being debt-based in June.

A cycle appears to be established, a pattern emerging. Harley manage to create a circumstance in which the share price gains ground, but the reaction doesn't sustain - in the medium term the share price remains moribund in the mid fifties to low sixties region each time, well south of its early 2014 post-recessionary peak in the upper sixties and low seventies, and well south of where investors will be wanting to see it.

And why exactly does this need to matter to Matt Levatich? Because the last thing the company needs right now is for the first 24 months of his watch to be plagued by the unwelcome advances of predators - at a time when instead it needs the strengths Levatich brings to the table as a motorcycle and manufacturing man, so it can build on Wandell's survival mode of management with a stage two plan that takes Harley to a next level in product offer terms.

Harley's EPS is still reasonable, of itself, but not exactly competitive (check out what has been happening with Polaris investor ROI for example). The prospects of share buy-back "without Dollar limit" will certainly have gotten the attention of those looking for short-term shareholder value, and encumbering the balance sheet with the \$750 million of long-term debt the company has committed itself to in funding this latest stage in its ongoing share buy-back strategy does have the advantage of making Harley's balance sheet a tad less attractive to raiders.

However, if investor reaction to this year's new model introductions is as short-term, lukewarm and unsustainable as it was to last year's, then coming as it will a month or so before a 3rd quarter fiscal announcement, there could be implications for Harley as early as this fall/winter.

That Harley is betting the farm on third quarter and full year motorcycle sales and unit shipment guidance being met is nothing short of a dice-roll.

Either Harley already have some very cool news in the locker with which to seduce the masses, or Levatich could find himself engaged in a war for which Harley's arsenal is ill equipped.

a cycle appears to be established



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

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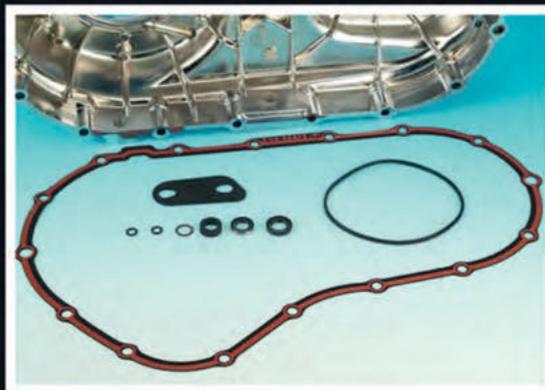
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&lt;&lt;&lt; Continued from cover

## Harley-Davidson sales revenue and production data... 2nd quarter 2015

Flying solo with the financial media for the first time, and fronting up to the investor community (one that is caught between performance anxiety and the potential of the impending share buy-back), for the first time in his capacity as President & CEO, Matt Levatich is quoted as saying "in the face of a tough competitive environment, driven mostly by currency and greater competitive activity, we are leveraging our many strengths and meeting the challenge head on.

"Our actions during the quarter have had a positive impact. We are encouraged by the momentum at retail as the quarter progressed, both in the U.S. and internationally.

"We are confident in the strength of our business and the strategies we have in place to maintain our industry leadership and grow our business over the long term. Our singular focus on the customer through unrivalled products, unique experiences and our expanding dealer network is the bedrock we are building on to continue to grow our reach and impact with customers across the globe."

Revenue from motorcycle parts and accessories was \$256.8 million during the quarter, down 5.4 percent, and revenue from general merchandise, which includes MotorClothes apparel and accessories, was \$77.5 million, up 1.5 percent compared to the year-ago period.

Through six months, net income was \$569.7 million on consolidated revenue of \$3.50 billion compared to six-month 2014 net income of \$620.1 million on consolidated revenue of \$3.73 billion. Six-month 2015 diluted earnings per share were \$2.71, down 3.9 percent from EPS of \$2.82 in the year-ago period.

Gross margin was 39.2 percent in the second quarter of 2015 compared to 39.5 percent in the second quarter of 2014. Second-quarter operating margin for the motorcycles segment was 23.1 percent compared to operating margin of 25.8 percent in last year's second quarter.

Six-month revenue from motorcycles was down 8.0 percent to \$2.56 billion, revenue from parts and accessories decreased 6.2 percent to \$440.7 million and revenue from general merchandise increased 2.5 percent to \$143.9 million compared to the first six months of 2014. Gross margin through six months was 39.1 percent, and operating margin was 23.0 percent compared to 38.6 percent and 24.1 percent respectively in the year-ago period.

Second-quarter 2015 diluted earnings per share were \$1.44 compared to EPS of \$1.62 in the year-ago period.

Second-quarter net income was \$299.8 million on consolidated revenue of \$1.82 billion compared to net income

Income statements in \$1,000s (except share)	THREE MONTHS ENDED		SIX MONTHS ENDED	
	2015 Q2	2014 Q2	2015 Q2	2014 Q2
Net sales revenue	\$1,650,783	\$1,834,285	\$3,161,353	\$3,405,973
Gross profit	\$647,214	\$724,139	\$1,237,489	\$1,316,270
Total operating income	\$380,603	\$473,256	\$726,057	\$820,948
Net income	\$299,810	\$354,153	\$569,664	\$620,070
Diluted earnings per common share	\$1.44	\$1.62	\$2.71	\$2.82

NET SALES REVENUE				
Figures are shown in \$1,000s	THREE MONTHS ENDED		SIX MONTHS ENDED	
	2015 Q2	2014 Q2	2015 Q2	2014 Q2
H-D Motorcycles	\$1,308,837	\$1,480,914	\$2,563,958	\$2,785,953
Parts & Accessories	\$256,840	\$271,572	\$440,712	\$469,707
General Merchandise	\$77,518	\$76,386	\$143,946	\$140,500
Other	\$7,588	\$5,413	\$12,737	\$9,813

MOTORCYCLE SHIPMENT DATA <small>NOTE: H-D MOTORCYCLE SHIPMENT DATA IS NOT THE SAME AS RETAIL REGISTRATIONS</small>				
United States	55,128	63,043	111,792	117,334
Exports	30,044	29,174	52,969	55,565
<b>Total H-D</b>	<b>85,172</b>	<b>92,217</b>	<b>164,761</b>	<b>172,899</b>

PRODUCT MIX	2015 Q2	2014 Q2	2015 Q2	2014 Q2
Touring	34,563	41,095	73,360	77,273
Custom	29,952	32,231	53,348	61,380
Sportster	20,657	18,891	38,053	34,246
<b>Total</b>	<b>85,172</b>	<b>92,217</b>	<b>164,761</b>	<b>172,899</b>

RETAIL SALES OF H-D MOTORCYCLES:	2015 Q2	2014 Q2	2015 Q2	2014 Q2
United States	57,790	58,225	93,278	93,955
Canada	3,737	4,146	5,860	6,155
EMEA Region	16,179	17,764	25,567	27,704
Asia Pacific Region	8,517	7,302	15,614	14,480
Latin America Region	2,708	2,781	5,273	5,339
<b>Total</b>	<b>88,931</b>	<b>90,218</b>	<b>145,592</b>	<b>147,633</b>

of \$354.2 million on consolidated revenue of \$2.00 billion in the year-ago period.

Operating income from financial services was \$81.9 million in the second quarter of 2015, a 10.0 percent increase compared to operating income of \$74.4 million in last year's second quarter. Second quarter financial services results are said to reflect higher net interest income.

Through six months, operating income from financial services was \$146.6 million compared to operating income of \$137.6 million through six months of 2014. The company previously indicated it expected operating income from financial services to be down modestly in 2015, but now expects operating income to be up modestly compared to the prior year.

The company continues to expect a full-year 2015 operating margin of approximately 18 percent to 19 percent for the motorcycles segment. The

company also continues to expect 2015 capital expenditures of \$240 million to \$260 million.

On a discretionary basis, the company repurchased 2.8 million shares of Harley-Davidson, Inc. common stock during the second quarter of 2015 at a cost of \$164.8 million. In the second quarter of 2015, there were approximately 208.6 million weighted-average diluted common shares outstanding, compared to approximately 219.2 million shares in the year-ago quarter.

As reported in AMD Magazine last month, on June 17, 2015, the company disclosed that its Board of Directors authorized the company to repurchase up to an additional 15.0 million shares of its common stock and, significantly, to do so with no dollar limit.

This repurchase authorization is in addition to the share repurchases that the Board authorized in February 2014, pursuant to which the company was

authorized to repurchase up to 20.0 million shares of its common stock with no dollar limit.

The company also disclosed that it intends to incur long-term debt in the third quarter of 2015 in the amount of \$750 million and to use the proceeds to repurchase common stock through the remainder of 2015.

These repurchases will be in addition to already planned repurchases, which were expected to be in line with repurchases made in the second half of 2014. However, the company now expects the combined effects of the additional indebtedness and share repurchases to be only slightly accretive to earnings per share in 2015, with the full effect on earnings per share beginning in 2016.

At the end of the second quarter, 31.0 million shares remained on board-approved share-repurchase authorizations.



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# Rick's Harley Days

LEADING German custom parts manufacturer and authorized Harley-Davidson dealer Rick's Motorcycles is holding its annual "Harley Days" open-house from October 2-4, 2015.

Owner Patrick Knoerzer is celebrating 21 years since he started his own business making custom wheels. In that time his product line reflected the changes in the industry, taking in fat rear ends, single-sided swingarms, frames, wheels and a custom bike build program that

eventually got Harley-Davidson's attention with an invitation to become his region's authorized dealer.

RICK'S Day is to become Rick's Harley Days, as the 11th edition of the annual open day at the German dealership changes its name.

As Rick's Motorcycles celebrates its 21st anniversary with the now three-day event from October 2nd – 4th, 2015, the shop will be offering among other things demo rides on the new 2016 H-D models, a stunt show by



Buell riding Erdős Csabas, fashion shows and tours of the company's custom parts manufacturing facility.

[www.ricks-motorcycles.com](http://www.ricks-motorcycles.com)

# MAG Connection adds new product ranges

MAG Connection, the French custom V-twin parts buying consolidator and distributor, has added two new product lines with the addition of Image Motorcycle Products and TC Bros Choppers.

Image Motorcycle Products are a California based manufacturer of hand-crafted accessories, including Harley kickstands, custom foot pegs, gas caps and mirrors, all offered with a lifetime replacement warranty against breakage.

The TC Bros program was founded in Wauseon, Ohio, by Tim and Tyler Cobb in 2006. The range includes handlebars, battery boxes, forward



controls, hardtail kits, oil tanks, fenders and lights.

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Hardtail conversion kits are among the parts from TC Bros Choppers that are now available in Europe through MAG Connection



One of the custom kickstands made by Image Motorcycle Products that are now available in Europe through MAG Connection



# DEI celebrates 20 years of "keeping you cool and quiet"

AVON Lake, Ohio based Design Engineering Inc (DEI) is celebrating its 20th anniversary this year. Perhaps best known for its popular exhaust wrap, DEI was founded in 1995 by Dale and Nancy Markley and is still in family ownership under the leadership of their son, David.

The focus of the business has always been on "developing the most advanced performance, heat and sound control products" and the product line includes thermal barriers, plug boots and plug wire sleeving, fuel line protection and the exhaust wrap and high temperature silicone coating products that have become ubiquitous with custom designers looking for a performance meets retro look.



DEI premium exhaust wraps are designed to keep heat contained within the metal pipes of the exhaust system. This keeps the heat expanded longer, increasing the velocity of gas flow out of the exhaust header and



exhaust system mufflers. DEI says that wrapping header pipes can reduce ambient temperatures by up to 50 percent, while providing additional horsepower, engine protection and rider comfort.

Dale and Nancy Markley started the business in their garage, but now have a 24,000 sq ft facility on four acres and employ 30 people.

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# AIMExpo Garage Party

THE American International Motorcycle Expo (AIMExpo) has now announced more details surrounding the first-ever Garage Party, "an all-new interactive show element that incorporates live music, a custom bike building competition, an extensive display of past and present custom V-Twin motorcycles, a wide range of AIMExpo exhibitors, and an entertaining after-party at the new Ace Cafe Orlando."

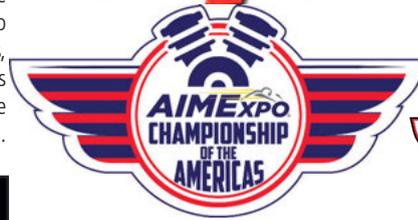
AIMExpo will be staged at Orlando's Orange County Convention Center (OCCC) on October 15-18,

with the Garage Party getting underway with a special event on Friday evening at Ace Cafe Orlando.

Industry veteran Bill Dodge of Bling Cycles will host the Garage Party, with former Hot Bike Girl Leticia Cline serving as the official Garage Party Ambassador.

"I am overwhelmed with all the support we have received for the Garage Party," said Bob Kay, AIMExpo V-Twin Director. "Exhibitors, brands, dealers, media and iconic builders throughout the V-Twin industry have jumped at the chance to get involved.

# Garage Party



What the Garage Party represents, which is also a theme carried throughout AIMExpo, is a fresh and exciting way to celebrate our passion for motorcycles. It is sure to attract a lot of attention and we can't wait to kick things off on Friday at the brand new Ace Cafe here in Orlando."

The festivities kick off on Friday, October 16, with a meet-and-greet at Ace Cafe Orlando for competing builders in the AIMExpo Championship of the Americas. Open to fans and members of the industry, this gathering will feature some of the most talented custombike builders from both North and South America and will serve as the formal start of this world-class qualifier event. The winner, who will be crowned on Sunday afternoon, will earn a coveted entry to the 2016 AMD World Championship of Custom Bike Building, held at the INTERMOT international motorcycle fair in Cologne, Germany. Four classes of motorcycles – Freestyle, Retro Custom, Street Custom and Performance Custom – will be on display throughout the weekend.

The Chopper Legends Showcase gets underway on Saturday morning where custom diggers and choppers from the 70's, 80's, 90's and today will

be highlighted. Featured builders include Dave Perewitz, Charlie Hadayia, Sr., Jesse James, Freddie Arnold, Kyle Shorey, Paul Ponkow, Denny Berg and Pat Patterson.

On Saturday afternoon Bill Dodge will lead a ride from his shop in Daytona Beach, Florida, that will bring riders to the front doors of AIMExpo in Orlando. Live music will keep the Garage Party going on Saturday night, followed by the official AIMExpo after-party taking place at the Ace Cafe Orlando.

In addition to the Championship of the Americas competition and Chopper Legends Showcase, the Garage Party area will feature a number of AIMExpo exhibitors that build retro café and bobber motorcycles, supply parts and engines, and serve as one of a kind motorcycle artisans. In addition to long-standing V-Twin brands such as S&S Cycle, Barnett Tool and Engineering and James Gaskets, AIMExpo will also feature two new brands as Jason Paul Michaels, creator and co-founder of Dime City Cycles, debuts his new venture, Standard Motorcycle Co., and Kyle Shorey introduces Speed Foundry of Texas to the industry.

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<<< Continued from page 64  
previously issued sales guidance. Motorcycle sales increased 57 percent to \$162.1 million for the second quarter of 2015 compared to same period last year, due to continued strong demand for Indian motorcycles and the new Slingshot roadster. Victory, Indian Motorcycle and Slingshot North American retail sales increased over 80 percent during the second quarter of 2015 driven by Indian Motorcycle and Slingshot retail sales, while North American industry midsize and heavyweight motorcycle retail sales were flat compared with the second quarter of 2014. Demand for the Indian Scout, Roadmaster and the new Indian Dark Horse drove an over 100 percent increase in retail sales for Indian Motorcycle during the quarter. Victory retail sales in the second quarter of 2015 were lower than the prior year largely due to poor product availability of the new Victory Magnum and Magnum X-1, a result of the paint capacity constraints in the Spirit Lake facility. Slingshot retail sales continued to perform well ahead of expectations as consumer appeal for the new 3-wheeled roadster remained high. Polaris has increased production to meet the ongoing strong consumer demand for Slingshot. International sales to customers outside of North America totaled \$162.9 million for the second quarter of 2015, down four percent from the same period in 2014, driven by weak currencies. The EMEA region's sales declined 12 percent in the 2015 second quarter, partially offset by a 32 percent increase in Latin American sales and a 15 percent increase in sales in the Asia/Pacific region. Gross profit increased five percent to \$319.4 million in the

second quarter of 2015, compared to \$304.9 million in the second quarter of 2014. As a percentage of sales, gross profit margin declined 166 basis points to 28.4 percent of sales for the second quarter of 2015, compared to 30.1 percent of sales for the same period last year. As expected, currency movements from a year ago, primarily the Canadian dollar, along with higher sales promotion costs negatively impacted gross margins during the second quarter of 2015. However, gross margins were further pressured by approximately \$9.0 million of incremental costs associated with the Company's efforts to correct manufacturing inefficiencies and add capacity to the paint system at the Spirit Lake motorcycle facility. These increased costs were partially offset by lower product costs and lower commodity costs. Operating expenses grew five percent to \$173.0 million or 15.4 percent of sales for second quarter of 2015, compared to \$164.1 million or 16.2 percent of sales for the second quarter of 2014. Ongoing research and development investments and higher long-term incentive compensation expenses were largely offset by operating expense leverage from prior year's infrastructure investments.



Scott Wine, President & CEO of Polaris Industries



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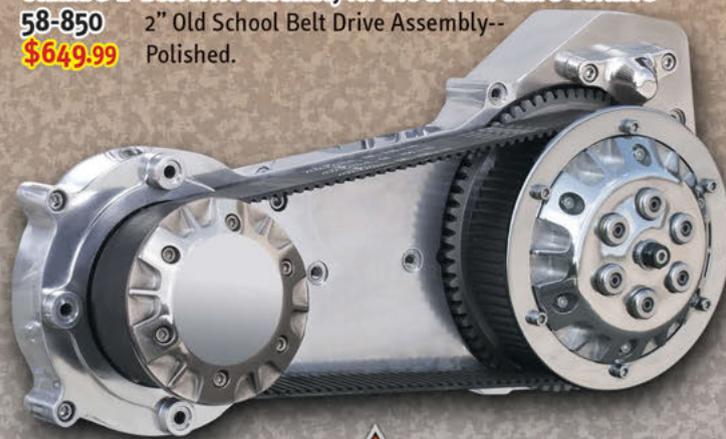
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# Pikes Peak - the start of brand repositioning for Victory?

VICTORY Motorcycles' brave decision to build a prototype naked sports bike and race it at the annual Pikes Peak International Hill Climb in Colorado came to an end when rider Don Canet (editor of Cycle World) low-sided in the second section. Canet had placed fourth overall during qualifying, and led in the exhibition class, but despite remounting he was unable to complete the timed run, retiring in the fourth and final section at around 13,000 ft elevation. Early on in the race Canet was posting speeds that were putting him in the running for an overall podium finish, until he touched the white paint in section two's Brown Bush corner, one of the tightest of their corners. Victory had engaged the services of Roland Sands Design to build the bike using a modified Indian Scout engine. Named Project 156 for the 156

turns on the 12.42 mile course, crashed during testing two weeks before the event, but was rebuilt in time for the main race. "I was off to a strong start and competitive with the fastest bikes on the mountain," said Canet. "My disappointment is more for the team and how much work they put into Project 156 from the very beginning. The bike was working really well today despite being a prototype and being rebuilt after the practice crash a few weeks ago. To go fast here you have to ride outside the paint lines and I got caught out crossing over one. I never let go of the handlebars and got right back up again, but unfortunately the bike stopped running in the last section. Overall, I'm really proud of the team's effort." "We committed to racing a prototype Victory engine in one of the toughest ways possible,



Images: Victory Motorcycles / Todd Williams

and we succeeded in showing how strong an engineering team we have at Victory Motorcycles to develop a competitive motor in such a short time," said Polaris Motorcycles Product Director Gary Gray. Speculation within the v-twin industry suggests that the machine will be used as a rolling prototype/design study for future motorcycle model developments from the Spirit Lake-based manufacturer as parent company Polaris looks set to repurpose the Victory brand as it concentrates its Indian brand on the cruiser market.

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





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By AMD founder Robin Bradley

*R. Bradley*

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## V&H "Preferred Dealer Product Guide"



SEEN here is Vance & Hines's new "Preferred Dealer Product Guide", aka "big book." Described as having been one of the most popular and longest lasting Harley dealer pieces over the past decade, the oversized photos and product specs make it an invaluable exhaust purchase decision-making tool for dealers and



their customers alike.

It includes easy-to-read exhaust product features and part numbers, Fuelpak FP3 highlights and product spotlights on the newest VO2 90 and Grenade Air Intakes. It is organized by model product offerings for Touring, Softail, Dyna and Sportster.



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

## David Zemla Joins S&S

DAVID Zemla has joined S&S Cycle as their new Vice President of Marketing. David is a motorcycle industry veteran with an impressive track record of marketing successes. Before coming to S&S, David served in marketing leadership positions in several well-known, respected and successful companies such as Performance Machine, Burly and Progressive Suspension. The company says that Zemla brings a "comprehensive skill set to S&S. In addition to being well versed in traditional

marketing channels, he has expertise in contemporary marketing techniques including content creation, website design and management, social media marketing and marketing analytics. He has an in-depth understanding of the technology and best practices to leverage these powerful tools." S&S President Paul Langley describes David as "the kind of knowledgeable, connected and innovative person we've been looking for to lead our marketing efforts."



Speaking about his appointment, Zemla said "I'm excited to play a pivotal part in

the next chapter of this storied brand." [www.sscycle.com](http://www.sscycle.com)

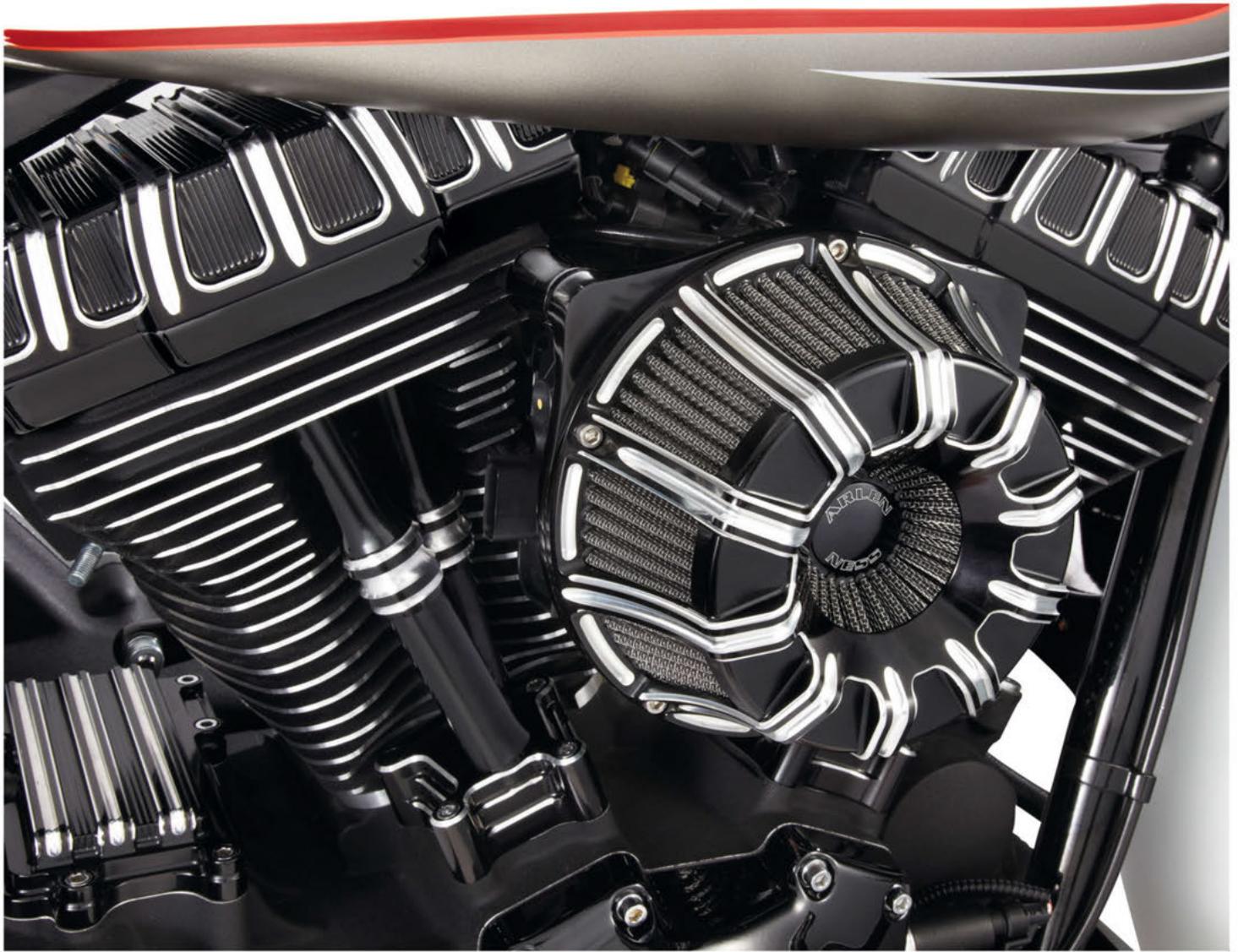


## Ridewright bring chroming in-house

RIDEWRIGHT Wheels, the Anaheim, California-based custom wheel manufacturer, has brought the chrome plating process used in the production of its wheels in-house. It says the move was made to ensure higher quality, faster turnaround and more creative control for its complete line of El Camino, Omega and Exotica wheels. "We are the innovation leader in

motorcycle wheels, and we wheelwrights always strive to increase efficiency and improve on quality," said Sam Wakim, President of Ridewright Wheels. "By taking this process in-house, we expedite improvement goals, open more creative opportunity and decrease the time it takes to get our wheels to our customers." [www.ridewrightwheels.com](http://www.ridewrightwheels.com)





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## POWERSPORTS INDUSTRY INSIDERS

**In the US the Governors Highway Safety Association (GHSA) is stating that motorcycle fatalities decreased for a second year in succession in 2014, but remain 26 percent higher than a decade earlier. GHSA projects that there were 4,584 deaths in 2014, down by -1.8 percent over 2013.**

AMD was saddened to hear of the untimely and tragic death of Daytona Twin Tec co-founder Chris Schroeder. The ex Crane Cams man was one of the leading electronic tuning product engineers in the motorcycle industry.

**Drag Specialties is one of the lane sponsors this year at one of Europe's premier drag racing events - the annual Nitrolympx at the famos Hockenheimring, Germany, August 7-9th. Said to be the biggest drag race meet outside the US, classes will include European Championship Supertwin Top Gas and Supertwin Top Fuel rounds.**

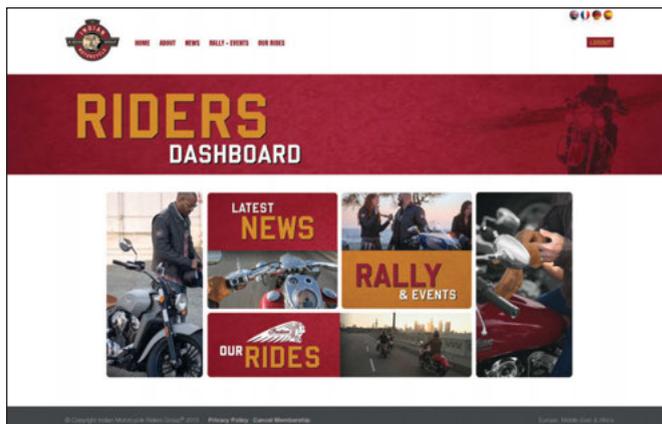
Inductees at the Sturgis Hall of Fame this year include 'bagger' customizer John Shope of Dirty Bird Concepts fame at Phoenix, Arizona; 'Springer King' Sugar Bear of Gardena, California ("If it ain't long, it's wrong"!); well known custom bike builder Eddie Trotta of Thunder Cycle Designs fame; Chris McIntyre, founder of the EagleRider motorcycle rentals empire, and the excellent and hugely respected Don Tilley of Statesville, North Carolina - authorized Harley-Davidson dealer and performance tuner extraordinaire. Sadly Don was killed in a motorcycle accident last year.

# Indian launch IMRG in Europe

ALREADY established in the USA, the Indian Motorcycle Riders Group (IMRG) is now expanding to include owners living in Europe, the Middle East and Africa.

Dario Baraggia, EMEA Brand Manager for Indian Motorcycle, explained the reasons behind the expansion: "It's to encourage community and camaraderie among Indian Motorcycle owners, no matter which country they live in. We hope that the IMRG will connect members so that the ownership of an Indian Motorcycle, of any era, whether in Europe, the Middle East or Africa, is as authentic as owning one in the USA."

Members will join a dealership based local 'chapter'. A special IMRG



website has been launched and it has a 'Riders Dashboard' with details of planned ride-outs, events and meetings. Owners will be registered to the IMRG by the dealer. Previous

and existing owners can become members by visiting their local Indian Motorcycle dealer.

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

## Avon 15,000-Mile warranty for Cobra

AVON Tyres has announced a new 15,000-mile (24,000-kilometer) limited treadwear warranty program covering the popular Cobra touring and Storm 3D X-M sport touring tires.

"We develop industry-leading products and stand behind them with great warranties like the new treadwear warranty program for the Cobra and Storm 3D X-M," said Ken Warner, Vice

President of Marketing for Avon Motorcycle Tyres North America. If the tread wears to the treadwear indicators within the first 15,000 miles of normal use, the company will award a credit adjustment in the form of a prepaid card for the unused mileage. Available on tires purchased in the U.S. and Canada, the warranty covers the tire for a maximum of two years from the date of purchase. The treadwear warranty applies to the original purchaser only when installed by a retail motorcycle dealership, and registered within 10 days of the original purchase. Incorrect inflation, off-road use, racing, sidecar application, dyno testing and deliberate or malicious damage will invalidate the warranty.

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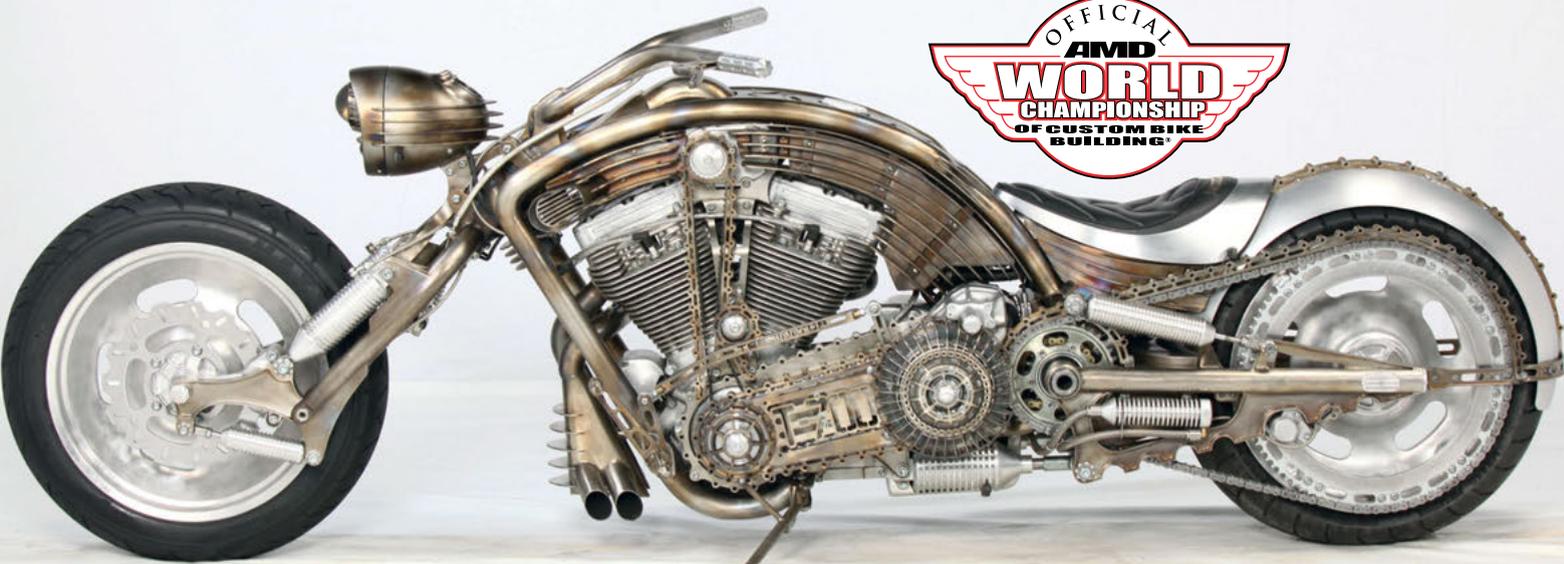
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# HASTA LA VISTA, BABY

**W**HEN Yuri Shif was approached by Andrey Kuznezov about building a custom bike he already had some ideas in place. After some conversations, the idea was born to create a bike that would commemorate the 30th anniversary of the first Terminator movie. Named Terminator, and using many parts labeled YSC T700 in tribute to Arnold Schwarzenegger's character in the film, the bike made its debut at the 2014 AMD World Championship of Custom Bike Building.

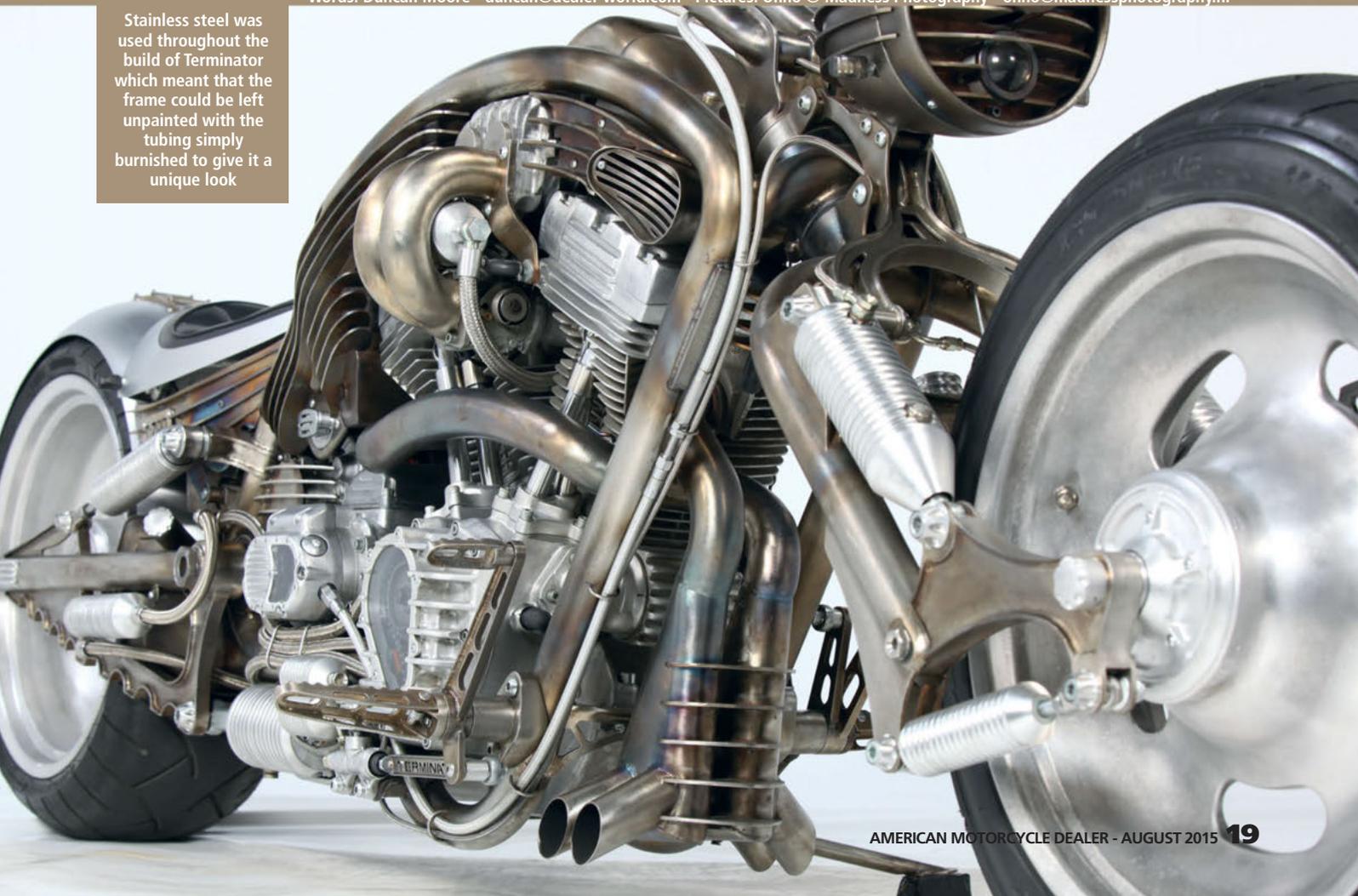
Shif is known for making unusual choices when

it comes to the bikes he enters in the AMD World Championship of Custom Bike Building...previous entries include a bike with dual Ural engines. However, for this entry in the Championship he went with a more conventional engine choice, but decided to use only aluminum and stainless steel in the build. Due to this decision, the first stage of the build was to create a frame. Described as being a YSC T700, it has 2in of stretch combined with 44 degrees of rake. What is highly unusual is the swingarm arrangement. The bike appears to have four shocks; two under the bottom of the bike, like a Softail, and two in the conventional location. The reason for this is that two of them control the ride

James Cameron's movie The Terminator celebrated its 30th anniversary in 2014, and to coincide with that date, Belarus custom builder Yuri Shif created a custom build inspired by Arnold Schwarzenegger's cyborg character in the movie

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

Stainless steel was used throughout the build of Terminator which meant that the frame could be left unpainted with the tubing simply burnished to give it a unique look



# AMD CUSTOM BUILD

height and the other two provide the suspension.

A similar arrangement of doubled up shocks is used on the front of the bike, which again is described by Shif as being a YSC T700. However, the design is based upon that of a Springer, is made from stainless steel and incorporates the bike's handlebars.

The bars themselves carry an internal throttle and billet grips, all of which were made in the workshop at Yuri Shif Customs.

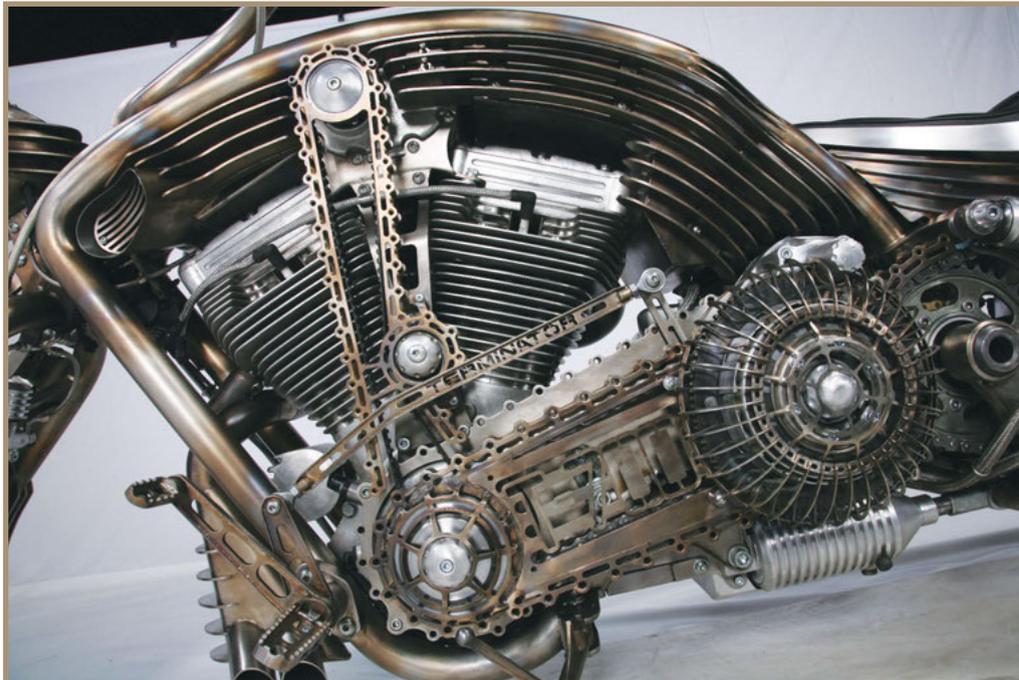
Housed within the YSC T700 frame is a 95ci Twin Cam motor. This has had its performance enhanced with the fitting of a supercharger. The charger was originally meant for a new Mini, but here it is mounted just above the inlet ports of the motor on a custom manifold and is driven by a belt from the crank pulley. The intakes for the air cleaner on the supercharger are in either side of the frame just behind the headstock. Other changes to the H-D motor include the addition of a windowed cover on the timing case, which is matched by a similar design on the bike's transmission.

Because the supercharger takes up the space where the gas tank would normally sit, the tank has been moved back and down, and this in turn has meant that the custom stainless exhaust is now routed to the front of the bike.

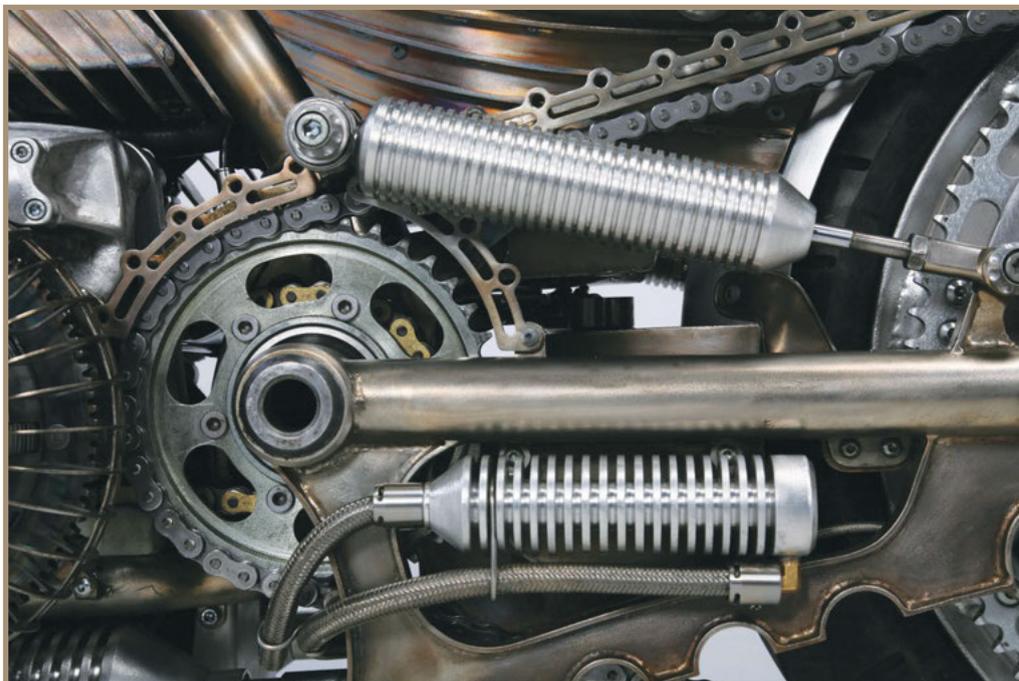
Sitting just in front of the exhaust is a V-Rod rear wheel, which has been repurposed as the front wheel for Terminator. It carries a YSC T700 brake and a Maxxis 120/90-18 tire.

While the rear wheel may appear to be the same design, it is in fact the product of Shif himself, as no H-D wheel would be wide enough to carry the Metzeler 240/40-18 tire used. Nor would an off-the-shelf wheel be suitable to carry the combined perimeter brake rotor and drive pulley combined into a single piece. The drive to the rear wheel goes via a jackshaft and second chain from the gearbox to provide clearance without having to offset the engine.

Wide rear tires may not now be as popular as they once were, but Shif's Terminator, complete with wide tire, was appreciated enough by his fellow competitors at the 2014 AMD World Championship to be placed 13th in the Freestyle class.



The second belt off the engine pulley is used to operate the supercharger mounted between the engine's cylinder heads



A jackshaft from the transmission creates space for the 240-section tire and an airride system drops the bike on the floor when it's parked



Like the frame, the bodywork on Terminator was all hand-crafted from stainless steel



In order to deal with the tight clearances around the motor, Yuri has routed Terminator's exhaust forward with the collector in front of the frame's downtubes



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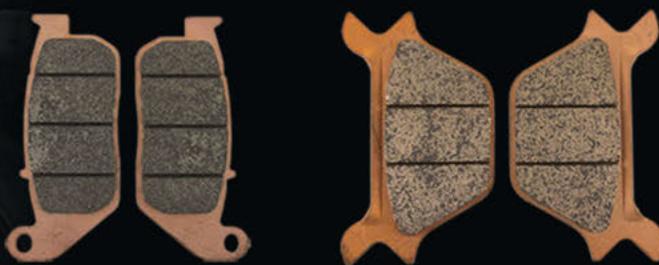
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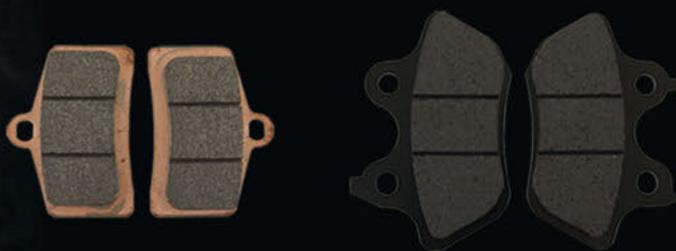
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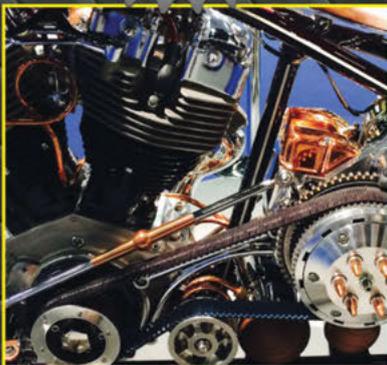
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MOTORCYCLE GROUP

# BSL Exhausts to celebrate 20 years in 2016

**F**OUNDED in Austria by Wolfgang Wakolbinger and Klaus Peinbauer in 1996, Bike Shop Linz (BSL) started to prototype their own exhaust pipes in 1999, with the first products going on sale in 2000.

Before they opened their workshop their custom bikes had become highlights at some of Europe's most popular shows, many of them built on Harleys that they had imported from the United States - this was commonplace in Europe in the 1990s at the time when Harley's European management structure and dealer network was still a work-in-progress and when wait lists were driving price premiums for new models. Once they had their business up and running, their initial custom fabrication parts offerings, such as carbon and GFK fenders and chassis components, were complemented by selling selected well known European made products such as the German made HPU frames program. In 2001 and 2002 BSL concentrated on the demanding and expensive process of gaining street-legal certification for their exhausts; their popular and well received 'Hot Shot Pipes' made their debut in 2006. Steel fenders and custom air cleaners were followed in 2008 by the launch of their internationally type approved Euro-3 Hot Shots and Touring model systems. Well known European Harley-Davidson aftermarket parts, accessory and performance specialist Zodiac International started to distribute BSL exhausts in 2006 and since then the product line has grown rapidly.

To celebrate their 15th anniversary in 2010/2011 BSL unveiled a big program of celebration product initiatives - 15th Anniversary Hot Shot pipes, Skull Headers,

96 Headers, more brand-new street-legal exhaust applications, including for Tourers, and new air cleaners.

Now they are eyeing their 20th anniversary next year, the company is operating out of much expanded facilities of over 1,000 sqm (approximately 10,000 sq ft) and employs 12 people. BSL currently makes exhausts for all Evo, Twin Cam and V-Rod models and makes Panhead, Shovelhead and custom bike exhausts on special order.

**BSL products GmbH**  
**Leonding, Austria**  
**Tel: +43 (0)732 370147**  
**office@bsl.at**  
**www.bsl.at**



BSL's 1,000 sq m (10,000 sq ft) shop and factory at Linz, Austria



BSL's proprietary design baffles mean their exhausts are internationally type approved, meeting Euro-3 emissions standards



Wolfgang Wakolbinger (left) and Klaus Peinbauer opened for business in 1996 and introduced their first exhaust designs in 2002



BSL 'Troublemaker' 2:2



BSL 'Firestarter' 2:2 in black finish



BSL 'Fire Starter' 2:2 in chrome



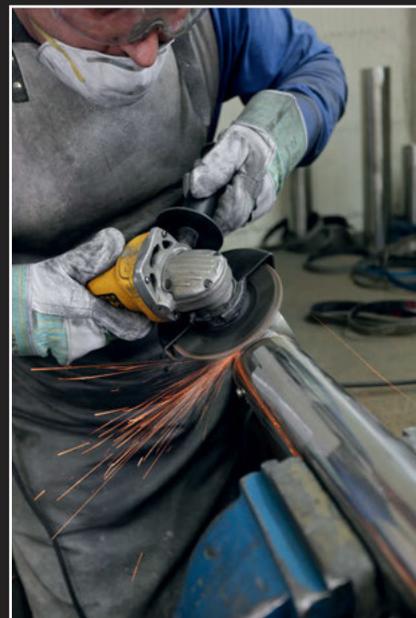
BSL 'Dragger' Drag Rip Style 2:2



BSL 'Top Chopp Spoon' 2:2



BSL 'Rainbow' 2:1



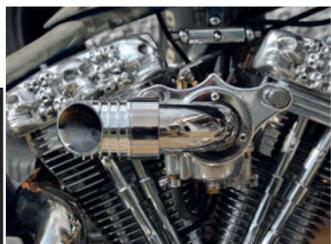
All stages of the manufacturing process, including polishing, are done in-house



Photography © Peter Schulz



Zodiac International carries a selected range of BSL product inventory - check with your Zodiac sales agent for availability



BSL custom air cleaners have become a signature for their own custom bike projects and for other builders at shows throughout Europe



BSL 'Flat Rod' 2:2



BSL 'Rainbow' flatside 2:2

## Primary Chains

BIKER'S CHOICE is offering premium quality 'endless' primary chains under its Twin Power performance v-twin parts, components and service items program.

Precision ground side plates are said to ensure smoother operation. The durability and reliability achieved through specifications and performance designs are said to exceed motorcycle manufacturer original equipment specifications.

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



## 10-gauge Victory product line

ARLEN Ness Motorcycle's product line for Victory features 10-gauge gas caps, muffler tips and engine covers. Each product is either finished in chrome or black anodized, made in the USA, and sold separately. The muffler tips are designed to fit 2008 and up

Gas cap

Engine cover



Muffler tip

Cross Country, Cross Roads and Vision models. All 10-gauge products are complementary to each other for matched styling.

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



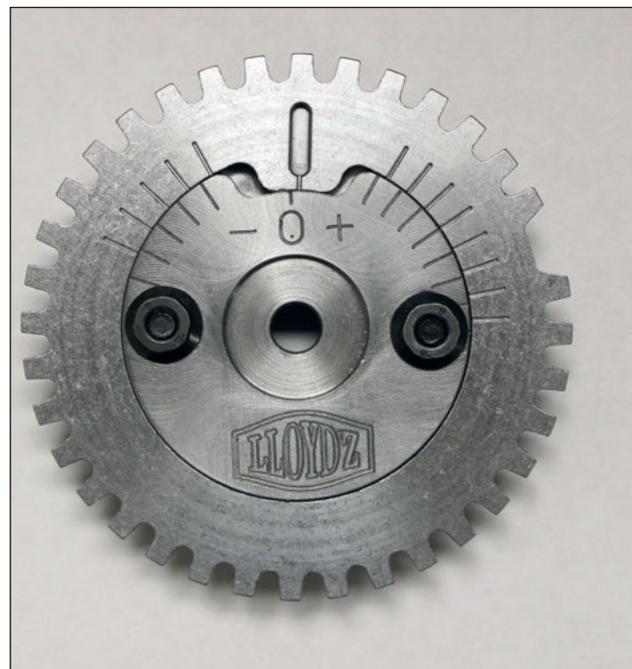
## Quicker throttle at lower rpms

LLOYDZ Motorworkz of Pine Bush, New York, has this Precision Timing System that allows for 6 degrees of retard and 8 degrees of advance timing adjustments, for use on all '08 and up Victory models.

The HOH-PTS-08 offers approximately 8 HP, 15 ft lbs of torque and complements the PCV and other fuel controllers. It can also be used to help eliminate pre-detonation ("pinging") on some engines, works with any combination of parts and will make timing adjustments at under 2,500 rpms.

LLOYDZ recommends replacing the cam cover gasket when installing their timing system, which is available from them separately.

**LLOYDZ MOTORWORKZ**  
 Pine Bush, NY, USA  
 Tel: 845 744 4889  
[parts@lloydz.com](mailto:parts@lloydz.com)  
[www.lloydz.com](http://www.lloydz.com)



# Custom V-Twin Parts, Built Right!

## HHI Delivers Complete Front Kits

HHI has assembled 23", 26", and 30" conversion kits that include everything you need for your build from triple trees, steel wrap fender kits, brake lines, HHI calipers & floating brake rotors in 11.5", 1.8", 13" and 18" sizes, wheels & mounted tires, and even pre-assembled complete front ends with air shocks.

Call HHI for a complete integrated solution for your custom touring bike build!

### Direct Bolt-On Calipers

- Features the time-tested HHI 4-Piston Differential Bore design in Chrome or Black Anodize
- Fits Stock 11.5" or 11.8" Rotors
- For ABS or non-ABS



### 4 & 6 Piston Brake Calipers and Floating Rotors

- 11.5", 11.8", 13", & 18" Rotors in HHI Pin Drive and Cog Drive Styles
- Available in HHI designs, matching Renegade designs or your custom design
- Chrome, Black Anodize or Contrast Cut finish
- 1984-Up HD® fitments



2014-Up



1987-2013

### X23 Bolt-On Triple Tree

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

### New! 49mm Neck Rake Kit

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



Check out the NEW 2015 HHI Catalog!



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- Available for 1941-E84/1990-15 Big Twins and 1991-03 Sportsters



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- Derby cover gasket included
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- Available for 1998-15 HD Big Twins

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# MCS adds Evolution Industries, launches own-brand oils

MOTORCYCLE Storehouse, the Netherlands-based V-twin parts and accessories distributor, has launched its own line of lubricants. Created for American V-twins, base oils are blended with additives for specific applications. The company states that the new oils are designed to "ensure a consistent, efficient cooling and lubrication of all vital components, even in extreme conditions."

Available in SAE 50 mineral and SAE 20W50 in mineral or full synthetic, lubricants for transmission, primary, XL primary and transmissions and a DOT 4 and DOT 5 silicone brake fluid are also offered.

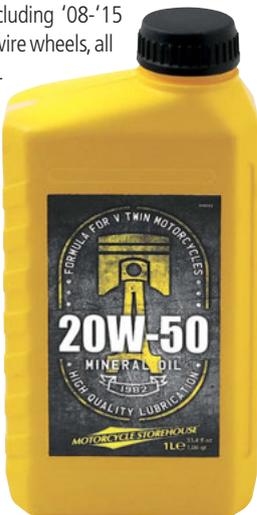
Motorcycle Storehouse is also now selling the full range of **Evolution Industries'** products, which includes components throughout the primary drive and starter line such as transmission pulleys, 'solid' motor sprockets, stock or custom length primary chains, starter jackshaft assemblies, starter pinion gears, starter ring gears and other clutch/starter components as single items or in stock replacement or custom application kits.

Kit options include a complete high-performance clutch basket and motor sprocket to increase or decrease rpm, and for a performance primary belt drive kit for '04-'15 Sportsters.

Created for use on '11-'13 Softail, '12-'13 Dyna models, the **NAMZ** CAN-bus controller allows the use of traditional style handlebar controls on these models that use CAN-bus switch technology.

A new addition to the **Roland Sands Design** product range available through Motorcycle Storehouse is the line of differential bore brake piston calipers. The callipers, which will work on '00-'15 Big Twins (excluding '08-'15 Touring, all Dyna with wire wheels, all Springers), '00-'15 XL (excluding wire wheels), and '02-'05 VRSC models, feature 1.125in and 1.375in bores to compensate for leading and trailing edge brake pad wear. They can be used on the front as a direct fit, or at the rear with the appropriate

Motorcycle Storehouse has now launched its own line of v-twin application lubricants



Performance Machine caliper bracket. Finish options are chrome, 'Black Ops' or Contrast Cut.

**MOTORCYCLE STOREHOUSE BV**  
**Bedum, NETHERLANDS**  
**Tel: +31 (0)50 303 9775**  
[info@mcseurope.nl](mailto:info@mcseurope.nl)  
[www.mcseurope.nl](http://www.mcseurope.nl)



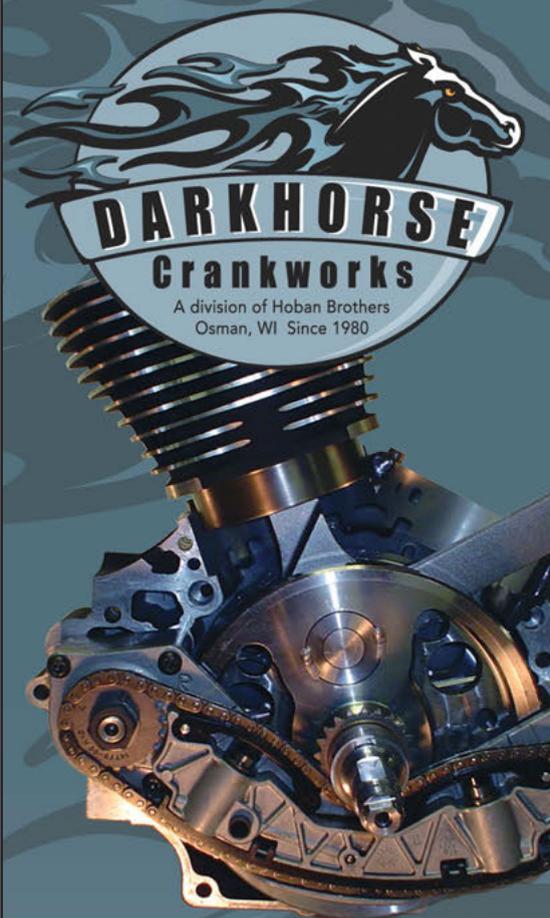
Regular hand controls can be used on '11-'13 Softail, '12-'13 Dyna models when a NAMZ CAN-bus controller is installed



The latest RSD brake caliper features differential sized bores



The Evolution Industries range of parts includes this primary drive kit for Sportsters



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## Improved stroker pistons for Harley 45's

WICHITA, Kansas based performance specialist Truett & Osborn say that their new cast stroker pistons for Harley 25 inchers are "the perfect choice to go along with our stroker flywheels for the 45 cubic inch flatheads."

Made with correct cam grind and material to eliminate problems with piston seizing and loose fit, they come complete with rings, pins and clips and are available in Std, +.010, +.020, +.040 and +.060.

These pistons are said to arrive at the same height in the cylinder as a stock piston, when used with 4 7/16" stroke. They are also available for 4 1/2" and 4 5/8" strokes. The piston will arrive approximately .030" higher in cylinders with 4 1/2", and the piston will "pop-up" above head gasket surface when used with 4 5/8" stroke.

Founded in 1970 by Paul Osborn, Truett & Osborn owe their v-twin performance engineering



credentials to the legendary drag racing exploits of Sturgis Hall of Fame inductee Bonnie Truett.

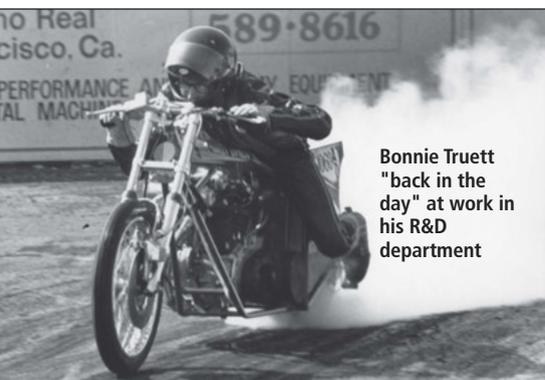
Truett started racing in the 1960s, and was constantly working to get more out of his drag bikes. He started by changing the flywheels in his own Sportster, but eventually he and Paul Osborn started to create and manufacture their own flywheels, frames, cams, cylinders and rods.

In the 45 years since Truett & Osborn set out on their quest for cubic inches, over 15,000 sets of their stroker flywheels have been installed "without a single failure, even in the blistering conditions of top fuel."

This year again sees Truett & Osborn sponsoring their 44th annual Motorcycle Drag Races on August 15-16 at the Kansas International Dragway.

**TRUETT & OSBORN**  
Wichita, Kansas, USA  
Tel: 316 682 4781

E-mail: [info@truettandosborn.com](mailto:info@truettandosborn.com)  
[www.truettandosborn.com](http://www.truettandosborn.com)



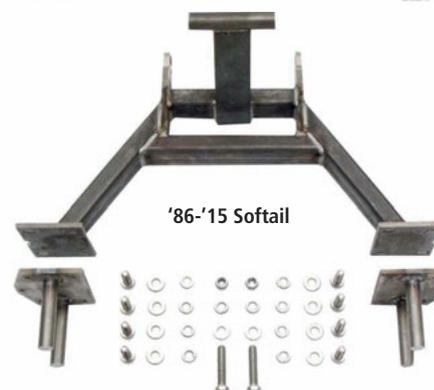
Bonnie Truett "back in the day" at work in his R&D department

## Trike conversion swingarms

PAUGHCO is offering what it believes is the largest and most comprehensive selection of trike conversion packages currently available on the market. Designed and manufactured to adapt various models to the traditional three-wheel format (two wheels at the rear), each of the components that make up the conversion kits is available individually, including the application-specific swingarm assemblies.

Paughco is offering trike swingarms to fit '58-'84 FL and FX, '87-'99 FXR, '91-'15 Dyna, '86-'15 Softail, '93-'15 Touring, '86-'03 Sportster and '04-'15 Sportster models. Each kit comes with applicable brackets and hardware and is available in raw or a black powder coat finish.

**PAUGHCO INC**  
Carson City, Nevada, USA  
Tel: 775 246 5738  
[info@paughco.com](mailto:info@paughco.com)  
[www.paughco.com](http://www.paughco.com)



## More 'Bad boys' from Sinister

BASED at Turlock, Northern California, Sinister Wheel has added more designs to its 'Bad Boy' wheel line-up. Back in March we featured their 'Labyrinth', 'MC Supra' and 'Chopper' designs; seen here are 'The Symbolic' and 'The Runner'.

CNC machined from Rotary Forged 6061-T6 heat-treated aluminum, they are available in sizes from 16 x 3.50 right the way up to 32 x 4.00 and all popular size points between. Finishes include black, polished or a choice of custom colors. ABS friendly/compatible configurations are also available, some with a choice of Cush or Non-Cush drive hubs; matching air cleaners, rotors and pulleys also available. Sinister offers over 20 billet



The Symbolic



The Runner

wheel designs (plus 3D styles) in its 'Bad Boy' line, including the 'Billet Daddy' Rotary Forged aluminum spoker - a design that references Sinister's 'Big Daddy' steel step-lip outer and 'Big Phat Daddy' billet aluminum soft-lip outer 3/8" 304 stainless steel spoke wheels - a program that Sinister founder Ali Afzal acquired from Road Wing Design in 2002.

**SINISTER WHEEL**  
Turlock, California, USA  
Tel: 209 664 0207  
[info@sinisterwheel.com](mailto:info@sinisterwheel.com)  
[www.sinisterwheel.com](http://www.sinisterwheel.com)



# S&S® Cycle Rebuilds Stock Engines

*We've been doing it for years!*



## ENGINE REBUILD PROGRAM

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You may have heard that Harley-Davidson® no longer offers the factory remanufacturing program, but not to worry! S&S has been offering a similar service for years. We still do, and the *S&S Engine Rebuild Program* offers a lot of extras the factory didn't.

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For program details, visit [www.sscycle.com/stock-engine-rebuild](http://www.sscycle.com/stock-engine-rebuild) or call 1-866-244-2673

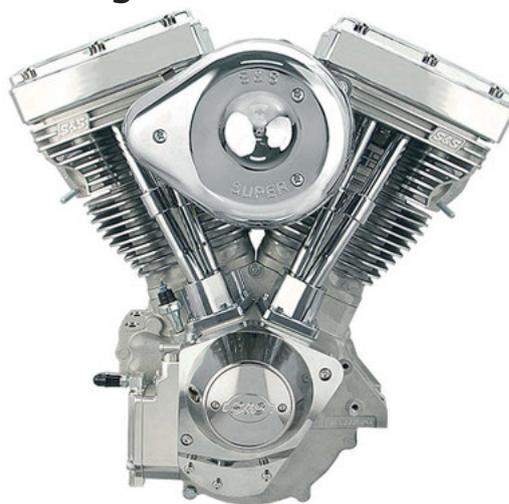


# IN PRAISE OF

**H**ARD to believe, but it will soon be some 20 years since Harley-Davidson started to replace the Evo engine with the Twin Cam. Indeed it is already 31 years since the 1984 debut of the powertrain that is widely regarded as turning Harley around after the 1981 management buy-out from AMF and subsequent near-death experience. Though not a revolution in technology terms as such, the Evo did feature much new thinking relative to its predecessors. Initiatives such as the improved cooling and elimination of temperature differentials by using all aluminum rather than aluminum mated to cast iron construction; then there were the revolutionary customer-friendly initiatives such as being oil-tight, reliable and durable.

My, how the purists howled - for as long as it took

## V124 Engines



## 89" Stock Bore Stroker Ho



For those who want to "go the whole hog", S&S V124s for stock Evo carbureted, fuel injected or custom Evo style frames feature their recently introduced press together 1.671" diameter crankpin/.927" wristpin 3-piece flywheel assemblies with the long piston stroke and high performance gear driven cam resulting in large horsepower increases over the stock engine. Available in natural or Wrinkle Black powder coat finish, the Super G carb has a signature S&S teardrop slotted "Slasher" air cleaner cover, 640 camshaft, S&S forged pistons (and piston cooling jets), 10.8:1 compression ratio, 4-1/8" bore by 4-5/8" stroke, large fin pack on the heads and cylinders, high-volume/high-pressure oil pump and electric compression release for easy starting under any circumstances. Options include Intelligent Spark Technology (IST) or Super Stock ignition system on carbureted engines. For fuel injection engines, single bore EFI throttle body with S&S Classic Teardrop air cleaner, Magneti Marelli style S&S Variable Fuel Injection (VFI) module with built-in three stage engine overheat protection, closed loop fuel system, dual oxygen sensors provide air-fuel ratio feedback for correct fuel delivery under any condition and S&S ProTune II software provides base fuel maps for most aftermarket exhaust systems

## S&S Sidewinder kits



Available from 88" out to 103" displacements, S&S 3-5/8" big bore/stroker kits are available for 1984 - 1999 carbureted and 1995 - 1998 EFI engines. S&S say they offer a significant increase in horsepower and torque and include cams, tappets, valve springs, rocker arms, rocker covers, manifolds, carburetors, EFI throttle bodies and EFI modules. The kits can be configured to order (CTO) and are available natural or Wrinkle Black powder coat finish

## 80" Hot Set Up Kits



S&S has been making stock bore stroker kits for years and gains for the money and ease of installation many riders reuse the stock cylinders, heads and crankcases since they don't require crankcase modification for maximum performance S&S recommends their S&S camshaft, carb, pushrods and S&S cyclinder heads. 1995 - 1998 EFI engines, can be configured to order (CTO) and are available natural or Wrinkle Black powder coat finish

"Boost performance without having to split the crankcases" say S&S about these kits. For 1984 - 1999 carbureted engines, installation is "as easy as a stock top-end rebuild" with no flywheel rebalancing required. The kit delivers 80 cu in at 10.2:1 compression ratio. The kit includes cylinder heads, a Super Stock cylinder head kit with valves and springs installed, manifold with o-rings and flanges, all the required hardware, top end gaskets, a 561 S&S cam, adjustable chromoly pushrods, an HL2T spacer kit to limit the range of travel of the hydraulic tappet plunger, a Super E carb kit - just add the required oversize pistons, or order with mated and fitted pistons; available natural or Wrinkle Black powder coat finish

# OF THE EVO

## 3-5/8" Stroke and Hot Set Up Kits



since the early 1960s. The excellent power mean they are still popular. Stock bore strokeers use, which helps make them economical, and as, they are easy and economical to install. For '89" Stroker Hot Set Up kit which includes an Super heads. They fit 1984 - 1999 carbureted and to order (CTO), and S&S report "significant" power and torque

Built around their most popular 3-5/8" bore Sidewinder, these kits include a 585 camshaft, carb, pushrods, and all required hardware and gaskets in addition to the standard 4-5/8" flywheel assembly, 3-5/8" cylinder and piston kit, .640" valve springs, adjustable chromoly pushrods, an HL2T spacer kit and a Super E carb. Described as an economical route to a large displacement engine, performance can be further enhanced by the addition of Super Stock cylinder heads, but the kits can also be configured without heads if S&S performance replacement or stock heads are to be used

## V111 Engines



Available for '84 - '99 carbureted chassis and custom Evo-style frames, the shorter than stock height makes for easy installation. Short stroke is said to produce less vibration and longer engine life, with piston cooling jets, large cooling fins, High Volume High Pressure oil pump, S&S 585 cam and lightweight single coil valve springs to minimize valve train noise, S&S forged rocker arms, chrome plated rocker covers, tappet guides, and gear cover and Super E carb. The V111 features the recently introduced press together 1.671" diameter crank pin and .927" wrist pin 3-piece flywheel assembly. Options include natural, Wrinkle Black powder coat or polished finish and Super Stock ignition

to get an order placed at their nearest dealership! Initially the company was only making some 30,000 or so of the Big Twin Evo configuration; indeed the company's entire output was only around 36,000 bikes in 1986, but by the time Harley closed down production of the Evo, estimates suggest that some 1.4m 1,340cc/82 cu in Evos had been made, plus the 883/1200cc unit construction Sportster variants.

Indeed, in addition to saving Harley-Davidson, the Evo is also credited with taking customizing in an altogether new direction, fuelling the ground-up build boom of the 1990's, with the wait-list inspired closure of the factory crate motor program in the mid-1990's handing the momentum that Harley had built to the aftermarket on a plate. Not surprisingly it was right around that time that S&S Cycle themselves went in the opposite direction, bringing together packaged component offers into a single part number complete engine order opportunity for the first time. The rest, as they say, is history.

The abiding characteristic of the Evo, the one big factor that was truly revolutionary in Harley engine terms, was its durability. Evo engines could do tens of thousands of miles, hundreds of thousands of miles even, in a way that prior Harley power plants simply couldn't.

In the wake of all those miles there emerged a stock replacement and performance upgrade component aftermarket the like of which had also never been seen before - with S&S Cycle leading that market. Fast forward to 2015, and there are still thousands, probably hundreds of thousands of Evo engines still doing the miles, no doubt repeatedly 'breathed on' since they came out of the factory gates, and no doubt many of them 'breathed on' by S&S dealers and their customers. Having paid homage to what the Evo did for us, time perhaps to remind ourselves what we can do for the Evo. Here we present a round-up of some of the components and performance upgrade packages that S&S Cycle still has as active SKUs, 31 years after that fateful launch.

## 96" Hot Set Up Kits



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Not legal for sale or use on CA or EPA pollution controlled motorcycles originally equipped with mufflers containing catalyst

# It's the details that matter

ZODIAC International has expanded its range of **Biltwell** products with the addition of the Gasolina fuel bottle. Holding 0.396 US gallons of gas, it features a durable ABS cap with a slot for a dummy cord or carabineer that uses an O-ring to stay sealed and safe. The Gasolina bottle can be ordered complete with an exclusive to Zodiac Texas Leather fuel bottle holder that straps to the bike, or with a black Texas Leather 5.5-liter Softail swingarm bag.

Also by **Texas Leather**, and exclusively available through Zodiac, is the fiberglass covered with cowhide leather Dyna Hard-Shell bag. Designed for use on the left side of Dyna models, the bag is shaped to clear the turn signal, shock and belt guard. Fitting does not require equipping the bike with saddlebag holders as the bag fits straight onto the left fender strut of all '91 to present Dyna models. It measures 42cm long, 42cm high and 19cm deep, and has an approximately 25 liter capacity.

The **Nano turn signal relay** is claimed to be the world's smallest turn signal flasher. Measuring only 12 x 6 x 4mm, it fits inside a handlebar or into most handlebar controls. It can handle 0.5W to 42W and ensures the same flashing frequency, no matter what the turn signal load is. The flasher is molded into waterproof epoxy, has two 100mm leads and can be used for both 6V and 12V applications.

Comet Racing forward controls for use on the V-Rod are designed in Italy by **Rebuffini** and machined from billet aluminum. They fit all V-Rod models '06 - '11, except the VRSCR. The left side is supplied with an adjustable shifter rod, and the right side with a master cylinder cover that fits over the existing rear brake master cylinder.

Exclusive to Zodiac Europe, the **Factory** 4-1/2in 'Electroline' light is hand-cast from aluminum using traditional methods. It features a 4-1/2in 12V 35W sealed beam unit, stainless hardware and bottom mounting block.

Zodiac is also offering an economically priced stock replacement for the OEM saddlebag latch kit. Supplied complete with grommets, lid gaskets, backing plates, cushions, bail head studs, brackets, latches, wear plates, tether straps, saddlebag locks with keys, screws and nuts, it will mount left and right hard bags. A choice of left and right face plates are available from Zodiac's range. The kit works with '93-'13 stock and aftermarket custom saddlebags.

**ZODIAC INTERNATIONAL BY**  
**Mijdrecht, NETHERLANDS**  
**Tel: +31 (0)297 288 621**  
**sales@zodiac.nl**  
**www.zodiac.nl**



Rebuffini's billet aluminum Comet Racing forward controls fit V-Rod models from '08 - '11



**Biltwell's Gasolina fuel bottle** measures 12 1/8" by 3 1/2" and is designed to fit into a saddlebag or backpack. It can be ordered with an exclusive to Zodiac Texas Leather holder



The Factory 'Electroline' light is hand-cast in aluminum using traditional methods



The Texas Leather Dyna Hard-Shell leather covered fiberglass bag is designed especially for the left side of Dyna models '91 and up



All the parts needed to repair or service stock or aftermarket saddlebag latches from '93 to '13 are included in the Zodiac saddlebag latch service parts kit



This Nano turn signal relay is claimed to be the world's smallest turn signal flasher and fits into the handlebar on most controls





# ELLIPSE

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- ✓ ALL BLACK ANODIZED
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10-years guarantee on internal system (rebuild kit)



Rebuffini® Cycles hasn't any connection with the Harley Davidson® trade mark and/or with their dealers. All items with trade marks, names or identification trade marks for motorcycles are only used as reference for the use of particular accessories of our production.

# Crusher Maverick Air Cleaner

DESIGNED to deliver an "aggressive appearance with high-flowing performance", according to Crusher, the all-new Maverick air cleaner for Harley-Davidson Big Twins and Sportsters is described as sharing the same styling attributes as Crusher's flagship Maverick Series slip-on mufflers and 2-into-2 full exhaust systems.

Featuring a high-flow K&N filter element that's semi-exposed by an aggressively designed forged aluminum cover. Stainless steel mesh screen insert is said to provide additional styling and protection from debris. The high-flow radiused inlet to the throttle body on the die-cast back mounting plate "delivers

significantly improved airflow versus stock units."

Available in Satin Black or Chrome finishes, full kits also include mounting brackets and all hardware necessary for installation on 1991-'15 XL models, '93-'99 Evo Big Twins with CV carb, '99-'15 Twin Cams with CV carb or Delphi EFI, and all '08-'15 Touring/Trike models.

**CRUSHER**  
Somerset, Wisconsin, USA  
Tel: 715 247 5008  
[info@crusherperformance.com](mailto:info@crusherperformance.com)  
[www.crusherperformance.com](http://www.crusherperformance.com)



# Rivera Primo HedLed Touring Kit

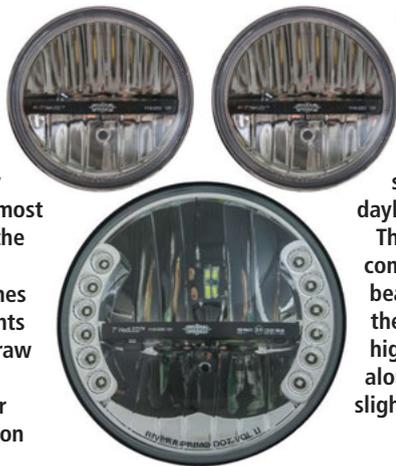
RIVERA Primo has responded to customer requests and introduced a new version of its HedLed – the HedLed Touring kit. The new kit is made up of one of the company's LED solid state 7in headlamps and two proprietary 4-1/2" all LED spot lamps, both with high and low beams, said to be capable of outshining any halogen or HID light and most other LED headlamps on the market.

The Touring kit "combines the look of traditional lights with the low amperage draw of LEDs, making them suitable for use with older alternator systems found on earlier models."

The integral LED turn signals/running lights on the 7in headlamp are wired in separately, while the high and low beams are a simple plug-and-play into the OE wiring harness (2014 and later models

require a separately available adapter harness). Use of Rivera Primo's Programmable Load Equalizer allows the integral turn signal's ultra-bright amber LEDs to strobe or function as regular turn signals. Alternatively, they can be wired directly to a 12V switched source to stay on all the time as daylight running lights.

The 4-1/2" spots are DOT compliant dual high and low beam and will work with the headlight on low or high beam or as a stand-alone headlight with some slight wiring modifications.



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

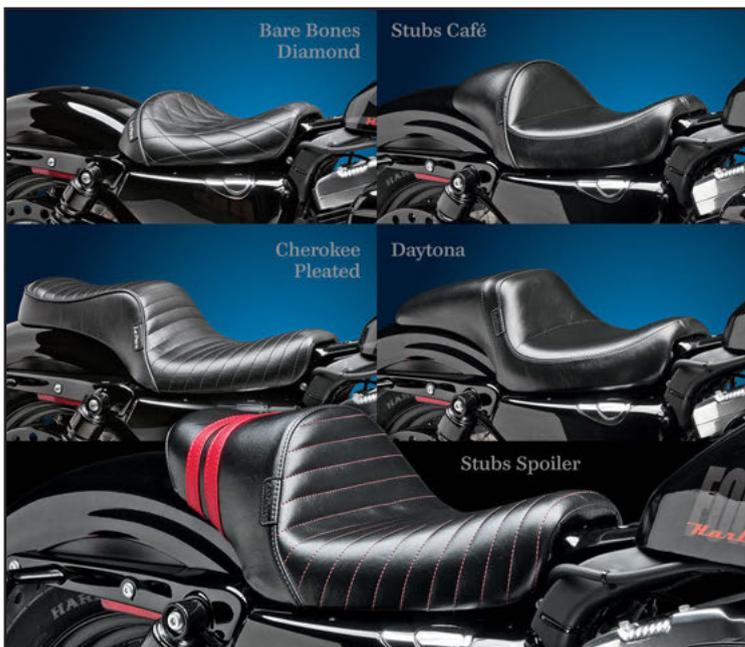


# X Pipes for Dyna, Softail and XLs

SUPERTRAPP's X Pipes are an over-and-under shotgun style exhaust for use on '91 – '11 Dyna models that include three-piece, ventilated spot heat shields. The end caps supplied with the exhausts feature a hole design to complement the style of the heat shields.

Available in chrome or black ceramic, SuperTrapp also has versions to fit '86 – '11 Softails and '04 – '13 Sportsters.

**SUPERTRAPP INDUSTRIES, INC.**  
Cleveland, Ohio, USA  
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[sales@supertrapp.com](mailto:sales@supertrapp.com)  
[www.supertrapp.com](http://www.supertrapp.com)



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## Power to your tankbag!

FOR owners of tankbags that have the round 'cross-hair' electrical power entry point, power-on-the-go specialist OptiMate has designed a true weatherproof power-entry specifically so riders can connect their accessories to the bike's battery from the safety and convenience of the tankbag.

The O-30 Tank bag kit's inner connector is a DC2.5mm axial socket that easily fits through the prepared power entry.

Once the power-elbow is in position the entry point is sealed against the ingress of water with custom molded rubber washers that are compressed with a stainless steel half nut and locking washer.

Power is fed into the bag through the external heavy duty OptiMate SAE connector that fits all other industry standard SAE connectors.

Just select the correct 12V external power socket adapter and cable to fit the make and model of bike from the extensive OptiMate range (including the O-12 auto plug for Harley applications), and you're

good to go for tankbag power on the go!

You can also charge gadgets whilst riding with the weatherproof O-103 OptiMate USB 2100mA charger that fits the inner connector (DC2.5mm socket); or use the SAE to DC plug adapter (included with the O-30 power elbow kit) to connect the compact O-100 USB charger.

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Tienen, BELGIUM  
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sales@tecmate-int.com  
www.tecmate-int.com

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## Remus for Sportster

REMUS has expanded its line of Harley-Davidson exhausts with a set of slip-ons for Sportster applications. The slip-ons are available as regular exhausts or with the company's MCS sound modulation system. The 304 grade stainless steel custom exhausts from Remus are supplied with catalytic converters, and the mechanically controlled valve system (MCS) can be used on all XL2 H-D Sportsters, including the new CAN-Bus models.

End caps can be purchased separately, available in chrome or black finishes, in the following styles: slash-cut, perforated, tapered, straight, rolled up and sniper.

**REMUS INNOVATION**  
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Tech support: tech@uempistons.com



# Forward controls for Softails

IN addition to options for Sportster, Dyna and V-Rod models, these individually adjustable forward controls from WUNDERKIND-Custom are now also available for Softail models.

CNC-machined from high tensile aluminum and coated with their own BLACKPearl Eloxal, they fit the original with an offset of up to 5 cm. The arms can be adjusted for length and the controls for position.



Foot brake cylinder and side stand are included. Additional inlays in black or silver are also available.

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[www.wunderkind-custom.com](http://www.wunderkind-custom.com)



# Scorpion low-profile lock-up clutch for Sportsters

BARNETT'S Scorpion lock-up clutch for '91-'03 Sportsters features a low profile lock-up head designed to fit under the stock primary cover.

Each kit includes a steel inner hub, multiple coil spring sets, all clutch plates and installation instructions. The supplied spring sets offer a wide variety of pressure options to suit virtually any application. The lock-up design and increased clutch surface area



also allows the use of lighter springs for less lever effort.

Like all Scorpion clutches, the Sportster application is designed to fit the stock type basket or the Barnett Scorpion forged basket.

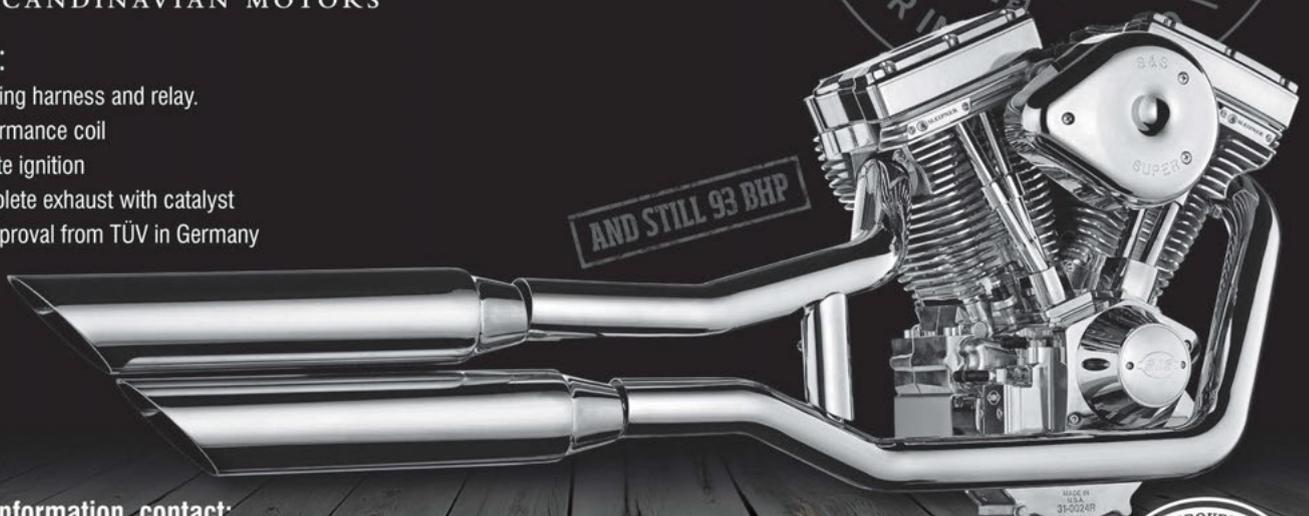
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# Gustafsson Plastics' windscreens



GUSTAFSSON Plastics began manufacturing motorcycle windscreens in 1968, when the business was based in Skövde, Sweden. The company's first



products were screens for bikes used on the European race circuit before diversifying into street bikes. In 1979 Gustafsson Plastics moved to Florida, and these days the product range includes H-D and Victory applications among a program that includes sidecars and boats - over 2,500 applications and fitments all told.

Gustafsson uses high grade acrylic G that is preformed, cut and polished and then has the edges finished ready for installation. The material used is said to be UV and salt water resistant, and also said to be optically correct.

**GUSTAFSSON PLASTICS**  
**St Augustine, Florida, USA**  
**Tel: 904 824 3443**  
[sales@bikescreen.com](mailto:sales@bikescreen.com)  
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## Dual Series calipers **JAYBRAKE**

THE Jaybrake brand, which was bought by SuperTrapp in 2011, is celebrating over 30 years of performance motorcycle parts and accessories production for the American V-twin market. Featuring two equal sized pistons these shallow back version Dual Series calipers are designed for low clearance spoke patterns with larger diameter rims.



Available in polished aluminum, chrome or black finishes, front applications require brackets for mounting.



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

## Softail subtleties

EXILE Cycles, well known for their bike builds, has an extensive range of smaller parts "that riders can use to achieve the classic Exile look."

Manufactured from polished stainless steel, their clamp-on kickstand has a powder-coated steel bracket designed to clamp to the frame on Twin Cam Softail models. A tab that engages the frame cross-member to eliminate any risk of rotation and its angle is adjustable in both the open and closed positions.

Also for use on Twin Cam Softails, Exile's forward control adapter plates are a bolt-on piece that allows the use of any forward controls with Evolution-era mounting-hole pattern. Finished in black powder-coat, the plates are machined from billet aluminum.

Their leaf spring seat mechanism bolts to the bike's frame and a billet steel mounting block anchors the front of the leaf-spring to the frame top tube; the rear bracket allows easy mounting of a LePera solo seat and can be used in conjunction with the Exile Cycles' Seat Area Trim.



Forward control adapter plates



Exile leaf-spring seat mechanism



Clamp-on kickstand

**EXILE CYCLES**  
**Agoura Hills, California, USA**  
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# Lazer Star BilletLEDs

LAZER Star Lights has introduced universal-fit BilletLED lighting for "motorcyclists looking to enhance or replace their bike's brake lights or turn signals."

With various lengths, finishes, LED colors and mounting options, the company says these "are the perfect solution for a wide range of makes and models, regardless of the bike setup or style."

"Our red BilletLED lights are ideal for replacing or enhancing the stock brake lights and running tail lights, improving night-time and bad weather visibility. The amber version is a unique option for turn signals."

"The machined 6061 billet aluminum housing is available in a chrome or polished black finish; the lights are offered in 4", 7" and 12" lengths, giving plenty of options for mounting locations on saddlebags, top cases and more. Different mounting



options are available for installation on the top/bottom or back of the light bar, while a tube mount version features a contoured back side for



flush mounting."

The Lazer Star LS50CON converter transforms BilletLEDs into dual-function lights, allowing auxiliary lighting to function as both running lights and brake lights. The company says their lights have a long-life rating of 10,000 hours, a 3-year warranty on the LEDs, a lifetime warranty on the billet housings and a 1-year warranty on the chrome finish.

**LAZER STAR LIGHTS**  
**Paso Robles, California, USA**  
**Tel: 805 226 8200**  
[info@lazerstarlights.com](mailto:info@lazerstarlights.com)  
[www.lazerstarlights.com](http://www.lazerstarlights.com)



## Get started!

LAST month we featured Antigravity Batteries' impressively compact and impressively powerful YTX12 24-cell lithium ion motorcycle battery - a 720 cranking amp beast that is ideal for stock, custom and high performance applications on



engines up to 2400cc. Deceptively small and powerful is also the name of the game with Antigravity Batteries' Micro-Start XP-10, an ultra-compact pocket sized (92 x 3 x 1.25") 18 ounce punch-packer that will power personal accessories and jump-start motorcycle, UTV/ATV and up to 7-liter diesel engines. Offering 600 peak amps and 18,000 mAh

capacity, the XP-10 features short circuit protection, a 12v standard output port, a 19v output for laptops, USB 4-in-1 cable, jumper clamps and a universal cable with tip-kit, and is available with a range of Antigravity accessories such as a tire inflator/air pump, harness kit, and accessory cables and plugs.

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# V-Rod 2-into-1 full system

TAB Performance has announced the release of a new 2-into-1 exhaust system for V-Rod models. Owner Justin Pflanz says that in addition to providing an alternative to the stock 2-into-2 look, "the sound and performance you will receive from this system are unmatched. These exhausts have the same infamous deep, throaty sound that TAB is known for and come with a removable baffle core allowing you to choose just how loud you like your exhaust.

"As for performance, you can expect to see double digit gains in horsepower and torque on a stock bike

when properly tuned." Justin goes on to say that TAB also "provides great value on fuel managers and air filters to complete a stage one upgrade."

This system comes in polished or black ceramic finishes and choice of a four inch tip in either chrome or black "which is perfect for the customer who loves to change things up."

This American made exhaust system is said to be an easy install with no more than a basic tool set and fits all V-Rod motorcycles except for those with mid controls.



**TAB PERFORMANCE, INC.**  
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# CCI additions

CALIFORNIA based specialist v-twin aftermarket distributor Custom Chrome has introduced a new line of custom billet shift linkages. Machined from 6061-T6 aluminum, they are offered in chrome or black highlighted finish for all '86-onward Softail and for Touring models (except '97-'99 FLSTS) and measure 9-3/16" long end to end (heim joints sold separately), and for '04-onward Sportster, all hardware supplied.

Also seen here, Custom Chrome's spark plug/head bolt cover kits are designed to tidy up the look of the spark plug area. Made from die cast aluminum, they come in various styles including a chrome smooth bridge style or highlighted finned style in either black or natural aluminum.

The kits are available to fit Twin Cam models '99-onward (except SE heads or 110 SE engines), Twin Cam EFI models '99-onward, Twin Cam carbureted models '99-'06, and Sportster models '04-onward.

Further Sportster options include Custom Chrome's own line of heat-treated, high-grade steel transmission drive pulleys for '91-'03 models (tooth options are 27, 28, and 29), and '04-onwards models (28T, 29T and 30T).

Made by **Vulcan Engineering**, the new compensator eliminator sprocket shown here is a solid 34-tooth conversion that is said to eliminate the slippage and noise of the stock assembly. It replaces the whole compensator assembly, and weighing in at a claimed 4.3lbs, it is lighter than the stock or Screamin' Eagle unit. Made from heat-treated 4140 tool steel, it fits Twin Cam Dyna models '06-onward and Softail and Touring models '07-onward.

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Custom Chrome's Sportster transmission drive pulleys are made in heat treated high grade steel in a range of tooth counts



Die cast aluminum head bolt cover kits



The compensator eliminator sprocket by Vulcan Engineering is said to eliminate the slippage and noise of the stock compensator sprocket assembly



# 4DXtreme stepped fishtails

Based on his own personal quest for an exhaust that combined great looks with performance and the kind of sound he wanted, Reginald Carter's new 4DXtreme Custom pipes are made from 16 gauge steel and available with or without baffles. For Softail applications they feature a 1-3/4" step into 1-7/8" mufflers, chrome heat shields, fishtail style mufflers and O2 sensor ports for 2007 and up applications.

For Baggers they are available in 33, 36 and 39" lengths as either 1-7/8" OD straight pipes with fishtail tips, or 1-3/4" head pipes that step into a 1-7/8" muffler with O2 sensor ports for certain model years.

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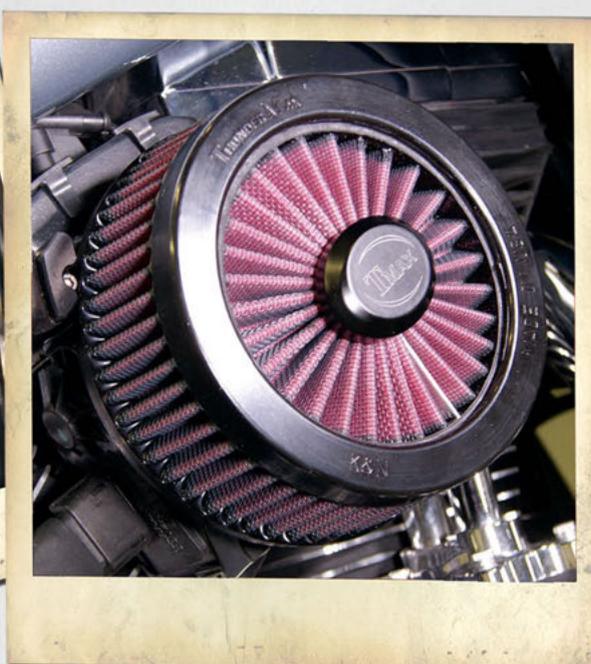


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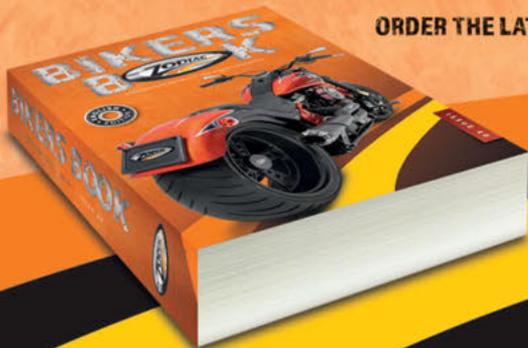
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# VICTORY & INDIAN PRO GUIDE

## Electronically adjustable exhaust for Indian Scout



EUROPEAN electronically adjustable exhaust specialist Jekill & Hyde has released a new system for the Indian Scout.

The company says that this "100 percent street legal" stock replacement exhaust is "optimized for the powerful Indian motor" and features shorter dampers to deliver improved power and performance.

Available in deep black or chrome with choice of end cap options, Jekill & Hyde say that "because of the CAN-Bus system of the Indian Scout the adjustment of the exhaust can be controlled with the gas grip, dependent on speed and torque. The system also has a silent mode in order to be ridden closed, or 'race only' mode to open up the exhaust." Systems come with a two-year warranty.



**THE JEKILL & HYDE COMPANY GMBH**  
Eisenheim-Kaltenhausen, GERMANY

Tel: +49 (0)9386 978897

info@jekillandhyde.de

www.jekillandhyde.de



Dr. Jekill & Mr. Hyde

## Multi-adjustable bars for Indian models

FOUNDED more than 25 years ago, New England based specialist Heli Modified say that their focus is "helping motorcyclists find their elusive comfort zone for all day riding comfort."

Made in the USA, HeliBars handlebar and riser combinations are custom matched to the make and model, to provide riders with better handling ergonomics "without distracting from the excitement of riding" or changing the overall look. The company says that they take "meticulous care to address the deficiencies of stock handlebar designs and geometry before designing the perfect fix."

The company has now introduced a version of its HeliBars multi-adjustable 'Horizon' handlebars for use on Indian Chieftain and

Roadmaster models.

The patented design of the 'Horizon' allows optimization of the rider's wrist angles. The company claims that its handlebar is the only one that offers three planes of



adjustability. Rear offset is adjustable from 2-4in, width goes from 2-3in narrower than stock, and rise is up to 2in over stock.

'Horizon' bars are made from DOM tubing with pivots CNC machined from solid 6061 billet aluminum, and they utilize the stock control clamps and accept heated grips. All HeliBars are backed by a one-year warranty on materials and workmanship, and the company says that they offer a 30-day money back guarantee if a rider is not completely satisfied.

**HELI MODIFIED, INC.**  
Cornish, Maine, USA

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quality@helibars.com

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## 2015 Scout slip-on muffler

RPW USA (Rogue Pipe Works) of North Bend, Oregon, has new slip-on muffler designs for the 2015 Indian Scout, including transitional 2 into 1 slip-on for the Indian Scout, as well as a long slip-on muffler design with optional end caps.

RPW emerged from an industrial based fabrication shop to an American built exhaust manufacturer for the motorcycle industry, specializing in Indian Motorcycles, Victory Motorcycles, Polaris Slingshot and custom exhausts. The company says its goal is to offer "the ultimate in custom designed, professionally manufactured, high-performance, quality motorcycle exhausts."

**RPW USA**  
North Bend, Oregon, USA  
Tel: 541 756 7791  
sales@rpwusa.com  
www.rpwusa.com



# Hardcoated polycarbonate windshield options for Indian Scout



WELL known motorcycle windshield specialist National Cycle has introduced windshield applications for the Indian Scout.

Noted for their OE-grade strong, durable polycarbonate screen manufacturing processes and proprietary Quantum hardcoat technology, National Cycle are always quick to market with new fitments and applications.

Their new Indian Scout applications include Flyscreens, Deflector and Deflector Screen DX, Street Shield and Street Shield EX, their "historic" Heavy Duty Windshields, and quick release SwitchBlade Windshields with recently finished new KIT-Q344, a model-specific Quick Release mount Kit, which will also mount their stealth black stainless steel framed quick-release Spartan Windshield.

The same kit will also mount National Cycle's Wave QR Fairing, a swept-back dark-tint hardcoated rake adjustable polycarbonate screen that lends the Scout a more aggressive appearance.

Founded in 1937 and based in 110,000 sq ft of high-tech manufacturing facilities at Maywood, Illinois, National Cycle's investment in materials R&D and manufacturing processes has resulted in

a level of industry leading windshield safety and durability that has made them a first choice supplier for many original equipment manufacturers.

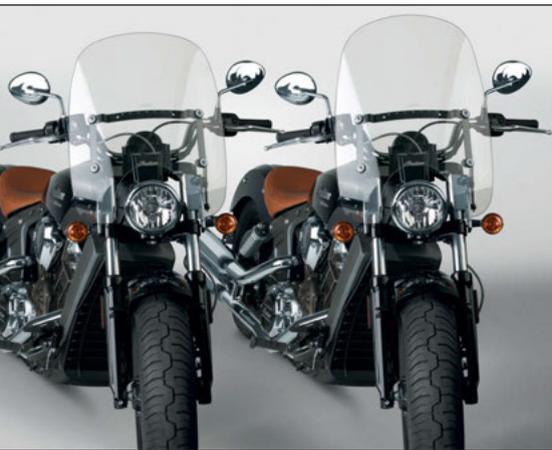
Company President Barry Willey, the son of founder Gordon Willey, makes the proud boast that "National Cycle has developed more innovations and holds more patents for the design and production of windshields than any other company in the industry.

"We listen to our customers and work hard to maintain our leadership position. We are proud that we continue to design, engineer and manufacture our fine products at National Cycle, Inc. U.S.A. and that we are still focussed on my father's mantra of Total Customer Satisfaction." The company is ISO 9001 certified and offers a 3-year against windshield breakage, including parking lot falls.

**NATIONAL CYCLE**  
**Maywood, Illinois, USA**  
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**info@nationalcycle.com**  
**www.nationalcycle.com**



Polycarbonate Flyscreen for the Indian Scout



The quick release polycarbonate hardcoated Spartan is available in 16.25" and 18.50"



The rake adjustable polycarbonate hardcoated Wave QR Fairing



Deflector DX, Deflector, Street Shield EX and Street Shield

# Bassani for Victory



BASSANI Exhaust is offering a full range of performance systems for the Victory Gunner and High Ball.

Dealers can choose from their popular pro-street turn-out style pipes that come with stepped headpipes and full coverage heat shields, or their Road Rage 2-into-1 system, which Bassani say is "designed for

maximum sound and performance."

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# Indian Scout leather-match saddlebags

THE Leatherworks are offering leather saddlebags for 2014 and up Indian Motorcycle models, made in the exact same leather used by Indian themselves. Shown here is Leatherworks' 211 for the 2015 Indian Scout, in leather that is an exact match to the stock seat.

The bags include the long straps needed for carrying extra cargo on top of the bags when required and measure 11" tall by 15" long by 7" deep. They can be customized with chrome studs, conchos, key locks and many other custom details offered by The Leatherworks.

They install using the quick-release bolt-on "Easy Bracket" saddlebag support system kits sold by Leatherworks. The kits include left and right side brackets, with four stainless steel docking points to mount to the motorcycle fender rail and all necessary hardware to mount the brackets to the saddlebags with only basic tools.

Matching seats, tool bags and accessories are also available, along with versatile and customizable luggage configurations for all 2014 and up Indian models and larger motorcycles, including their new 119 extra large retro style classic saddlebag with flap lid



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# E-coated Indian and Victory fenders

KLOCK Werks has extended its line of stamped, one-piece steel front fenders to now include options for Victory and Indian Scout applications.

"All of our Klock Werks front fenders are stamped from 14-gauge steel using precision deep-draw stamping technology that ensures a consistently smooth and flawless finish, minimizing body work," says Dan Cheeseman, Klock Werks COO. "Our fenders are laser-cut using five-axis laser technology to ensure accurate fitment for direct bolt-on installation. We then go the extra mile by adding an e-coat, a process to prevent rust and corrosion. Painters love Klock Werks fenders."

The Klock Werks fender packages include mounting blocks and hardware for ease of installation.

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 Mitchell, South Dakota, USA  
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[info@kustomcycles.com](mailto:info@kustomcycles.com)  
[www.kustombaggers.com](http://www.kustombaggers.com)



# 'True Dual' headers for Indians

LAST month we featured a selection of mufflers available for Indian models being stocked by Biker's Choice. They are made by Californian exhaust manufacturer Freedom Performance, and the company has now also released details of complete 'True Dual' header systems for Indians.

Offered in black or chrome with a selection of end-cap options, Freedom say they make

an extra 10-13hp and 10-12 lbs of torque and ship with all hardware, brackets and heat shields.

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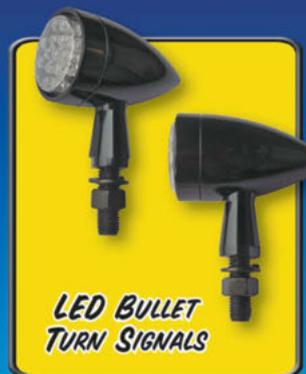
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# taking things a stage further

Words: Duncan Moore - [duncan@dealer-world.com](mailto:duncan@dealer-world.com)

Pictures: Onno @ Madness Photography - [onno@madnessphotography.nl](mailto:onno@madnessphotography.nl)

Ever since he entered the European Championship of Custom Bike Building in 2006, Aykut Tartaroglu has been pushing the boundaries of what is possible with motorcycle design, consistently experimenting what is possible with the use of stainless steel and forced induction, and for 2014 at the AMD World Championship of Custom Bike Building he displayed Stage III, the latest in an evolving line of extreme customs

**A**YKUT Tartaroglu, the man behind German custom shop AT-American Cycles, is no stranger to the international custom bike circuit. Tartaroglu has become known for his extreme custom builds that combine extensive use of stainless steel and forced induction. It was this reputation that got him invited to compete at the Biker Build-Off during the 2013 Custom Bike Show in Germany. It was during that event that his latest radical

build came to fruition – Stage III. After his success at Custom Bike, Tartaroglu next step with Stage III was to enter it into the Freestyle class at the 2014 AMD World Championship of Custom Bike Building.

To begin the build of Stage III, Tartaroglu had VG Motorcycles in the Netherlands build a frame to his design, which features 42 degrees of rake and a 4in stretch. The stretch was not done for cosmetic reasons, rather it was necessary to make room for the Volumex supercharger which mounts between the frame rails and the front cylinder. The V-twin which the supercharger sits in front of is a 113ci S&S, which has a modified drive pulley that runs a short belt drive, though a cog



# AMD CUSTOM BUILD

system drives the belt for the supercharger. On the outlet side of the Volumex twin stainless steel pipes take the compressed air to drag racing top fuel injectors, one pair on each side of the engine. The entire manifold system was constructed by Tartaroglu himself. He then finished the drivetrain package off with an open primary drive with one-off cover, BDL clutch and custom stainless exhausts.

In order to get the power down through the rear wheel, Tartaroglu built a large section stainless steel swingarm, which also doubles up as an oil tank. Similarly at the front of the bike, the suspension is a complete one-off. The set-up, which includes four steering dampers and four air shocks, was mocked up in mild steel by Tartaroglu before the final version was crafted out of stainless steel and billet aluminum.

A set of wheels was then built up by Tartaroglu to get Stage III rolling. He machined his own hubs and then laced them to the rims with titanium spokes. The front wheel is 26 x 3.5in and the rear is 18 x 10.5. He then went on to make his own perimeter brake rotors, which are gripped by Performance Machine calipers.

In order to keep the handlebars as clean as possible, the brakes are all operated by a foot lever,



Everything is taken to extremes on Stage III and that includes fitting four steering damper on the custom front end

and there's also an internal throttle.

Given the level of engineering skills shown by Tartaroglu on the engine and suspension build of Stage III, it should come as no surprise that he was also responsible for the sheet metal work, hand-rolling the steel used in the construction of the twin gas tank and the rear fender that is capped with stainless steel. One of the few aspects of the build he did not undertake was the paint, which was handled by Chicos Custompainting. Also the chrome plating was done for AT-American Cycles by Rohde GmbH.

With each Stage build from AT-American Cycles, Tartaroglu creates ever more radical machines, and it now remains to be seen if he goes on to Stage IV in anticipation of the next AMD Championship of Custom Bike Building, and how highly he can place in the Freestyle class with it as he pushes radical styling even further.

**AT-AMERICAN CYCLES**  
**Neuffen, GERMANY**  
**Tel: +49 (0)7025 908974**  
**service@at-american-cycles.de**  
**www.at-american-cycles.de**



Aykut Tartaroglu takes a rest after polishing all of the stainless steel and billet aluminum used on Stage III



The wide tire trend may have passed in the American custom scene but it is still popular in Europe



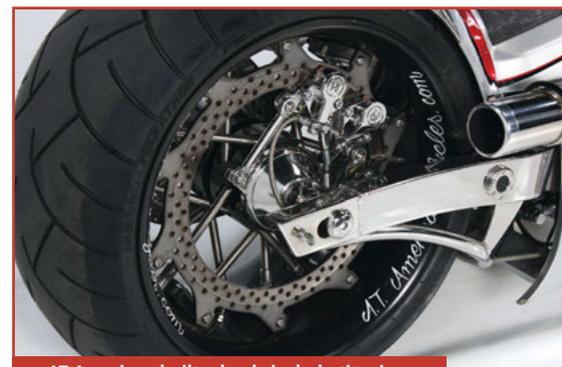
Like everything on Stage III, when it comes to induction more is better and so twin pairs of drag racing top fuel injectors are used



The one-off stainless steel swingarm does double duty as an oil tank for the motor



The custom forward controls are spaced out from the frame to make space for the belt drive for the supercharger



AT-American built wheels include titanium spokes and custom made perimeter brake rotors



Power output from the 113ci S&S motor is boosted by the use of a Volumex supercharger plumbed in with stainless steel tubing



With the oil tank relocated to the bike's swingarm, an extremely low seat height was achieved

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Example Test Plug

The LED warning light is located in an attractive handlebar mounted clamp. Two types of clamps are available, chrome and black anodize. A warning light alerts the motorcycle operator when the ferrous metal particles in the oil reach a level that is problematic. This will avoid the "domino effect" of increasing engine damage. Complete kit looks professional because it is!



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**NEWS BRIEFS**

Harley CEO Matt Levatich has conceded that the LiveWire prototype electric motorcycle requires at least a doubling of its existing 50 mph range before it can enter production. The test tour in USA and Europe has seen the look of the bike get a thumbs up, and, surprisingly, a mostly accepting response to the characteristic e-bike sound too. However, the research appears to suggest that a retail of \$20,000 is a ceiling.

With Honda confirmed as the latest OE to sign up to exhibit at October's AIMExpo in Orlando, Florida, organizer Marketplace Events says it passed the 450 exhibitor mark by mid-July. This puts them ahead of the same time last year in booth booking terms.

Polaris has partnered with Allstate as its preferred insurer for all products, including ATV, Side x Side, snowmobile and motorcycle.

Ace Cafe London has announced the opening of an Ace Cafe Beijing, China. The newly built Ace Cafe is located in the heart of the 1950s built Dashanz District of Beijing, formerly an industrial area, with its unique Bauhaus style of industrial architecture (Train Square), the "epicentre of Beijing's burgeoning modern, urban, metropolitan night life." This follows the announcement of Ace Cafe Orlando, Florida, which will open in a few weeks.

Klock Werks is the latest aftermarket vendor to implement an advertising price policy. "By enforcing Manufacturer's Suggested Retail Price (MSRP) in the open retail forum, healthy resale margins will be protected at all levels of the sales chain", said COO Dan Cheeseman.

**Polaris sales revenue up 11 percent to \$1.124 Bn in second quarter**

**P**OLARIS Industries Inc. has reported record second quarter net income of \$100.9

million for the quarter ended June 30, 2015, an increase of four percent from the prior year's second quarter net income of \$96.9 million. Earnings per share were a record \$1.49 per diluted share for the second quarter of 2015 compared to \$1.42 per diluted share for the second quarter of 2014.

Polaris say their second quarter results included additional manufacturing costs and inefficiencies approximating \$9.0 million, as the Company worked to scale-up production and add capacity to the paint system at the Company's motorcycle facility in Spirit Lake, Iowa.

Sales for the second quarter 2015 totaled a record \$1,124.3 million, an increase of 11 percent over last year's second quarter sales of \$1,014.0 million.

"In addition to reporting record second quarter sales and earnings, there are numerous positive undertones to our



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results this quarter. Motorcycle demand, notably including Slingshot, remains exceptionally high", stated Scott Wine, Polaris' Chairman and Chief Executive Officer.

"Our Asia Pacific/Latin America business continues to grow, and we are encouraged by the favorable response to the Multix launch in India last month. Between ongoing improvements in our inventory management systems and North American retail sales growing 11 percent, dealer inventory growth moderately decelerated in the second quarter.

"However, earnings were dampened by significant cost pressures and delayed shipments related to continued difficulties with our new motorcycle paint system in Spirit Lake, Iowa. We pulled out all the stops to increase throughput in an effort to meet the growing demand for our Indian, Victory and Slingshot customers, accepting the substantial costs

commensurate with that push. "Although production still cannot keep pace with demand, we are confident in our plans to further increase our motorcycle throughput in the second half of the year, and as such, are maintaining and narrowing full year guidance for sales and earnings per share.

"In spite of the short-term headwinds we are facing, both external and of our own making, I am confident this strong and talented Polaris team can continue to deliver industry-leading returns for our shareholders."

For the full year 2015, the Company is narrowing its earnings guidance range to \$7.32 to \$7.42 per diluted share, an increase of 10 to 12 percent over full year 2014 earnings of \$6.65 per diluted share. Full year 2015 sales are now expected to grow in the range of 10 to 12 percent when compared to 2014, narrowed slightly from

**Continued on page 11 >>>**

**SECOND QUARTER PERFORMANCE SUMMARY (in thousands except per share data)**

Product line sales	Three Months ended June 30			Six Months ended June 30		
	2015	2014	Change	2015	2014	Change
Off-Road Vehicles	\$ 688,761	\$ 676,641	2%	\$ 1,334,174	\$ 1,256,754	6%
Snowmobiles	19,344	6,141	215%	33,840	21,727	56%
Motorcycles	162,122	103,128	57%	299,539	181,995	65%
Global Adjacent Markets	66,559	68,347	-3 %	131,956	129,560	2%
Parts, Garments & Accessories	187,541	159,702	17%	358,163	312,269	15%
<b>Total Sales</b>	<b>\$1,124,327</b>	<b>\$1,013,959</b>	<b>11%</b>	<b>\$2,157,672</b>	<b>\$1,902,305</b>	<b>13%</b>

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