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## Harley-Davidson line-up "gets darker and more powerful for 2016" according to Milwaukee PR department

The headline news in Harley-Davidson's 2016 model year announcement is of updated Sportster 883 'Iron' and XL1200 'FortyEight' designs, two quasi-new limited edition cruiser models with the 'S-series' Softail Slim and FatBoy 110 inchers, the return of a model that should never have been retired in the first place (an updated specification Road Glide Ultra), power hop-ups and new paint jobs - especially black.

Custom leadership with motorcycles inspired by the rebellious spirit of the past, updated with modern design and new suspensions that put a little extra smooth in the Harley-Davidson soul." The 'S-series' limited edition cruisers feature "big power and cutting-edge style." The Fat Boy S and Softail Slim S "combine rich finishes with the impressive Screamin' Eagle Twin Cam 110 engine to deliver head-turning style and performance."

All Softail and Dyna models (except Street Bob) are updated with the High Output Twin Cam 103 inch engine that had previously been only available as stock on Harley tourers.

The Road Glide Ultra brand, long

associated with Harley's highest mileage customers, makes a comeback replete with the Project Rushmore tweaks it missed out on when premature retirement beckoned two years ago.

Harley-Davidson Senior Vice President and Chief Marketing Officer Mark-Hans Richer is quoted as saying "This is another historic year for Harley-Davidson. We're introducing the most powerful collection of cruisers in our history, including the brand-new 'S-

**"black is the new chrome"**

series'. We're raising the bar on Dark Custom motorcycles with the new Iron 883 and Forty-Eight models, the purest expression of the design movement we started in 2008. And we're extending our lead in touring with the return of the Road Glide Ultra and redesign of the popular Heritage Softail Classic.

The updated 'Iron' XL 883 is "intentionally raw and rough around the edges, with a modern design

inspired by garage-built bobbers past and present," according to Harley-Davidson.

"Retro styling cues and a perfect ratio of black, color and chrome" are said to give this bike a "bold visual presence," while riders navigating "rough and tumble urban streets" on the "lean and nimble" Harley-Davidson Street 750 and 500 models will appreciate the "improved confidence" from new front and rear braking systems.

The limited-edition 'S-series' Softails that will be built with the hitherto CVO-only 110 inch Screamin' Eagle Twin Cam are also said to feature "dark styling for menacing looks that match their muscle."

Putting the HO Twin Cam 103 engine into all the other Softails is an obvious move, but one likely to be regarded as overdue and "too little too late" by dealers who have been struggling to shift Softails in the past 12-months.

The return of the Road Glide Ultra is being widely appreciated, but of all the tourer models surprise is being voiced that if the Screamin' Eagle 110 inch Twin Cam can be made available on two Softails, why hasn't it also been used to underscore the return of this top-end highest-mileage model?

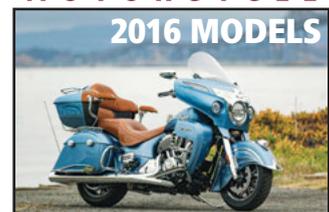
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### NEWS



**2016  
MODEL  
RANGE**

*Indian*  
MOTORCYCLE



2016 MODELS

### PRODUCTS

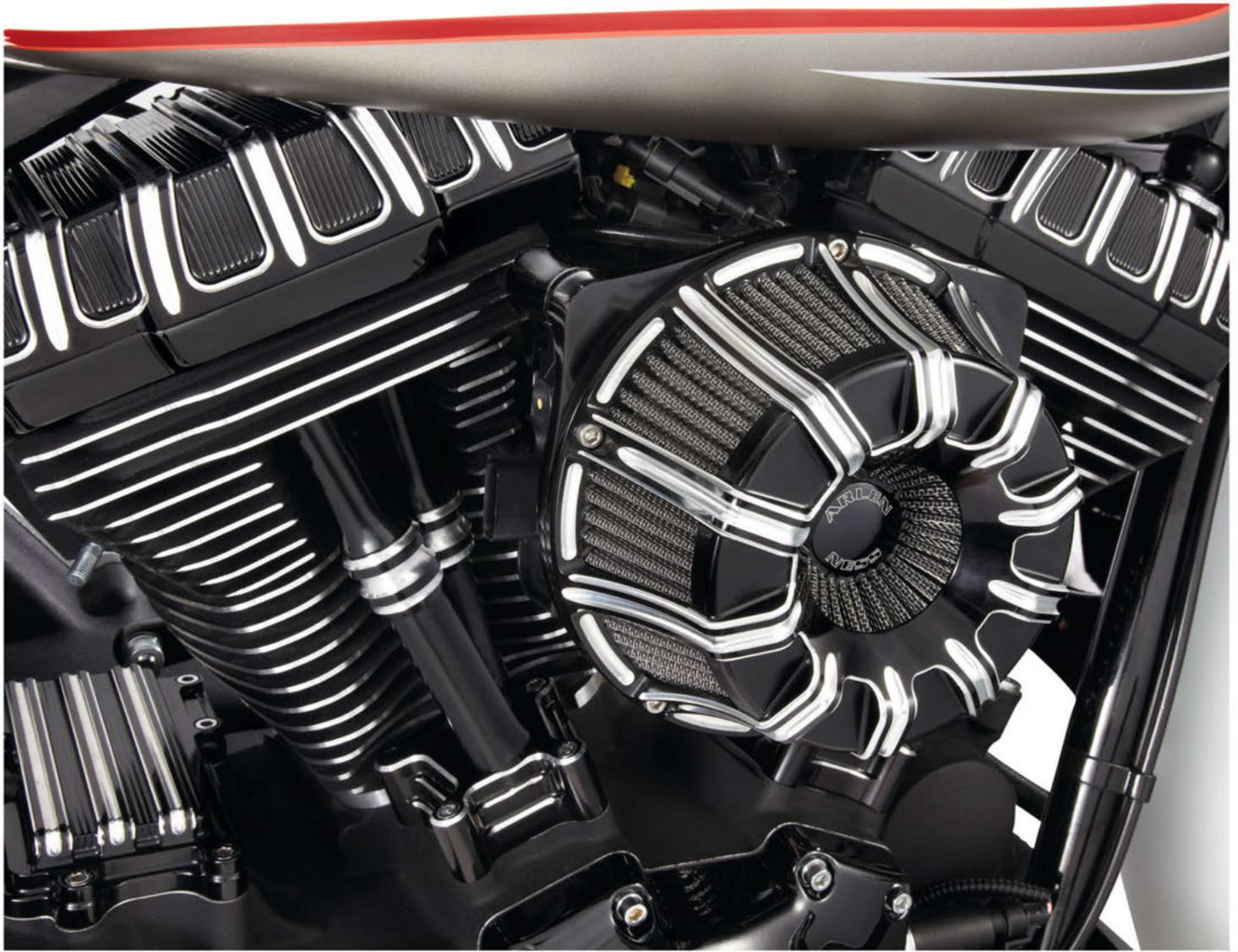


## ROCKET



Hot Dreams Barcelona owner Ferry Clot used an EVO engined Softail as the starting point for Rocket, his entry in the Modified Harley class at the 2014 AMD World Championship of Custom Bike Building





Shown with 10-Gauge Inverted Air Cleaner



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**EDITOR-IN-CHIEF**

ROBIN BRADLEY

[robin@dealer-world.com](mailto:robin@dealer-world.com)

**PUBLISHER**

SONJA WALLACE

[sonja@dealer-world.com](mailto:sonja@dealer-world.com)

**DESIGN &**

**PRODUCTION MANAGER**

BEN OAG

[ben@dealer-world.com](mailto:ben@dealer-world.com)

**INFORMATION**

**MANAGER**

NEIL BLABER

[neil@dealer-world.com](mailto:neil@dealer-world.com)

**PROJECT MANAGER**

SARA VINEY

[sara@dealer-world.com](mailto: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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Robin Bradley previews Harley's MY2016 offer in the context of a dealer and investor community that may have been looking for more!



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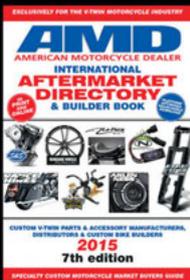
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Ferry Clot, the owner of Hot Dreams Barcelona, worked with Lucas Mulle to build Rocket, the bike they entered in the Modified Harley class at the 2014 AMD World Championship of Custom Bike Building

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# "Black" may be the new "Chrome" but it still don't get you home

**O**h dear! Where to begin? If Harley-Davidson seriously think that the continuing direction signalled by their MY2016 offer is going to keep their dealers, employees and investors happy in the long-term, then they are seriously deluded.

The company is, of course, paying the price now for not ensuring that Keith Wandell's "tough love" survival course was undertaken as much in metal as it was in numbers.

They are paying the price for teaching the world that following the decades of superbike revolution "other motorcycle brands and platforms are available".

With competitive pressure now closing in on them from every direction, a share price that stubbornly won't get over Rushmore any more than dealer showroom traffic will, and crowd-sourcing having replaced engineering innovation, does Harley have the talent it needs to get back to designing motorcycles rather than marketing strategies before the vultures swoop?

Allowing customers to tell you what they want to buy from you is a strictly time-limited pathway. It presupposes that every consumer has the motorcycle engineering experience, skills and vision of a Massimo Tamburini or a Misuyoshi Kohama.

Maybe the Motor Company is keeping its next generation Erik Buell, Gianandrea Fabbro or Willie G. Davidson hidden in the wings, and they are just waiting for the right balance sheet or right swing in public taste or demographics before unveiling their vision to the world.

Hopefully not, because if that is the strategy, then someone in the Juneau Avenue boardroom needs a lesson in some business fundamentals such as the dynamics of R&D investments and atrophy - hopefully they are not all too busy selling off their shares to be paying attention.

Maybe it is a lack of vision, maybe it is a lack of money, maybe it is a lack of leadership - who knows, but despite the fact that global motorcycle sales are still only a fraction of where they peaked in the late seventies and early eighties, and again in the mid nineties and 'noughties', don't let anyone fool themselves into thinking it is through lack of opportunity.

**T**here are still plenty enough motorcycle sales out there for some factories to be able to prosper, and where leadership is concerned, there is every reason to believe that Matt Levatich can prove to be a good follow-up act to Wandell's survival strategy.

His experience in Europe, where the centre of global motorcycle design and engineering gravity is now to be found, should stand him in good stead where the need for vision is concerned.

It is ironic that Levatich was the man who headed-up MV Agusta during Harley's brief ownership. Ironic because in the time he was there and in the years immediately prior to Harley's ownership (and the time surrounding their still-born attempt to buy Ducati) the Motor Factory came within inches of being able to benefit from the genius of both Fabbro and Tamburini, and that of Miguel Angel

Galluzzi, and Adrian Morton, and Pierre Terblanche, to say nothing of allowing Erik Buell to slip away – all contemporary and recent motorcycle design and engineering legends.

So, here we are, already 15 percent of the way through the 21st century and maybe, perhaps, possibly just about emerging from what may turn out to be this century's Great Depression (China notwithstanding!), and Harley-Davidson are still trying to beat their competitors, motivate their dealers and feed dividends to their investors by selling black paint!

Black may well be the new "chrome", but it still don't get ya home!

The MY 2016 model year announcement is nothing more than Rushmore trickle down and social media based decision making. Harley need to be leading from the front, not being led by the nose. Harley would appear to have a serious design and engineering deficit.

too busy selling off their shares

**T**here are plenty of interim steps that Harley could be taking pending a major new platform and technology initiative - plenty it could plunder from its heritage (why oh why won't they bring back something along the lines of the FXR), and plenty it could spin from what it sees going on around it ... if the Bar 'n' Shield can sit on an Electric Motorcycle and be found to be able to speak to young riders and minorities, then where is the adventure tourer? The Ducati Monster beating muscle bike? The sport bike? The off-roaders? How tempting that collapsed 1998 KTM deal must look to Harley's bean-counters now!

The company can buy back as many shares as it can indebt itself for, but it will never be able to buy back its market share until it realizes that the next 85 percent of the 21st century will be territory it has to share - share with brands and technology and design that other riders (new and old) are simply finding more to their taste.

Potentially this is Honda all over again as far as Harley history is concerned, with investors who think shares are just for Christmas, holding Harley back instead of it being AMF and the unions and designers who think retro is a brave new world of design and engineering innovation because it trends well on Twitter. It isn't. Wake up!

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



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# Harley's "blast of cruiser power" for 2016

New limited edition Softail Slim S and Fat Boy S debut with Screamin' Eagle Twin Cam 110 engines

In what Harley-Davidson describes as a "blast of cruiser power" with a "rush of acceleration [that] never gets old", the two new (ish) models in their model year 2016 offering are the new S Series Fat Boy S and Softail Slim S models, both powered by the "fierce" Screamin' Eagle Twin Cam 110 engine.

"Our engineers will tell you one of the best predictors of motorcycle acceleration is the power-to-weight ratio," said Paul James, Harley-Davidson's former Public Relations guru and current Director of Motorcycle Product Planning.

"It's something you can't see on a dyno sheet, but you will feel it when you twist the throttle. We've put more power in our Big Twin cruisers for 2016, without adding weight, in a keep-them-lean and make-them-mean approach to delivering the performance riders are asking for."

The new 2016 S Series is described by Harley as a "classic hot-rod move – drop in a bigger motor. Make that the biggest motor." Previously reserved for their CVO (Custom Vehicle Operations) models, making the Screamin' Eagle 110 inch available down-range in regular-production motorcycles for the first time is a good move, but not one that can be allowed to sit in isolation for years to come, and one that makes no sense at all on a limited edition basis for the increasingly beleaguered Softail and Dyna platforms.

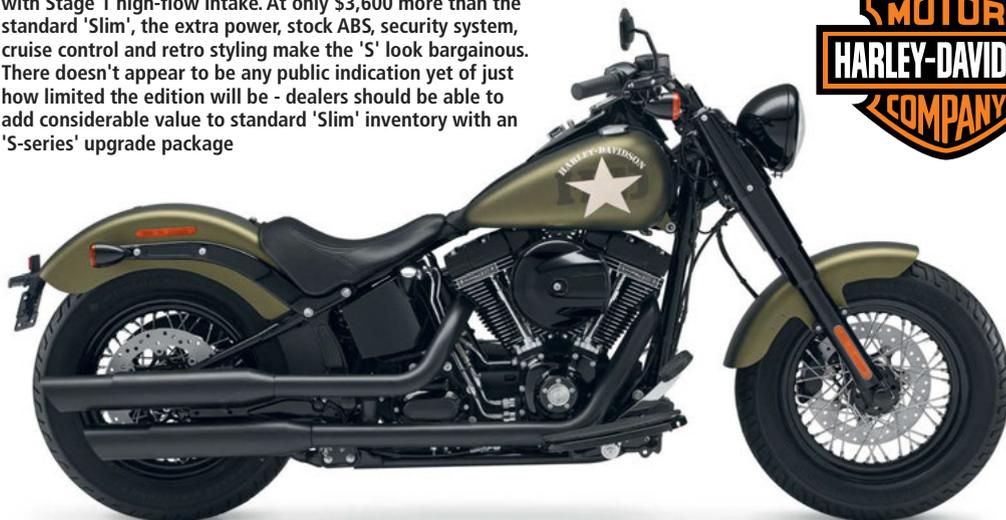
Harley's release goes on to say that "With styling inspired by cutting edge trends in custom motorcycle culture ... rear tires will be begging for mercy. Restyled with minimal bright work, the new S Series models are built for riders who want to stand out on the toughest bike in town."

Harley cite the tune of the 100 inch being installed in this unspecified number of Softails and Dynas as producing 109 lb.- ft. of torque. Both electronic cruise control, ABS, and the H-D Factory Security System as standard equipment.

## Softail Slim S "rugged no-nonsense bobber"

"Classic, lean bobber style, from the clipped rear fender to the Hollywood handlebar, is the calling card of the Softail Slim model. Now the S Series version ups the performance ante with a gloss-black Screamin' Eagle Twin

Softail Slim S - Screamin' Eagle Twin Cam 110 inch engine with Stage 1 high-flow intake. At only \$3,600 more than the standard 'Slim', the extra power, stock ABS, security system, cruise control and retro styling make the 'S' look bargainous. There doesn't appear to be any public indication yet of just how limited the edition will be - dealers should be able to add considerable value to standard 'Slim' inventory with an 'S-series' upgrade package



Cam 110 powertrain featuring the Screamin' Eagle Stage 1 high-flow intake and optimized jet-black over/under dual shotgun mufflers.

"Every speck of chrome has been replaced with gloss black paint. The Softail Slim S is offered in Vivid Black bodywork or the new Olive Gold Denim color with military-inspired tank graphics.

Brad Richards, Harley-Davidson Director of Styling, is quoted as saying that "While the Olive Gold paint and star graphic are reminiscent of the WLA military models Harley-Davidson built during World War II, the Softail Slim S pays homage to the post-war chop-ups made from those bikes after the war. Those garage customs started the bobber era that continues to inspire our styling team today."

Harley go on to describe the Softail Slim S as a "rugged, no-nonsense bobber" with a Softail chassis that "mimics the clean lines of a vintage

hardtail frame, but utilizes rear suspension control provided by coil-over shock absorbers mounted horizontally and out of sight below the transmission. Combination stop/turn/tail lights and a side-mounted license plate keep the minimal rear fender clean. Period styling cues include a gloss black cat's eye tank console with a retro speedometer face, half-moon rider footboards, a round air cleaner cover, and laced wheels with gloss black rims and hubs. The cover of the solo seat is stitched in a tuck-and-roll pattern.

## Fat Boy S "a menacing look"

"Harley-Davidson stylists give the iconic Fat Boy motorcycle a darker attitude in the S Series, designing a menacing look that matches the muscle of its Screamin' Eagle Twin Cam 110 engine, trimmed out for this application

with a Screamin' Eagle Ventilator intake and optimized jet-black over/under dual shotgun mufflers.

"When we started styling the Fat Boy S we took it completely black, and then we pulled it back a little until our gut told us it was right," said Richards. "We kept the highlights on the wheels and the tank badge, but this is still the darkest Fat Boy ever."

The Fat Boy S "rolls with fat-custom style, an attitude that starts with the bullet-hole aluminum disc wheels and is reinforced by the massive headlamp and nacelle, half-moon rider footboards and a classic five-gallon Fat Bob fuel tank. The Softail chassis mimics the clean lines of a vintage hardtail frame but utilizes rear suspension control provided by coil-over shock absorbers mounted horizontally and out of sight below the transmission. Slammed suspension and a low-slung seat put the rider just 24.25 inches off the pavement. Color choices are Vivid Black and Denim Black.

Fat Boy S – bullet hole aluminum disc wheels, five-gallon Fat Bob gas tank, 'slammed' suspension with hidden horizontal mount coil-over shocks for a "faux" hardtail look



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# Rushmore trickle-down effect

## High Output Twin Cam 103 Power for Softail and Dyna

**In what is, in effect, a trickle-down effect from the FL platform upgrades of two years ago, and another step towards recognition of some of the horsepower offerings they are now competing against, Harley-Davidson "gives cruiser riders a dose of Project Rushmore performance by making the High Output Twin Cam 103 engine standard in every 2016 Softail model (except the Softail Slim S and Fat Boy S).**

"Tuned to deliver strong acceleration and passing power, the HO 103 engine is equipped with a high-flow airbox and camshaft that optimizes bottom-end torque. The result is an improvement in performance a rider will feel every day. In 2016 the High Output Twin Cam 103 engine is also standard equipment in all Dyna model motorcycles except the Street Bob model.

"You can draw a straight styling line from the Hydra Glide models of the 1950s to the new Heritage Softail. The new bike looks more like the original, still nostalgic, but with fewer studs on the saddlebags, seat and backrest, and a new tank badge."

The leather saddlebags are said to feature "new conchos with red starburst inserts that match highlights in the seat skirt and tank badge. The saddlebags also have a new and improved internal support structure to maintain their shape. A new leather fuel tank panel matches the pattern of the backrest.

The Heritage Softail Classic is described as "retaining its other popular features", such as a "passenger backrest, a full-coverage removable windshield with quick-release mounts, a deep FL-style front fender and chrome laced wheels with covered hubs. ABS is standard equipment."



**Softail Slim** - will the upgrade to the HO 103 inch engine be enough to protect this entry level Softail from the "Power and Paint Envy" that the limited edition 'S-series' 110 incher is bound to create? ABS is standard, security system optional



**Softail Breakout** - is the "custom styling in a long, low silhouette" enough to make many want to break-in to the Breakout this year? ABS is standard; security system an optional extra

### Softail Cruise Control electronic throttle control

"For the first time ever, the convenience of Harley-Davidson electronic cruise control is standard equipment for select 2016 Softail models and available as a dealer-installed accessory for all other 2016 Softail models.

To accommodate the cruise control system, all Softail models are equipped with electronic throttle control. Cruise control will be factory-installed on the Heritage Softail Classic, Softail Deluxe, Fat Boy S and Softail Slim S models, and offered through Harley-Davidson Genuine Motor Parts & Accessories for the Breakout, Fat Boy, Fat Boy Lo, and Softail Slim models.



**Softail Deluxe** - "accessible and powerful, wrapped in pure nostalgic beauty", and \$1,200 more at list than the theoretically "refreshed" FLSTC; ABS as stock



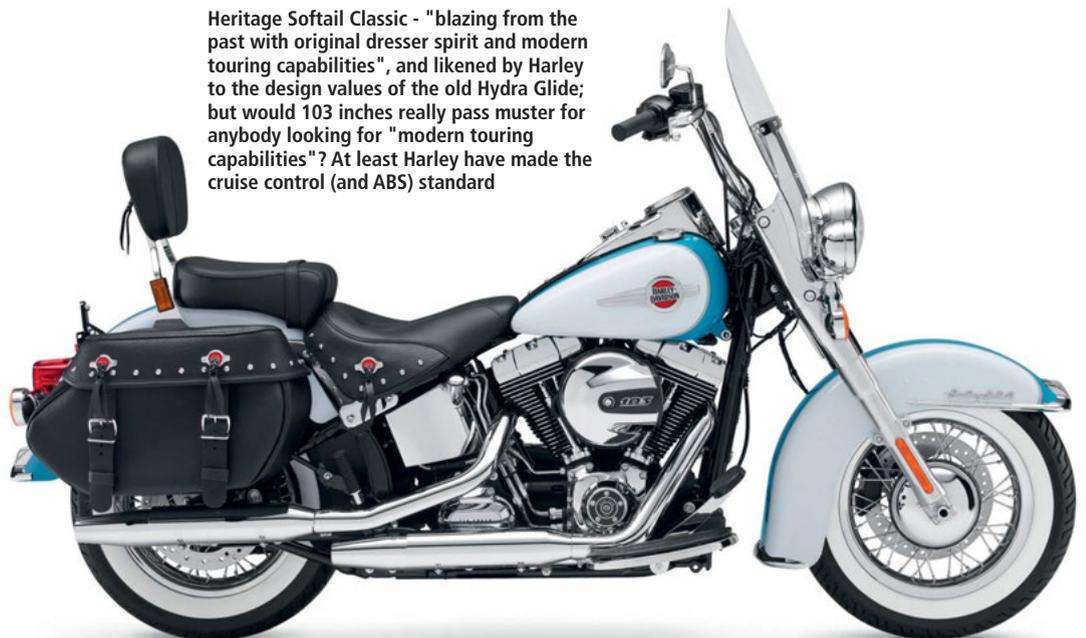
### Heritage Softail Classic "from Hydra Glide to Heritage Softail"

"Combining the look of a vintage dresser with smooth, modern Softail performance, the Heritage Softail Classic model combines classic cruiser attitude with modern touring comfort and amenities.

In addition to its new High Output Twin Cam 103 powertrain and new electronic cruise control, the Heritage Softail receives refreshed styling for 2016.

Rebecca Krueger, Harley-Davidson Motorcycle Product Planning Manager, is quoted as saying that

**Heritage Softail Classic** - "blazing from the past with original dresser spirit and modern touring capabilities", and likened by Harley to the design values of the old Hydra Glide; but would 103 inches really pass muster for anybody looking for "modern touring capabilities"? At least Harley have made the cruise control (and ABS) standard





Softail Fat Boy Lo - "a darker, lower, meaner iconic boulevard cruiser", but at only \$2,200 less at list than the new 'S-series' there may be showroom issues ahead; at least it does have the bullet hole disc wheels seen on the 'S', if that's a "thing"...



Softail Fat Boy - bound to be affected by the same issues and opportunities as the 'Slim'; \$3,000 less at MSRP than the 'S-series' for the "original fat custom icon", with ABS as stock, security system optional

## How much longer for the Dyna?

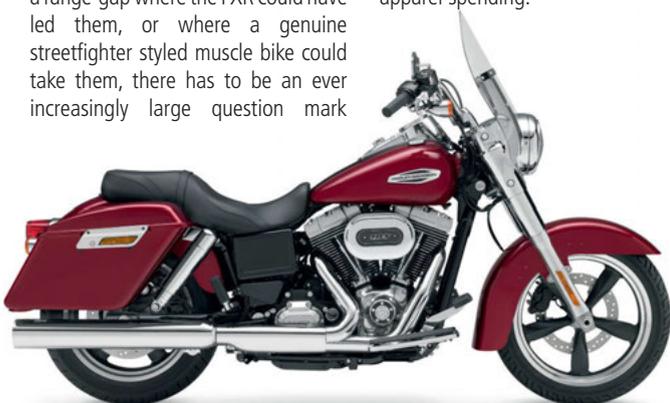
**Harley's entry level Big Twin is a popular custom platform, but rarely one that attracts big Screamin' Eagle option upgrades, despite it being plumbed-in to Harley's H-D1 Factory Customization program options.**

Used examples are proving to be of more interest to aftermarket customizers than "Bar 'n' Shielders", but with virtually no changes for 2016, except for upgrades to the High Output 103 inch Twin Cam from the standard spec version for four out of the five Dynas and some fresh licks of paint available, the yawning chasm of a range-gap where the FXR could have led them, or where a genuine streetfighter styled muscle bike could take them, there has to be an ever increasingly large question mark

hanging over the viability of the current Dyna line.

With the ABS-less Street Bob listed at \$13,699 (\$700 more for the Dyna Low Rider), and now the only one of the five not to have the High Output engine, dealer reports of slow inventory turn on the Dynas aren't likely to go away any time soon.

Many view the Dyna as representing poor showroom floor-space ROI and, demographically, a model that sells to riders who are less inclined to live up to their perceived civic duty of doubling the value of the list price in the first three years of ownership with service, upgrade, accessory gear and apparel spending.



The top of the range Dyna, the FLD Switchback, is listed at \$17,199 in "Vivid Black" with ABS as standard. This year customers can spend extra for color paint options, but along with buyers of the FXDL Low Rider, FXDF Fat Bob and FXDWG Wide Glide do now get the more capable High Output 103 inch Twin Cam as standard - leaving the FXDB Street Bob as the perpetual entry level Cinderella Big Twin in the Harley range



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# Three CVOs offer "Power and Prestige"

All 2016 CVO models feature new paint, tire pressure monitoring technology, 90-degree valve stem for easy tire inflation, LED front turn signals, integrated fobs that combine security and power locking, reduced-width primary housing and derby cover and sound systems that you can hear coming two days before the rider leaves home!



Trumpeting their top of the range offer, Harley describe their 2016 CVO line-up as offering "Bold paint, potent power and exclusive prestige" that soars to "even higher levels in 2016 as Harley-Davidson Custom Vehicle Operations presents its latest collection of three limited-production factory-custom motorcycles, each a hand-crafted masterpiece intended to push the boundaries of motorcycle luxury, performance and technology.

Described as being "Loaded for the long-haul aficionado" the 2016 CVO Limited model features "an all-new paint scheme and new tank badges. Offering outstanding aerodynamics for rider and passenger, the 2016 CVO Road Glide Ultra motorcycle is available in three new paint color combinations with revised comfort and technical features.

"The sonic capability of the 2016 CVO Street Glide model is matched only by its mind-blowing performance on the street, and the ultimate hot-rod bagger is back with four outrageous new color options.

Brian Nelson, Harley-Davidson Principal Stylist, is quoted as saying that "Each year we work to make the new CVO motorcycles even more exclusive with content not available on a regular-production Harley-Davidson, along with an extreme level of attention to detail in design and finish. The goal is to create motorcycles that are visually exciting and thrilling to ride. Some CVO bikes make a wild statement, others express premium exclusivity, but they are all special motorcycles."

Harley-Davidson go on to say that their CVO motorcycles are "engineered and customized using exclusive components and paint treatments combined with numerous items from Harley-Davidson® Genuine Motor Accessories. The CVO program is often used to introduce new technologies, custom components and paint and graphic techniques before they are offered as original equipment or accessories.

## Technical features"

In addition to the paint, graphics and styling the 2016 CVOs do in fact have some new "technical features" making

FLHTKSE CVO Limited - "for road enthusiasts who want it all say Harley. "This premium motorcycle is the pinnacle of ultimate custom comfort, luxury and style, and features the entire range of Project Rushmore enhancements". At \$39,999 MSRP I think I'd want several dozen sq ft of Mount Rushmore thrown in!



their debut, three of them in fact.

A Tire Pressure Monitoring System is integrated into the valve stem on each wheel to monitor front and rear tire pressures and provide a warning of "lower-than-optimal" pressure. "Tire pressure can be viewed anytime through the odometer or on the info screen of the BOOM! Box infotainment system" with pop-up warning alert screen.

Secondly, a new integrated key fob combines the functions of the electric luggage locking system and the proximity-activated security system, conveniently replacing two previous fobs with a single device.

Finally new LED front turn signals combine modern style and long bulb life with increased light intensity for enhanced "conspicuity" - which in English means they are brighter!

## Drivetrain

Those are the "new technical features" - apparently the drivetrain characteristics are either not technical, or not new. "The 2016 CVO Limited, CVO Street Glide and CVO Road Glide Ultra are exclusively powered by the Screamin' Eagle Twin-Cooled Twin Cam 110 engine with a combination of air-cooled and precision liquid-cooling strategies to maintain peak performance under the most demanding loads and riding conditions. " So there is something other than paint, decals and styling that makes them "loaded for the long-haul

aficionado after all!

"All models are equipped with the Assist & Slip Clutch Pack that provides a slip feature on downshifts to reduce loading of the driveline, and hydraulic clutch actuation to reduce lever effort and maintenance. All Harley-Davidson CVO models are factory-equipped with electronic cruise control, Reflex Linked Brakes with ABS, keyless ignition and the H-D Factory Security System, and an indoor/outdoor storage cover with the CVO logo. New for 2016, a narrow-profile primary cover and derby cover on all three models improves rider leg clearance, allowing many riders a more firm-footed stance on the ground.

## CVO Limited

The 2016 CVO Limited is said to offer "the ultimate in refined touring luxury ... in a new paint scheme that flows from front to rear and incorporates new tank badges. New styling details include a color-matched splitstream vent in the batwing fairing, replacing the previous black vent. A new color-matched bezel for the wrap-around lighting on the Tour-Pak® luggage replaces the previous black bezel.

"A new super-premium cover material for the rider and passenger seating surfaces combines vinyl and perforated leather for improved comfort. Refined by Project Rushmore, the CVO Limited is equipped with Daymaker LED lighting, Reflex Linked Brakes with ABS, and the color touchscreen BOOM! Box 6.5 GT infotainment system with 3D

GPS and 6.5-inch BOOM! Bagger speakers with 75-watt-per-channel amplification.

"The Airflow Collection combines black rubber and brilliant chrome highlights on heated hand grips, the brake pedal pad and shifter peg and rider and passenger floorboards. Premium removable luggage liners, back-lit hand control and dash switches and a high-output charging system are also standard equipment. The CVO Limited rolls on polished-chrome Slicer custom wheels."

## CVO Road Glide

The 2016 CVO Road Glide Ultra is said to have been "Wind-tunnel tested to deliver outstanding aerodynamic performance for rider and passenger. The distinctive frame-mounted, shark-nose fairing of the CVO Road Glide Ultra motorcycle features triple splitstream vents and a 13.5-inch touring windshield to virtually eliminate head buffeting. An exclusive 1.25-inch diameter chrome handlebar offers more pullback and height to position the rider for optimal control and long-haul comfort.

"Touring comfort is further enhanced by improved seat and backrest shapes and foam density for rider and passenger. A new color-matched bezel for the wrap-around lighting on the Tour-Pak replaces the previous black bezel. The fairing is equipped with brilliant Dual Daymaker Reflector LED headlamps. The color-matched inner

**FLTRUSE CVO Road Glide Ultra** - at \$40,229 list this is the most expensive stock motorcycle on Harley's books for 2016. For the equivalent of 5.87 Street 500s you get "unsurpassed luxury, comfort and style ... with added world-class aero comfort, enhanced ergonomics, and advanced reflective optic LED lighting."



**CVO Street Glide**

The 2016 CVO Street Glide is said to combine "muscular Screamin' Eagle performance with a premium audio system unmatched for sonic quality in the motorcycle category – a BOOM! BOOM! BOOM! audio system driving four dual-amped three-way speakers through a pair of 300-watt, four-channel amplifiers, meticulously engineered to deliver extraordinary sound optimized for the motorcycle riding environment. "A color-matched splitstream fairing vent replaces the previous black vent in the batwing fairing. The CVO Street

Glide also features a side-fill fuel tank topped by a slammed console with illuminated CVO logo, extended saddlebags, Airflow Collection accessories from hand grips to muffler caps, a custom CVO seat, Daymaker LED headlamp and aerodynamic Wind Splitter windscreen. Project RUSHMORE features include an iconic Batwing fairing with splitstream vent to reduce head buffeting, Reflex Linked Brakes with ABS, and the BOOM! Box 6.5GT infotainment system with touch screen and GPS.

fairing holds a color touchscreen BOOM! Box 6.5 GT infotainment system with 3D GPS and 6.5-inch BOOM! Bagger speakers with 75-watt-per-channel amplification. "The influence of Project RUSHMORE includes Reflex Linked Brakes with ABS, One-Touch design latches, and stout 49mm forks. A dual-control heated seat, polished chrome Slicer custom wheels, premium removable luggage liners, back-lit hand control and dash switches and a high-output charging system are also standard equipment.

**FLHXSE CVO Street Glide** - if a \$36,799 motorcycle can ever be described as "entry level", then this is it where the three-model top-of-the-line Harley CVOs are concerned. Described by Harley as a "hot rod bagger decked out fender to fender with Premium Boom! Audio sound, infotainment, custom details and mind-blowing paint. Three-way speakers (front and rear), a pair of 300-watt amplifiers, and a custom-tuned equalizer pump out big sound with less distortion."



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# Dark customs "stir the rebel soul" - really?

New 2016 Iron 883, Forty-Eight and Street Models "lead the Dark Custom Movement"

"Start with a dark canvas. Add horsepower and soul. Then make it your own." Thus sayeth Harley-Davidson's latest crop of PR graduates about a "Harley-Davidson Dark Custom movement" that "strips a motorcycle to its mechanical essence and the motorcycling experience to its rebellious core – the quest for freedom and self-expression."

So, in these uber-competitive times, the Motor Factory doesn't want to "meet the nicest people" on its products then!

Harley says that it is asserting "its Dark Custom leadership" with "new, hard-nosed machines that offer an authentic, affordable experience to a new generation of riders. Forged, pressed and machined to minimalist perfection, the Iron 883 and Forty-Eight models balance function with style that can stand on its own or spark a fire of custom inspiration."

It gets worse... "Dark Custom with an urban gene, the nimble Street 500 and Street 750 models roll into a second season with customer-led updates, ready to master the global cityscape."

"With Dark Custom, we embrace the beauty of the basic motorcycle structure," said Harley-Davidson Styling Director Brad Richards. "It's about the beauty of the nuts and bolts, the steel and rubber and the heart of the machine, which is a Harley-Davidson V-Twin engine. Dark Custom reaches back to our styling roots, but also invites the rider to move forward, to make the Dark Custom motorcycle his or her own with accessories, ingenuity or riding experiences."

## Iron 883

"the grit and grime of riding and living in the urban environment"

Said to be "drawing inspiration from garage-built bobbers past and present" the new Iron 883 model is "chopped and drilled, intentionally a little raw and rough around the edges. Clipped fenders, blacked-out powertrain and exhaust, drag-style handlebars and a solo tuck-and-roll seat cover evoke bare-knuckle street performance. A ribbed air cleaner cover speaks to the stamped-from-steel authenticity of this motorcycle. Bullet-hole details on the belt guard, exhaust shields and front fender brace recall a racer's effort to lighten the bike.

Harley say that the "colors and finishes



XL 883N 'Iron 883' - as with the other models being billed as "new", this "upgrade" is all part of Milwaukee's attempt to drive the brand and balance sheet ever deeper into minority and youth rider territory. Nothing wrong with that as part of a balanced approach to market chasing, but there will come a point at which savvy social-media generation consumers (especially) see through brands that appear to be trying just that bit too hard to be convincing. Harley aren't there yet (hopefully), but they are courting danger with a demographic whose reaction to improved ride comfort is more likely to be "how come it wasn't always thus" than "oh goody-good, now I'll buy"! By definition, younger riders and new entrant demographic groups don't have the hard-miles experience to be able to make valid and comparative technical judgements; instead they come from a place that expects their consumer products to not need



improving every year, a place where brand trust is everything. Betray that trust by saying that, well, actually, what we were selling last year really wasn't very good, is a slippery slope to lost consumer trust. Replacement is the more common response to any perceived flaws or changes in the wind of 'cool' and that can just as often mean replacement of lifestyle or brand choice as it can mean simply trading up and staying within the meaning and embrace of a brand. Harley-Davidson's use of social media and "brand ambassadors" may have given them feedback on the colors that sell now, but trying to factory-program freedom of choice and short-lived styling fashion by tuning so-called "Dark Custom" into a "thing" could smack too much of "the man" for the tastes and attitudes of these very fickle target consumer groups.

>>>

for the Iron 883 were selected to help hide the grit and grime of riding and living in the urban environment, for riders who don't own – or care to own – a garden hose and a driveway. "It's always been my vision that this bike will look better with some dirt or patina," said Harley-Davidson Senior Stylist Dais Nagao, who led the Iron 883 design project. "It's quick and nimble and encourages the rider to be aggressive. As it's ridden it may get some scuffs, scratches or other character marks. We can't do that at the factory. That's the privilege of the owner, and becomes part of the story of the bike." The Iron 883 is powered by an 883cc

Evolution V-Twin engine tuned to "power away from stop lights and deliver satisfying performance." A blacked-out floating front brake rotor complements nine-spoke cast aluminum wheels finished in black with machined highlights that reduce unsprung weight by a combined eight pounds to improve ride comfort and handling. Ride and handling are said to be further enhanced by new cartridge-style forks and new emulsion rear shock absorbers with progressive-rate springs and a threaded pre-load adjustment collar that is said to make it easy for the rider to dial in shock performance to match road conditions

or passenger weight. A special shock adjustment spanner stows under the seat.

## Forty-Eight "functional muscle"

The new Forty-Eight motorcycle "waits at the curb like a broad-chested bulldog guarding its turf" (!). A "burly" 130mm front tire is "suspended" by 49mm forks secured in massive forged aluminum triple clamps and an aluminum fork brace. "The classic 2.1-gallon peanut fuel tank creates a narrow, athletic waist. Chopped fenders expose the tire

**XL1200X 'Forty Eight'** - improved seats and all-new front and rear suspension featuring emulsion coil-over rear shocks with new front cartridge forks; all the Sportsters have ABS and factory security systems as options only



rubber. A perfect balance of black, color and chrome gives this bike a bold visual presence.

"The low handlebar and forward foot controls put the Forty-Eight rider in an aggressive posture, so we picked up on that with the styling," said Harley-Davidson Industrial Designer/Stylist Ben McGinley, the lead stylist on the project. "The big front wheel is like a steamroller coming down the street, and we went with the smaller round steel air cleaner and some chrome on the exhaust to draw your eyes to the engine, which looks larger under the peanut tank. I'd describe the theme of this bike as functional muscle."

The fuel tank styling features horizontal stripes, a throw-back to 1970s style that's reappearing today

on custom bikes. Those lines are repeated throughout the motorcycle, including in the seat stitching, slotted exhaust shields, rear sprocket and belt guard. New lightweight cast-aluminum wheels feature nine split spokes and a solid black finish with machined highlights. A side-mount license plate and combination stop/tail/turn signals keep the rear fender uncluttered.

The new 49mm forks feature a cartridge design tuned to complement new emulsion rear shock absorbers with progressive-rate springs and a threaded pre-load adjustment collar, a combination that delivers a premium, controlled ride over the roughest urban pavement. A shock adjustment spanner is stashed under the solo seat,

**XL 883L Superlow** - Harley's entry level Sportster with a \$8,499 MSRP



**Sportster Superflow 1200T** ... the top of the line Sportster in price terms with a \$11,799 MSRP. Described by Harley as "light weight with a narrow chassis and premium touring features ... it offers confidence-inspiring handling and a low center of gravity"



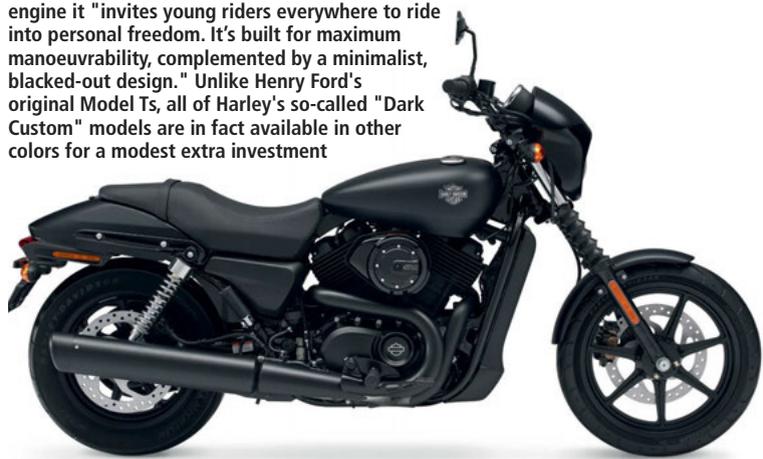
**VRSCDX Night Rod Special** - described by Harley as "a sinister-looking machine" with the 60 degree liquid-cooled 76"/1250cc Revolution engine delivering a "v-twin growl and massive power." Styled for performance-minded enthusiasts who like a "blacked-out, no-hassle ride, and an aggressive, drag-inspired riding position." Paint options are the only changes to the Night Rod and the 240mm rear tire VRSCF V-Rod Muscle for 2016.



**FLHTCUTG Tri Glide Ultra Classic** - featuring the Twin Cooled version of the High Output 103 inch Twin Cam engine (air-cooled with integrated oil cooler) features include 6-speed Cruise Drive with electric reverse and new reduced-width primary housing/derby cover. Costing some \$8,000 less the second of Harley's Trike offers, the FLRT Freewheeler is marginally the smaller and has the older air-cooled version of the High Output 103 inch.



With an MSRP of \$6,849 the XG500 'Street 500' is Harley's entry level motorcycle. Harley describe it as offering "cool, dark styling" and "urban agility". They say that with the Revolution X engine it "invites young riders everywhere to ride into personal freedom. It's built for maximum manoeuvrability, complemented by a minimalist, blacked-out design." Unlike Henry Ford's original Model Ts, all of Harley's so-called "Dark Custom" models are in fact available in other colors for a modest extra investment



which has been formed to support the rider with all-day comfort.

### Street 750/500 liquid-cooled Revolution X

Said to be "Lean, quick and nimble" Harley claim the Street 750 and Street 500 models "combine a lightweight, easy handling chassis with the responsive performance of the liquid-cooled Revolution X powertrain in a café-inspired Dark Custom motorcycle

developed for urban riding.

"For 2016, both Street models receive new front and rear brake systems with 300mm brake rotors and a powerful, stylized front caliper with 34mm pistons and matching rear caliper for even greater confidence when navigating challenging roads. Other braking system upgrades include an improved aluminum integrated rear master cylinder with reservoir, aluminum front master cylinder with reduced friction and higher efficiency, and new brake lines. "

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# Road Glide Ultra "defines touring excellence"

"Outstanding aerodynamics and project Rushmore influences benefit demanding touring riders"

Apparently "they cross two state lines before breakfast." That's what Harley are saying about their "bagger" customers, so if that's not you, the answer would be to buy a BMW instead presumably!"

"For riders with a serious devotion to the road, Harley-Davidson announces the return of its long-mileage specialist, the 2016 Road Glide Ultra motorcycle. A two-year absence from the Harley-Davidson Touring line was time well spent infusing the Road Glide Ultra with enhanced style, comfort and performance – the full influence of the customer-led Project Rushmore product development effort.

"Rider and passenger will enjoy outstanding aerodynamics and optimized touring ergonomics propelled by the unrelenting performance of the Twin-Cooled High Output Twin Cam 103 powertrain. The new Road Glide Ultra shatters the expectations of the most demanding touring motorcyclist." Memo to whichever PR trainee wrote that last sentence - shattering customer expectations is not necessarily a "good thing"!

"Since its introduction in 2011, the Road Glide Ultra has been the bike of choice for Harley-Davidson owners who ride the hardest and longest," said Harley-Davidson Motorcycle Product Planning Director, racer and noted "real deal" Paul James. "In fact, our research shows Road Glide Ultra riders rack up more miles per season than owners of any other Harley-Davidson model. We've designed the new Road Glide Ultra for that hard-core touring rider and passenger, with a special focus on aerodynamic performance and by creating a riding position that's a comfortable place for a long day in the saddle."

## Creature comforts "CFD designed frame mounted fairing"

The company goes on to say that "the distinctive design of the frame-mounted Road Glide fairing was created by Harley-Davidson stylists and engineers using computational fluid dynamics [CFD], hundreds of hours of development in a wind tunnel and thousands of miles of road testing. Integrated triple splitstream vent openings in the fairing work in concert with the 13.5-inch tall touring windscreen to manage air pressure between the fairing and the rider to virtually eliminate head buffeting.



Ready for a hard day at the office - the Road Glide Ultra's instrumentation and gizmo specification is aimed squarely at the longest of long-distance mileage riders. Harley-Davidson do a good job with such specifications, but also do a good job of opening up aftermarket opportunity for audio, communications and accessory vendors who can take the "creature comfort" riding values of the 21st century even further

FLTRU Road Glide Ultra - at \$25,699 MSRP the returning hero of the (now) 10 model tourer line-up isn't quite the most expensive of the tourers - the FLHTK and TKL are a tad more - but along with them it has ABS, the factory security system, cruise control and the premium radio option as standard

Mid-frame air deflectors mounted below the fairing help to maintain comfortable airflow around the rider and direct cooling air to powertrain components.

"Because the fairing is mounted to the frame, the effect of its weight and impact from the wind are reduced through the handlebars, resulting in light, precise steering control. The fairing also holds Dual Reflector Daymaker LED headlamps, a distinctive and conspicuous styling element that punches farther through darkness with brilliant white high- and low-beam illumination.

"The rider triangle is unique to the Road Glide Ultra model and designed to put a wide range of riders in a position that's ideal for long-haul touring comfort. The 1.25-inch diameter handlebar is positioned 1.9 inches higher than Road Glide and Road Glide Special models to optimize long-range touring comfort, and the seat shape is revised and slightly lower."



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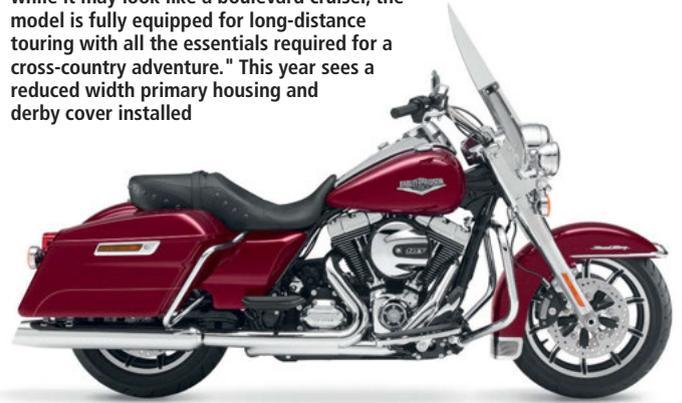
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Harley's most expensive tourer at \$27,299 MSRP, the FLHTKL Ultra Limited Low "offers top-of-the-line touring comfort that's tailored to fit."



FLHR Road King - at \$18,749 the Road King is Harley's entry level tourer for 2016. Harley bill it as "Custom Touring at its finest and most affordable - while it may look like a boulevard cruiser, the model is fully equipped for long-distance touring with all the essentials required for a cross-country adventure." This year sees a reduced width primary housing and derby cover installed



**Drivetrain**  
"Project Rushmore innovations"

The 2016 Road Glide Ultra is said to feature "all of the Project Rushmore innovations and technology enhancements that have collectively transformed the Harley-Davidson Touring platform, including stout 49mm forks, Reflex Linked Brakes with ABS, sleeker fenders, lighter Enforcer cast aluminum wheels and improved instrument graphics and hand controls. Cruise control is also standard on the Road Glide Ultra.

"The robust touring performance demanded by Road Glide Ultra riders is provided by the Twin-Cooled High Output Twin Cam 103 powertrain. A combination of air-cooled and precision liquid cooling strategies allows the engine to maintain peak performance under the most demanding loads and riding conditions, and enables a higher 10.1:1 compression ratio for increased power and efficiency, including 10.7 percent more peak torque than the standard Twin Cam 103 engine. Coolant circulates through the cylinder heads in the area around the exhaust valves and through heat exchangers located in the left and right fairing lowers. The precision cooling system is thermostatically controlled and uses an electric pump to circulate coolant.

through thumb-operated five-way joysticks located on the left and right hand controls or the touchscreen. Four 5.25-inch speakers are optimized to the system and mounted in sealed-and-tuned enclosures.

"Equalization is optimized for the motorcycle environment and automatically adjusts the bass and treble levels to the selected volume for optimal sound quality at all riding speeds. Fairing storage space includes a rubber-lined Jukebox media compartment with USB connection in the right side of the inner fairing."

The new Road Glide Ultra "addresses passenger comfort with a seat that's one inch wider and one inch longer than the previous model, and a revised backrest shape provides more lumbar support. The shape and angle of the armrests are adjusted to keep passenger arms from slipping forward."

Restyled luggage with one-touch latches includes "sleeker hard saddlebags and a new Tour-Pak



Sooner or later Harley are going to have to surrender to the inevitable and make the 110 incher the stock engine in their tourers, but for now the 103 prevails. As with the Road Glides, you "pays yer money and makes yer choice" with the standard FLHX Street Glide coming in at \$2,300 less than the 'Special' but sans the stock ABS (on a 775 lb dry weight tourer?), factory security system and premium radio set-up. It has to be said that with very little specification and price difference the distinction between the Street and Road Glides - five models between them now - aren't great and you have to wonder if dealers really need the tourer variants? Surely consumers don't, do they?

luggage shape that offers 4 percent more capacity than the previous design. The Tour-Pak is topped with a chrome tubular luggage rack."



**Creature comforts**  
ergonomic infotainment

The Road Glide Ultra is equipped "with the BOOM! Box 6.5GT infotainment system with color touch screen, GPS and Bluetooth capability. Mounted in a reshaped inner fairing, the 100-watt BOOM! Box 6.5GT is now located two inches closer to the rider compared to previous models for enhanced visibility of the high-resolution screen and an easier reach to the faceplate buttons. All infotainment functions are controlled

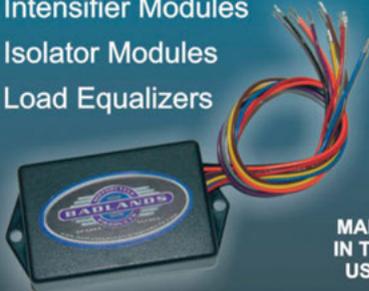
FLHTCU Electra Glide Ultra Classic - one of the most famous of Harley Big Twin brand names, the lower price-point version of the two Electra Glides (\$23,549 MSRP) now gets the reduced width primary but not the other ergonomic tweaks and included options that the 'Low' delivers for an additional \$1,150 outlay





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# Indian launches 2016 motorcycle range

Although it is still early days (even for the rebirth of a badge dating from 1901!), Polaris are showing impressive brand stewardship as their convincing ownership of the Indian marque finally steers the custom motorcycle market towards an OE duopoly ...

Although a six model line-up is no doubt a lot less than where Polaris envisage seeing the Indian range settle out at, while the company waits to build its dealer network, the steady evolution of what we are seeing under Polaris' brand management has got everyone's attention - not least Harley-Davidson's. In fact, the progress Indian is making in building its dealer network is impressive, and with the 2016 model range showing a sureness of touch underpinned by the considerable corporate resources and PowerSports industry experience that Polaris bring to the brand's table, there is every reason to expect to see wait lists develop - and not just because of the widely reported paint facility bottleneck.

Compared to Harley's 8 family, 38 variant line-up, Indian's single 'entry-level' Scout, three mid-range Chief branded cruisers, a Chieftain as its top-end cruiser and a single Roadmaster top-end tourer may appear to represent a modest start, but don't be fooled, this is a case of appearances definitely being deceptive. This is a model range that is strategically greater than the sum of its parts. Polaris earned much kudos for the careful, steady way in which it went



**Roadmaster** - described by Indian as offering "Pure American Luxury - the dramatic design complemented with the ergonomic luxury and innovation for both rider and passenger makes for an unmatched ride". Interestingly, though priced a tad more expensively than Harley's tourers, its 111 cubic inch Thunder Stroke power plant and host of ride-friendly included features and creature comforts (power-adjustable windscreens, heated grips, dual heated seats, ABS, tire pressure monitoring, keyless ignition with remote locking storage, electronic cruise control, advanced infotainment system and Bluetooth capability) make the Roadmaster competitive with Harley CVOs that start at some \$10k more at MSRP



**Chieftain** - also described by Indian as a "bagger" and starting at \$22,999 MSRP, standard features include ABS; cast aluminum frame with integrated air-box; cruise control; driving lights; highway bar; keyless start; power windshield; Desert Tan genuine leather seats; remote locking hard saddle bags; tire pressure monitoring; 100 Watt stereo with AM/FM Bluetooth and Smartphone compatible input



about introducing and evolving its Victory brand. That calm assurance has now come back to benefit them in spades as they seek to give Victory new meaning and recreate it as offering new, additional business opportunities for their motorcycle dealers in the long-term. In the short-term this theoretically modest start is exactly what is required, and by building slowly,

Indian are building well. Their 2016 offer clearly demonstrates a business plan that fits a rational and realistic approach to productionisation plan, a manageable approach to required dealer investment and flooring overhead and, above all, a careful nurturing of consumer expectation. The three-way dynamic of tensions that could arise between the

**Chief Classic** - starting at \$17,999 MSRP, "classic style meets modern performance and technology". Fuel injected 111"/1800cc Thunder Stroke air-cooled 49 degree v-twin in cast aluminum/integrated air box frame. Features include ABS, remote key fob/keyless start and gauges galore



Scout - available with or without ABS (and in Black, btw!) - Indian continue to describe the acclaimed Scout as a middleweight cruiser. Well, yes it is really, but either way this is Indian's popular entry level offer (25.3" seat height) and 'Iron' or no 'Iron', this "nimble, sporty platform with modern performance technology" (i.e. liquid-cooled and fuel injected) is massively competitive with Harley's Sportsters, both in terms of power (69"/1130cc/100hp/72 ft.lbs peak torque at 5,200 rpm), bang-for-the-buck (MSRP starts at \$10,999) and handling thanks to suspension that remains far superior to the upgraded Sportster set-up (dual shocks with 3" travel and telescopic front forks with 4.7" of travel), a cast aluminum frame (and wheels) and smooth gear drive wet clutch



Chief Dark Horse - launched mid-way through the traditional model year cycle (to much admiration) this "Darker. Bolder." (sounds familiar ?) entry level Chief Cruiser (MSRP starts at \$16,999) is based on the torquey (119 ft/lbs) air-cooled fuel injected Thunder Stroke 111"/1800cc 49 degree v-twin engine in a cast aluminum frame with integrated air box and has ABS, remote key fob/keyless start and electronic cruise control as standard

expectations that Indian's brand heritage inevitably generates, the inevitable comparisons with Harley-Davidson, and the position that Indian needs to earn in a crowded contemporary market that is spoilt for quality riding choices, makes this an ambitious project.

Indian's 2016 offer appears to confirm what everyone who has been paying attention has come to believe - that Polaris has the smarts to control its ambitions and deliver on expectations. Have you been keeping an eye on what their shares have been doing in the past 36 months? Comparing and contrasting Polaris' share price performance with Harley's is just as interesting as comparing and contrasting their motorcycle product ranges.

By refusing to allow itself to be sucked into offering too much too soon, Polaris is giving the Indian brand headroom rather than headwind.

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



Chief Vintage - described by Indian as a "bagger" and starting at \$20,999 MSRP, there's nothing "vintage" about the standard ABS and keyless start technology on this soft-bag tourer, with tank-mounted electronic speedometer/odometer; dual trip meters; digital tachometer; ambient air temperature; fuel range; average fuel economy; battery voltage; gear position display; real-time clock; vehicle trouble code readout; heated grip level (if heated grips installed); low engine oil pressure; and 9 LED telltale indicators: cruise control enabled, cruise control set, neutral, high beam, turn signal, ABS, check engine, and MPH or km/h unit designation; tank-mounted electronic fuel gauge with low fuel LED indicator

	SCOUT	CHIEF DARK HORSE	CHIEF CLASSIC	CHIEF VINTAGE	CHIEFTAIN	ROADMASTER
MSRP from	\$10,999	\$16,999	\$17,999	\$20,000	\$22,999	\$27,999
Engine	Scout 69 cu in engine	Thunder Stroke 111 cu in engine	Thunder Stroke 111 cu in engine	Thunder Stroke 111 cu in engine	Thunder Stroke 111 cu in engine	Thunder Stroke 111 cu in engine
Weight empty tank/full tank	538/558	751/785	751/785	801/835	815/848	897/930
Rake	29°	29°	29°	29°	25°	25°
Rider Seat	Genuine Leather 25.3° Seat Height	Black Vinyl 26.0° Seat Height	Black Vinyl 26.0° Seat Height	Genuine Leather 26.0° Seat Height	Genuine Leather 26.0° Seat Height	Genuine Leather 26.5° Seat Height
Passanger Seat	Accessory Option	Accessory Option	Accessory Option	Standard	Standard	Standard
Windshield	Accessory Option	Accessory Option	Accessory Option	Quick Release Windshield	Power Windshield	Power Windshield
Storage	Accessory Option	Accessory Option	Accessory Option	Quick Release Leather Bags	Power-Locking Hard Saddlebags	Power-Locking Hard Saddlebags & Trunk
Fuel Capacity	3.3 Gallons	5.5 Gallons	5.5 Gallons	5.5 Gallons	5.5 Gallonsq	5.5 Gallons

## Keihin carb rebuild gasket kits

JAMES Gaskets offer the most comprehensive range of carburetor rebuild kits available on the market. From 1936-1965 Linkerts and 1970's Bendix carbs through to the Evo Keihins and late model Twin Cam and Screamin' Eagle



Keihin '76-86 XL, FL, FLH, FX

cars and EFI induction systems, James Gaskets offer complete kits or individual service components - all featuring the famed Genuine James Gaskets premium components that are entirely designed and manufactured by them at founder James Clark's 46,000 sq ft Dayton, Nevada facility. Seen here are their gasket and seal kits for Keihin Butterfly and CV carbs - for 1976-1986 XL, FL, FLH and FX models, and for 1988 and up Evolutions.

**JAMES GASKETS**  
Dayton, Nevada, USA  
Tel: 775 246 2220  
[info@jamesgaskets.com](mailto:info@jamesgaskets.com)  
[www.jamesgaskets.com](http://www.jamesgaskets.com)



## Sportster foot controls

ITALIAN parts specialist and custom designer Free Spirits has added to its range of Sportster parts with these brake and shift pedals for most '04 - '13 XL models.

The bolt-on kits mount directly and replace the original levers. CNC-machined from billet aluminum, designer and master craftsman Marcello Fontana says that they are stiffer and stronger than the stock parts and that they are a quick and easy 100 percent reversible install without any modifications. Finished in silver or black anodized, spare/service parts are available and they ship with all hardware.



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

## Big Bore kits for H-D Street models

REVOLUTION Performance of Plymouth, Wisconsin, has introduced Big Bore kits for the H-D Street models that take the bore of the 500 to 550 and the 750 to 800.

The kits come with cylinder sleeves plated with Revolution's famous nickel-silicon-carbide plating for "superior resistance to wear and better holding of oil to the cylinder walls," according to owner Chris Hackl. Pistons, rings and gaskets are included in the kits.

Revolution Performance is a subsidiary of Millennium Technologies and specializes in Harley-Davidson and Buell motorcycle products and services. "We have the expertise, equipment and commitment to do the job right," says Chris.

The company started out in 1997 as a Nickel-Silicon-Carbide cylinder re-plating and servicing company, but subsequently branched out into complete service for cylinders, heads, crankshafts and top-ends, and can also supply any relevant parts such as pistons, gaskets, camshafts, and so forth.

Working with OEM, dealers, race teams and weekend mechanics, the Millennium Technologies Group includes Xport CNC Services, Ballistic Performance Components and Forward Motion, as well as being the parent company of Revolution Performance.



**REVOLUTION PERFORMANCE**  
Plymouth, Wisconsin, USA  
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Part Number	Flow Rating gm/sec @ 58 psi	Max HP for E10 @ 60% Duty Cycle	Max HP for E85 @ 80% Duty Cycle	Spray Angle (degrees)
19045	4.5	95		25
19054	5.4	115		25
19062	6.2	130	95	25
19071	7.1	150	110	25
19078	7.8	165	120	25
19085	8.5	180	130	25
19092	9.2	195	140	18
19099	9.9	210	155	18
19106	10.6	225	165	18



### Injectors for 2006 and Later Throttle Cable Models (Except V-Rod™ & Sportster®)

Part Number	Flow Rating gm/sec @ 58 psi	Max HP for E10 @ 60% Duty Cycle	Max HP for E85 @ 80% Duty Cycle	Spray Angle (degrees)
20039*	3.9	85		25
20054	5.4	115		25
20062	6.2	130	95	25
20071	7.1	150	110	25
20078	7.8	165	120	25
20085	8.5	180	130	25
20092	9.2	195	140	18
20099	9.9	210	155	18
20106	10.6	225	165	18

\* (Replacement for OE 27709-06A).

Except Part Number 20039, not legal for sale or use in California or on any pollution controlled vehicles.

### Injectors for 2008 and Later Electronic Throttle Control Models

Part Number	Flow Rating gm/sec @ 58 psi	Max HP for E10 @ 60% Duty Cycle	Max HP for E85 @ 80% Duty Cycle	Spray Angle (degrees)
21054	5.4	115		18
21062	6.2	130	95	18
21071	7.1	150	110	18
21078	7.8	165	120	18
21085	8.5	180	130	18
21092	9.2	195	140	18
21099	9.9	210	155	18
21106	10.6	225	165	18



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## New battery preparation made easy!

AMD interviews TecMate CEO and Chief Technical Officer Martin Human about a problem that can affect many motorcycle dealers and custom builders...



Correctly preparing and activating a new battery is essential - it guarantees that the battery will perform at full power from the get go and have the best chance of delivering the long service life the manufacturer says it should give.

However, due to time pressure and other issues it is a process that's often overlooked; simply put, a customer buying a new battery at the parts counter is usually anxious to get his vehicle going, or the

just-received acid", Martin continued.

He explained that the final 20-30% of power is achieved with controlled charging that gently activates the full surface of each lead plate and thus brings each of the 6 cells to equal voltage. This is the problem that the specifications of his TecMate OptiMate PRO-S (single bank) and OptiMate PRO-4 (4 bank) are designed to deal with - to do this automatically, and quickly with only one hour of charging.

"It's easy and does not take a lot of time. All the dealer or battery buyer has to do is fill the battery with acid as normal per manufacturer's recommendations, wait 30-45 minutes for the acid to settle, then select 'NEW' on the OptiMate PRO, hook up the battery and walk away.

"One hour later that new battery is good to go, ready to deliver full power and well prepared to last well past its warranty period - that can be 100% guaranteed if maintained by an OptiMate consumer charger".

OptiMate PRO also revives new batteries that have lost their charge due to being in storage for 3 months or longer, and can also automatically save a sulphated battery that has been discharged down to as little as 1 Volt.

"Once again it is a simple procedure", says Martin. "Simply select 2A or 4A for batteries larger than 10 Amp-hours, hook the battery up and let the OptiMate PRO do the rest.

"We use what we call an 'AmpMatic' micro-processor, and this automatically adjusts the charge voltage and current to match the connected battery's size and condition. It saves, charges and equalises the cells within the battery, then tests and indicates to the dealer how well the battery recovered".



OptiMate PRO, a time and money saver for any powersport dealer wanting to deliver great service and battery performance to their customer



happy rider about to pull away on the bike he's just collected wants to get going the moment the sale is through. For those customers "come back tomorrow while I finish preparing the battery" just does not work.

Martin Human, the brains behind the OptiMate battery maintenance and diagnostics programme, told AMD...

"The problem with badly prepared batteries is that they will work to begin with, because problems don't emerge until months or even a year later. For dealers poor battery preparation is a potentially expensive gamble - in financial and reputational terms - if it has to be replaced within the warranty period.

"Even with battery acid at full strength when fresh, poor preparation brings the new battery only to 70-80% of deliverable power. Some cells may be at a lower voltage than others, due to some plates within those cells not yet fully interacting with the



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## Hydraulic tube bending kit



Trick-Tools are now offering the latest hydraulic bender kit from Pro-Tools.

Combining the MB-105HD/TT bender with a rolling stand and choice of hydraulic upgrade, the company says that the bending capacity of 2in x .188 wall makes it "more than capable of manipulating tube for motorcycle frames."

Features include friction-reducing steel bushings at the main die pivot that ease die change-out and a degree plate; an optional stop kit that allows for repeatable bends is also available.

### TRICK-TOOLS

Pella, Iowa, USA

Tel: 641 628 3860

[sales@trick-tools.com](mailto:sales@trick-tools.com)

[www.trick-tools.com](http://www.trick-tools.com)

## Nightrider tuners

Oldsmar, Florida based Nightrider.com, manufacturer of the XiED EFI fuel management system, has introduced three applications for 2015 Harley-Davidson baggers - simple XiED; everyday rider ViED and intelligent AF-XiED.

Based on the premise that "not every rider needs complex and expensive engine tuners to meet their needs," the company says that most riders with stock bikes or those making exhaust and/or air cleaner upgrades "just want to ensure their engine runs properly."

Nightrider say their patented XiED technology is designed to work with OEM closed-loop ECM's "to maintain or improve fuel mixtures. We incorporate a simple plug-n-play installation, and the bike is running in minutes. It is easy to install or remove and cost-effective.

"You do not need to worry about expensive piggyback controllers or complex software tuning, and no dyno tuning is required. Our adjustable tuning products require nothing more than a small screwdriver to fine-tune the fuel



The company claims that the XiED family of products "has been shown to provide improved throttle response, lower engine and exhaust temperatures, reduced engine surge, less engine ping and increased power"



Nightrider say their XiED fuel management system options for 2015 Harley baggers are "by far the best value for increasing usable horsepower"

mixture for consistent results - it is as easy as installing a bigger jet in a carburetor."

The company claims that the XiED family of products "has been shown to provide improved throttle response, lower engine and exhaust temperatures, reduce engine surge, less engine ping and increase power" and that their fuel management systems "are by far the best value for increasing usable horsepower as well as better throttle response when needed."

### NIGHTRIDER.COM

Oldsmar, Florida, USA

Tel: 727 420 0896

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

## BilletLED lights



Lazer Star's universal-fit BilletLED lighting enhances or replaces brake lights or turn signals. Available in various lengths, finishes, LED colors and mounting options, they feature machined 6061 billet aluminum housings in a chrome or polished black finish and a choice of 4, 7 or 12 inch lengths. Alternate mounting options are also available for installation on the top/bottom or back of a light bar with a tube mount version featuring a contoured back for flush mounting. A converter is available to transform them into dual-function lights, allowing auxiliary lighting to function as both running lights and brake lights. LAZER STAR LIGHTS, USA; [www.lazerstarlights.com](http://www.lazerstarlights.com)

## 'Chopper' tank for Softails

Exile Cycles is now offering its Chopper gas tank as a direct bolt-on for H-D Twin Cam Softail frames.

Starting life as an oversized Sportster-style tank stamped in heavy 14-gauge steel, each tank is individually fabricated allowing the purchaser to specify height, width and tank position on tunnel. The regular measurements for the tank are 14in wide, 16.5in long and 8in high.

Available for carburetor or EFI applications, they are

supplied with either a pop-up stainless gas cap or a classic screw-in low-profile aluminum cap. Weld-it-yourself gas tank kits also available.

### EXILE CYCLES

Agoura Hills, California, USA

Tel: 818 706 1230

[info@exilecycles.com](mailto:info@exilecycles.com)

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**vanceandhines**  
.com

# Softail air cleaner

K&N say their RK Series performance air cleaner assemblies are now available for '13-'15 Softails, with a design that upgrades the performance of the stock 103 inch air intake setup. without disturbing the lines.

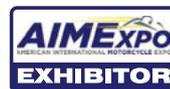
The stock enclosed air cleaner assembly is replaced by a washable and reusable high-flow air filter and bolted-in open element velocity stack. Mounted to an oversized custom black powder coated aluminum backing plate that provides a solid mounting surface and an integrated crankcase breather system, the oversized air cleaner remains hidden behind the factory Harley cover.



Dyno tests are said to have shown an estimated increase of 9.32hp at 4,803rpm and an estimated additional 8.71lb-ft of torque at a 2,487rpm on a '14 Softail Deluxe 103.

Built in breathers replace the external OE breathers. K&N back their unique cotton gauze technology that "lengthens filter service intervals and provide excellent filtration" with a 10 year, million mile limited warranty.

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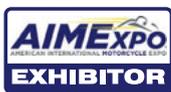
# Air ride seat kits

TC Bros. Choppers have become as well known for their parts and accessory products as they are for their bike builds, with many of their own design parts developed from their custom bike building program.

From handlebars to hardtail conversion kits for Sportsters, their range is already extensive, but the company is adding new items all the time, such as these single (225lb limit) and double (325 lb limit) air ride solo seat kits.

Both set-ups make use of compact rubber air springs that are said to offer superior vibration damping compared to traditional seat springs; universal fit 1/4 inch thick mounts are included.

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



# Updated 'Memphis Fats' Drop-Top

Memphis Shades has designed an improved version of its popular Memphis Fats windshield. Featuring a Venturi wing that smoothes the air-flow and "virtually eliminates buffeting", according to the company, the air is boosted up and over the rider, "producing the benefits of a shield up to 3 inches taller - adjusted to 16 inches you get the wind protection of 19 inches and a clear view of the road."

It is available in 'Ghost,' a light black tint with 85 percent visible light transmission, or 'Black Smoke' with polished or Night Shades (Black) stainless straps; available in three height adjustment ranges - 13-16, 15-18 and 17-20 inches.

Made of Lucite for durability and "distortion free clarity", for fine-tuning there is 1 1/4 inches of tool-free adjustment - the Drop-Top uses the patented no-tool detachable Trigger-Lock mounting hardware system. It fits the standard 5 3/4 to 7 inch headlight sizes and 9 inch headlight cut-outs (such as the Road King).



**MEMPHIS SHADES**  
 Rossville, Tennessee, USA  
 Tel: 901 853 0293  
[customerservice@memphisshades.com](mailto:customerservice@memphisshades.com)  
[www.memphisshades.com](http://www.memphisshades.com)



# Arlen Ness's 10 - Gauge primary covers

This multi-piece outer primary is sculpted to match the new line of Ness 10-Gauge accessories that we featured in AMD Magazine last month and fits all late model FLT's.

Designed as a full replacement outer primary cover, the multi-piece design allows for easy service and maintenance and is available with matching rocker boxes, cam covers, transmission covers and more.

The primary kit includes multi-piece outer primary, gasket and chrome hardware.



**ARLEN NESS ENTERPRISES**  
 Dublin, California, USA  
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*“With AIMExpo increasing activities for the V-Twin segment of the industry, S&S has chosen to invest in AIMExpo to take advantage of the all-in-one platform and become a sponsor of the new Championship of the Americas custom bike show.”*

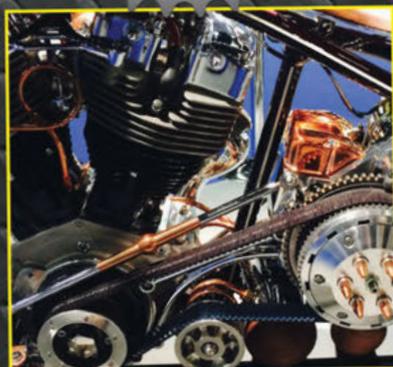
*– Paul Langley, President, S&S Cycle*



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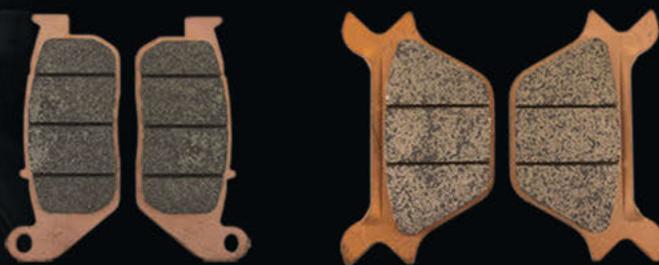
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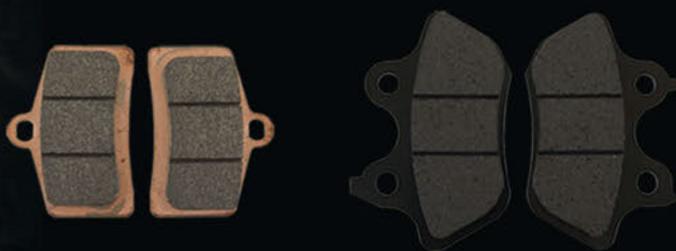
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## The power of chrome

V-Twin Manufacturing's new DOT approved 12V sealed 4 1/2" spot lamp is compatible with most light housings, is sold individually, and features a "luxurious chrome finish outer shell."

The high powered LEDs are said to improve visibility, have a longer life span compared to halogen bulbs and use less power. This easy-install upgrade spot lamp plugs directly into the existing wiring on all 1968-up FL models.



**V-TWIN MANUFACTURING/  
TEDD CYCLE**  
Newburgh, New York, USA  
Tel: 845 565 2806  
[info@teddcycle.com](mailto:info@teddcycle.com)  
[www.vtwinmfg.com](http://www.vtwinmfg.com)

## Bagger 2:1 SuperMegs



A top-end biased power-curve is said to provide performance gains and increased rpms



Features include a 2.5" non-baffled mechanical core

SUPERTRAPP Industries has released Kerker branded SuperMegs for use on Baggers. The system is said to shift the power curve to the top-end, providing high rpm power for performance gains, aided by the use of a 2.5in non-baffled rebuildable and repackable mechanical core.

Available in chrome or black, featuring a black/chrome head pipe and black ceramic coated heat shields and muffler body. Also the Kerker Imposter pipe can be used to give a bike a True Dual look.

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



The Ultima Products division of Midwest Motorcycle Supply is offering new "Manhattan" front and rear wheel designs in 16, 18 and 21 inches in polished aluminum with optional matching polished stainless steel rotors and pulleys. MIDWEST MOTORCYCLE SUPPLY, USA; [www.ultimaproducts.com](http://www.ultimaproducts.com)



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# Scorpion clutch basket for 2007-15 Big Twins

NOTED Californian clutch and cables specialist Barnett is offering a new Scorpion brand billet clutch basket for 2007 - 2015 Big Twins.

Described by Barnett as "the highest quality and most cost-effective replacement for a broken stock basket," it is precision machined from tough 2024-T3 billet aluminum and hard anodized; this basket is said to be superior in quality and durability to the stock basket.

To install, simply remove the stock basket from the ring gear/primary sprocket and bolt on the new Barnett Scorpion basket. All hardware and instructions are included. Made by Barnett at their Ventura, California facility.

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 Ventura, California, USA  
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[info@barnettclutches.com](mailto:info@barnettclutches.com)  
[www.barnettclutches.com](http://www.barnettclutches.com)



# Solo Rack for 2015 Scout

CHARLOTTE, North Carolina based parts and accessory manufacturer Aeromach says it is now shipping its popular Solo Rack design for 2015 Indian Scout motorcycles.

Available in gloss black, flat black, chrome or "frame silver" to match the Scout, owner Paul Aiken says that "demand for Indian parts is very strong and the Scout has been very well received - which drives development of new parts here at Aeromach."

Laser-cut and formed from sheet steel, then powder-coated or chrome-plated, the Solo Rack ships with all the required hardware made in stainless steel.

**AEROMACH USA, LLC**  
 Charlotte, North Carolina, USA  
 Tel: 704 599 1333  
[sales@aeromach.net](mailto:sales@aeromach.net)  
[www.aeromach.net](http://www.aeromach.net)



# 26 inch steel fenders

B'COOL's new fender kits for 26 inch wheels are made in the USA from drawn 14 gauge steel and five-axis laser cut for "perfect lines and mounting hole alignments," according to the company.

Available for both 38- and 44-degree total rake applications, the fenders are supplied with chrome or black anodized finish, four-hole fender spacers and all stainless steel button head hardware for stock and aftermarket applications.

They fit all '13 and down FLH models, with '14 and up kits available soon. Both give 3-1/4 inch of ground clearance with their 'Wrap' series fender featuring an internal gusset plate for added strength in the mounting area, and like the BFS-FL has 3-1/4 inches of ground clearance.



'Wrap' series - for '13 and down FLH models, internal gusset plate, 3-1/4" ground clearance

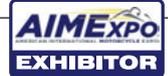
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Their FL Combo features the full coverage style top guard of the 'Wrap' series with the profiled lower guard of the FL series



FL series - drawn 14 gauge steel, 38 and 44 degree total rake applications



# Yelvington 3.0



YELVINGTON Designs of Seminole, Florida, are describing their new trike conversion assembly for 2005 and up Sportsters as a "true paradigm shift." The Yelvington 3.0 reversible conversion integrates a new swingarm, but allows the Sportster owner to retain accessories, including stock or aftermarket exhausts. Kits are also available for all Harley tourers and Dynas '05-'15, as well as Sportsters from '00-'15. YELVINGTON TRIKES, USA; [www.ytrikes.com](http://www.ytrikes.com)

## Klock Werks' Billboard Flare

KLOCK Werks has created a new version of its successful Flare windshield for use on bikes that do not have a fairing as standard, such as the Road King, Softail, Dyna and Sportsters.



"The Billboard Flare was designed specifically for bikes that don't have fairings. We took the specially designed Flare windshield concept and tested it with a variety of bikes and different heights of riders to achieve the kind of performance and style goals expected from the Flare windshield brand," said Brian Klock, President.

Klock Werks have also designed a special version of their NAVBag for non-fairing mounted windshields and factory mounting brackets. A multi-functional windshield bag that is available for use with the 'Billboard Flare' windshield and other non-fairing mounted windshields, the water resistant

NAVbag features a magnetic closure and secure compartment to display a GPS, cell phone, or other device, behind a protective screen. It has dual accessory cable ports and a large storage capacity - the simple install utilizes the top center mounting hole on the windshield.

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



## 'Bahn' derby and timing covers



KURYAKYN has added to its Bahn parts line with direct bolt-on replacement derby and timing cover designs for all '99-'15 Twin Cams (except FLHTCUL and FLHTKL).

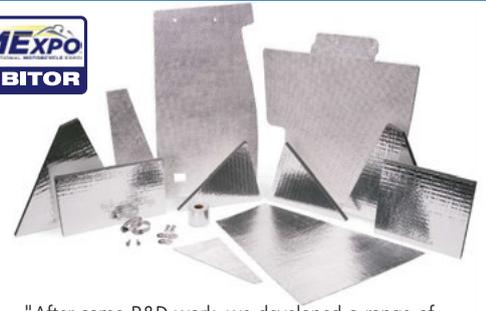
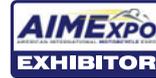
Made from forged and machined aluminum, they re-use the OEM hardware and are available in smooth black anodized Tuxedo or chrome finishes with 3D effect center design.

BAHN, USA; [www.bahnproducts.com](http://www.bahnproducts.com)

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# Slingshot heat control kit



WITH the growing popularity of Polaris Industries' well received Slingshot reverse three-wheeler comes demand and opportunity for aftermarket parts vendors to offer owners retro-fit upgrades tuned to the specific design idiosyncrasies of the stock vehicle.

We have already seen examples of exhausts and sets, and now, from Avon Lake, Ohio based performance heat and sound control product specialist Design Engineering Inc (DEI) comes something that has "logical" stamped all over it where the design of the Slingshot is concerned.

Noted for their motorcycle exhaust wraps, DEI is now offering a custom-cut 11-piece thermal barrier kit that includes a double-walled main heat shield, a single-walled floor and heat shield and additional 9-

pieces covering the transmission tunnel, rocker panels and center console.

The Slingshot's compact design and 4-cylinder engine mean the muffler, catalytic converter and exhaust manifold all reside in close proximity to one another on the right side of the vehicle. This concentration of heat transfers into the passenger area, cooking the floor and cockpit area.

The end result of using the DEI kit is a cooler and quieter Slingshot, allowing for longer rides and greater rider comfort. DEI Powersports Brand Manager Brian Van Koevering said: "This is the first summer season for this vehicle, so when the mercury rose our phone started to ring off the hook with exasperated Slingshot owners looking for relief.

"After some R&D work, we developed a range of materials that fit this application well."

**DESIGN ENGINEERING INC**  
 Avon Lake, Ohio, USA  
 Tel: 440 930 7940  
[sales@designengineering.com](mailto:sales@designengineering.com)  
[www.deipowersports.com](http://www.deipowersports.com)



# Chain conversion kit



**NEW from Zipper's Performance Products, this cushion-drive chain conversion kit for 2009-up Touring models is for high output engines and is said to have "a modular design for strength and easy ratio changes."** Supplied with a steel front sprocket, a 7075-T6 heat-treated aerospace aluminum rear sprocket and O-ring chain (available in standard metallic, gold or black), it is equipped with a chrome-moly axle and severe-duty slider style chain adjusters, eliminating the cam adjusters.

The system bolts-on without requiring modifications to the swingarm.

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# Handlebar options at Custom Chrome

Custom Chrome has a wide selection of handlebars and accessories available, including its **Santee** brand Diablo handlebars seen here. They are available in 12in, 14in and 17in heights. Finish options are gloss black or chrome and versions



**Ergonomic Air Gel Grips from Avon; available for standard cable or TBW applications**

**Avon Performance's** ergonomic Air Gel grips feature the softest rubber that Avon has used in a street bike grip with a unique dimple texture and tacky feel, which is said to help reduce unwanted road/engine vibrations and hand tingle. This new style grip is detailed with billet aluminum chrome plated or black anodized end caps and collars; available for standard cable and TBW applications.

**Wild 1** is offering a T6 heat-treated billet aluminum handlebar adapter that is a direct replacement for the restrictive stock clamping system on 2015 Road Glides.

The factory design only allows for installation of the OEM handlebars due to the 1-1/4 inch clamping area, an unsightly electrical exit hole that is pointed towards the front and a locator pin in the riser body that limits forwards and

**Wild1 replacement clamping system kit to liberate from restrictions of the stock 2015 Road Glide clamp**



**Santee 1-14" Diablo bars - internal wiring and TBW application compatible**

of the 'bars are offered for use on FLHT models, or for all models with 3.5in center spacing; they are drilled for internal wiring and are throttle-by-wire application compatible.

Street Fighter style bars from **Physco Chubby** are offered in a choice of black or chrome finishes, are pre-drilled for internal wiring, notched to work with throttle-by-wire applications and said to provide a neutral wrist angle for comfort and rideability.

They are 35 inches wide and available in 3 heights - 10in high bars with 6 inch riser and 4in bar rise; 12in



**Physco Chubby 35 inch wide Street Fighter style bars are available in three heights**

high with 8 inch riser, 4in bar rise; 14in high with 10 inch riser and 4in bar rise.

Also seen here are 1-1/4in diameter 10, 12, 14 and 16 inch high Fat Bobber style Ape Hangers by **Khrome Werks**. These 'bars feature a more forward grip angle than most Khrome Werks designs and are offered in either a chrome or gloss black powder coated finish. They are diamond knurled, drilled and notched for ETC (Electronic Throttle Control - 9/16 inch shorter right-side grip with drilled dimples and elliptical center slots).



**Khrome Werks Fat Bobber style Ape Hangers - chrome or black, diamond knurled, notched for electronic throttle control (ETC)**



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## Cruise Drive Vice Stand

To assist in the assembly of transmission gears and shafts, **JIMS** has developed the Cruise Drive Vice Stand. "No more fumbling with parts on the bench or clamping in a vice with soft jaws," say **JIMS** - this new tool holds the shafts in perfect alignment while protecting them from damage for faster, easier and safer assembly; the tool can be mounted in vice vertically or horizontally. For 2006 to present Dyna and 2007 to present Big Twins with OE 6-speed. **JIMS USA;**  
[www.jimsusa.com](http://www.jimsusa.com)



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# Climax branded clean-look control kits

ONE of the pioneers of the clean handlebar look, Henderson, Nevada based Custom Cycle Control Systems has launched what it is describing as "newly engineered" Climax branded, concealed hand controls packages.

Described as entirely self-contained, all the lines, wires and cables run through the handlebars and exit below the top tree. CCCS say they also have five custom handlebar styles to choose from, from Old School style drag bars to apes.

The wires, cables and hoses ship "extra long" so they can be cut-to-length; the hidden brake and clutch fluid reservoirs are quickly and easily filled, according to CCS, thanks to a syringe action fill and bleed onboard funnel hidden inside the grip.

The convenient push-pin accessibility to the internal throttle and reservoirs mean no tools are needed; seven micro switches maintain all stock control functions and allow custom use.

Additional features include easily accessible dual cable internal throttle, E-Z pull throttle lock and multiple



grip choices (six CCCS styles or custom/modification). They are available in polished show chrome or black anodized finish and ship with a complete install kit.

Front marker lights can be relocated with CCCS bright LED hand levers and a hollow riser mount kit includes standard H-D rubber mount bushings with hollow riser studs.

**CUSTOM CYCLE CONTROL SYSTEMS**  
 Las Vegas, Nevada, USA  
 Tel: 702 438 2129  
[atyaple@customcyclecontrols.com](mailto:atyaple@customcyclecontrols.com)  
[www.customcyclecontrols.com](http://www.customcyclecontrols.com)

## Sportster mount



THIS new tachometer holder from German specialist WUNDERKIND-Custom can be mounted on the side for a sporty look and has a rider viewing angle that is adjustable by up to 20 degrees. A modification-free install on Sportster Forty-Eights from 2007-2015, the compact unit uses the space of the original tachometer and control light unit.  
 WUNDERKIND-CUSTOM, GERMANY;  
[www.wunderkind-custom.com](http://www.wunderkind-custom.com)

# Metalsport adds to 2015 wheel options

Noted for their collaborations with the likes of Chip Foose, Californian wheel manufacturer Metalsport has added to its range of 3D wheel designs this year with the 'Impression' and the 'Corleone 32' seen here. A Chip Foose 3D design, the new 'Impression' is available in front sizes from 16 to 32 inches, and 3, 3.5, 4 inch front widths, with a super-skinny 2.15 inch 21 incher and 17 x 12 and 18 x 10.5 or 14 inch rears; ABS and cush-drive options available.

The 3D 'Corleone' 32 incher is the latest addition to a range that starts at 16 inches and up, and like many Metalsport fitments and applications, is available with a Vee

Rubber tire package, included selected whitewalls; available in chrome, polished and all black anodized finishes.

In other Metalsport Wheels news, the company opened a new in-house polishing shop in January which, they say, has given them improved quality control, greater flexibility and cost control and quicker turn-around.

**METALSPORT WHEELS**  
 South Gate, California, USA  
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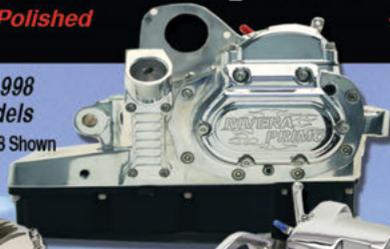


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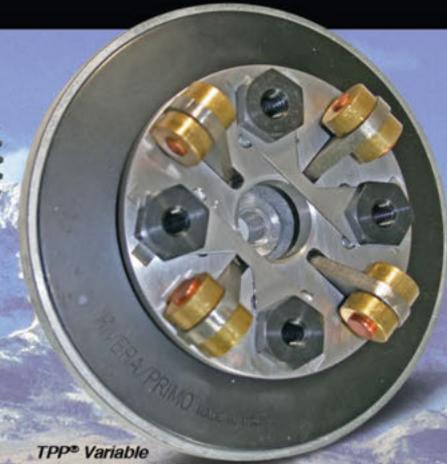
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# CAN bus exhaust sound management

Austrian exhaust manufacturer Remus' newest electronic sound control system, the SC15, is a CAN bus controlled valve system that is compatible with Sportster, Dyna, Softail and Harley Touring applications.

Featuring a muffler integrated flap, the control unit exploits the message based protocol processing of the CAN bus standard to control the valves that actuate the muffler flap. Within the tolerances of applicable legal restrictions (European homologation for example) engine parameters and driving conditions lead to an accurate triggering of the flap to optimize



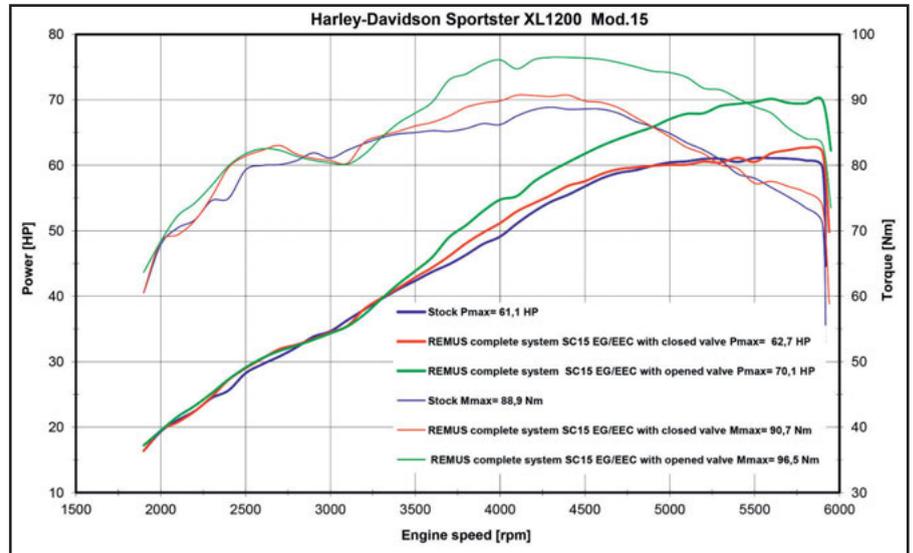
the sound. A handlebar-mounted push button switch makes simple work of the complex matrix of rpm, speed and gearing information processing that determines the level and nature of the sound that muffler flap

actuation delivers.

Installed on an XL1200 Sportster, Remus are showing a dyno chart that suggests that even when the valve is closed, peak power is boosted by 1.6 hp and that wide open power peaks at 70.1 hp compared to their stock measure of 61.1 for the set-up tested.

In torque terms the impact is even more interesting though, because as well as boosting peak torque when closed and when wide open, the system appears to be doing so earlier in the all important mid-range and sustaining the advantage well into peak revs.

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



# 'Bones' style levers

Following its merger with Duncan Keller's business seven years ago, Paughco has added these new Yankee Engineuity brand 'Bones' hand levers. Cast from heat-treated aircraft grade aluminum, they are a direct replacement for stock and dimensionally matching custom levers on all 1965 through 2006 Bagger, Sportster and Big Twin models.

PAUGHCO Inc, USA, [www.paughco.com](http://www.paughco.com)



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## Blueprinted matched-set fuel injectors

Daytona Twin Tec has three high-performance replacement fuel injector designs available - for 2001 to 2005 models; 2006 and later throttle cable models, V-Rod models, and 2008 and later electronic throttle control models.

The DTT 190 series for 2001 - 2005 models



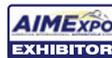
The DTT 210 series for 2008 and later electronic throttle control models

ensure proper delivery of fuel across the entire operating range. This means they can adjust voltage to the pump or the pressure of the pump. "Having the actual injector flow rates for those ranges tells the installer exactly how much fuel they will deliver based on their settings and how they change them across the operating range. "This is very valuable. All our injectors, for all applications, are blueprinted and sold as a flow-matched set."

Made in the USA using "the latest injector technology", there are 10 different standard flow rates to accommodate most engine configurations. For non-Ethanol and common Ethanol fuel (E10) Daytona Twin Tec say they calibrate their injectors at 60 percent duty cycle for 95 to 225 maximum hp in 2001 - 2005 applications; 85 to 225 maximum hp in 2006 and later throttle cable models and 115 to 225 maximum hp for 2008 and later electronic throttle control models. They flow between 4.5 and 10.6 gm/sec in 2001 - 2005 models and 3.9 gm/sec '06 and up throttle cable models (at 58 psi and 25/18 degree spray angles, and 5.4 to 10.6 gm/sec at 58 psi with 18 degree spray angle) in 2008 and up electronic throttle control models. For E-85 applications, from 95 to 165 hp in the case of 2001 - 2005 applications; 95 to 165 hp for the 2006 and later throttle cable models and 95 to 165 hp for the 2008 and later electronic throttle control models, at 80 percent duty cycle using regular E85



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Kevin Baxter, Technical Director at Daytona Twin Tec, says that "We test these injectors from 6 to 18 volts and from 40 to 100 psi"

The DTT 200 series for 2006 and later throttle cable models



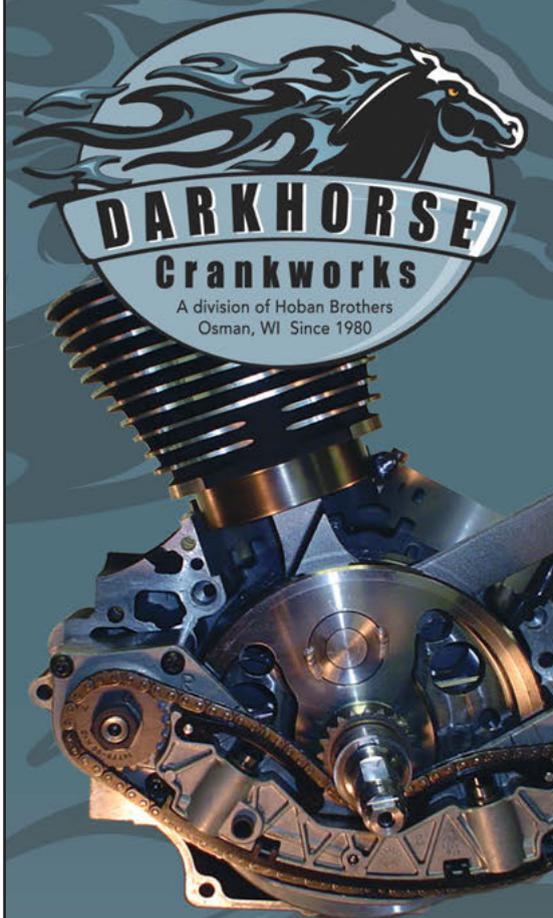
All Daytona Twin Tec injectors come with a limited 3-year warranty and ship as blueprinted flow-matched sets complete with test reports

pump gas, flowing between 6.2 and 10.6 gm/sec at 58 psi with 25 or 18 degree spray angles as appropriate.

Custom sizes up to 15 gm/sec are available for all applications.

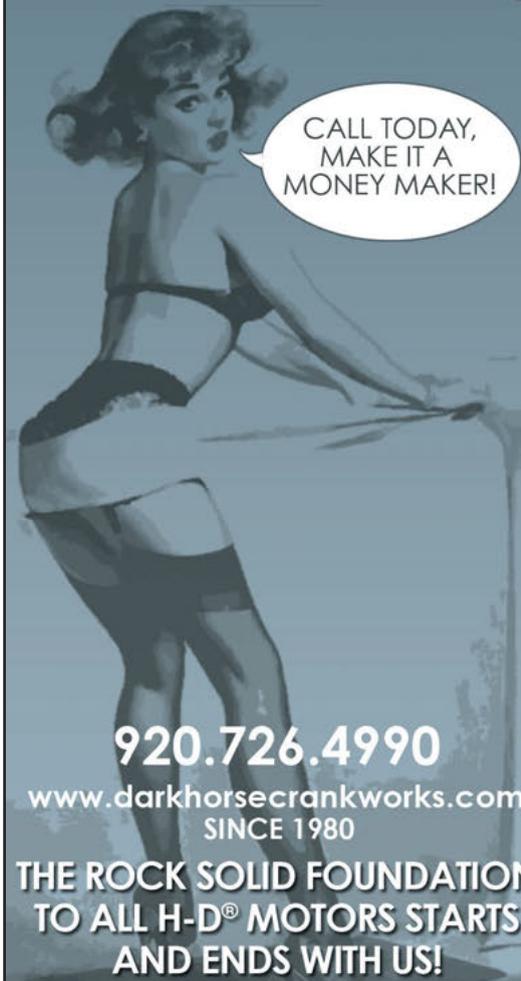
Kevin Baxter, Tech Support Manager at Daytona Twin Tec, told AMD Magazine that "We test these injectors from 6 to 18 volts and from 40 to 100 psi. Each set of injectors comes with the results from that test. When installing a supercharger or turbo, one typically uses a variable pressure fuel pump to

Model	Flow Rate (gm/sec)	Spray Angle	Pressure (psi)
DTT 190	4.5	25	58
DTT 190	10.6	18	58
DTT 200	3.9	25	58
DTT 200	10.6	18	58
DTT 210	4.5	25	58
DTT 210	10.6	18	58



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# ABS bearing

The advent of larger diameter front wheels has raised some interesting questions about ABS and braking distances. Basically, the larger the diameter of the wheel, the longer the braking distance.

Unless using a programmable electronic ABS unit, linked to sensors on the front wheel, the ABS won't receive the signals it needs to calibrate itself effectively - simply put it won't know that a bigger wheel has been installed. Because a bigger front wheel revolves more slowly than a stock dimension wheel, the wheel the rotation distance is longer, and the ABS will not understand and apply adequate front braking pressure and frequency when stopping.

MC Baggers say they have solved that problem with a newly-designed ABS bearing for 2013 and earlier Harley-Davidson touring models that will maintain full function of the braking system. Indeed the company says that for 2014 and later Harley-Davidson touring models "the use of our bearing is absolutely essential" according to Hyun Lee Director of the South Korean headquartered manufacturer which has a US facility at Rancho Dominguez, California.

"This is because 2014 and-up models are equipped with a new design of ABS, one that has a unique

combined front/rear tandem braking system whose successful function depends upon the correct calibration of both the front wheel and rear wheel ABS components that were calibrated at the factory with a stock front wheel in mind.

"We built our ABS bearing from a replacement bearing that is precision manufactured to our own specification, with the completed product going through a rigorous series of tests over several months. The results were confirmed by a professional racer, who tested and confirmed the functionality of our worldwide patent-pending design.

Hyun is also the inventor of the acclaimed EZ-ON Rake Kit, which allows for correct trail setting without warranty compromising frame modifications. The latest news is that the EZ-ON kit has now passed the rigorous TUV approval testing and certification process in Europe.



**MC BAGGERS**  
**Seoul, SOUTH KOREA**  
**Tel: +1 919 647 4601**  
[sales@mcbaggers.com](mailto:sales@mcbaggers.com)  
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# Maxima 20w50 Mineral oil for V-Twins

Though best known for their racing oils and off-road/dirt-bike oil expertise, Santee, California based Maxima was founded in 1979 and has offered V-Twin application oils for a long time, with a range that includes three engine oil formulations, transmission/gear oil, a fork oil, a primary oil and a Sportster specific gear and chain oil.

The three engine oils are a 20w50 V-Twin formulated fully synthetic, a 20w50 V-Twin synthetic blend and, seen here

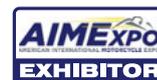


as a 20w50, a traditional mineral based oil that is also available as 10w40 and 25w60 that is far from traditional in terms of its contemporary formulation - one that includes an advanced polymer system that resists mechanical shearing and heat breakdown of the oil for what Maxima describe as "unsurpassed" viscosity retention. Maxima say that their V-Twin Mineral oil is "engineered with industry leading anti-wear and extreme pressure additives to protect critical engine components. A superior additive package keeps

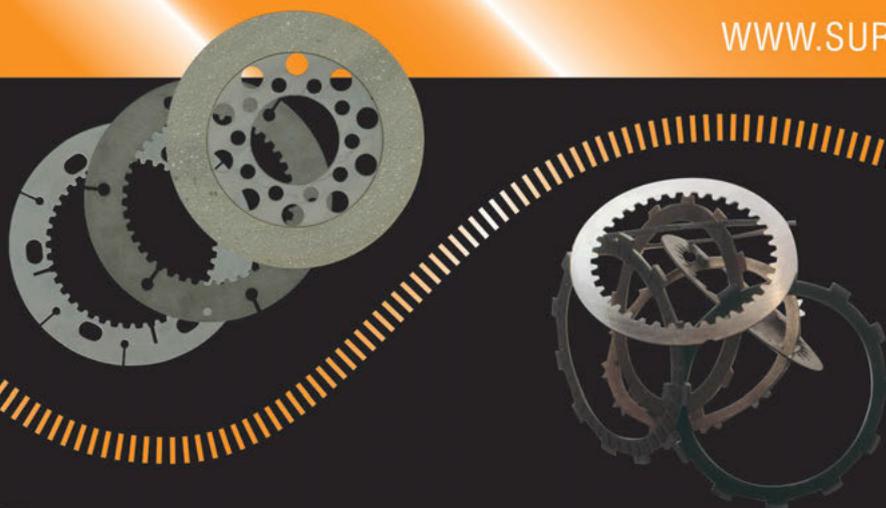
engines clean, protects against sludge and allows for trouble-free operation."

Maxima updated their V-Twin line in 2014 with new branding and graphics and added four new products to the range. The range is sold through distributors, including Drag Specialties/Parts Unlimited, Biker's Choice/Tucker Rocky and Western Power Sports.

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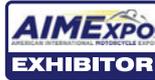
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## Bike ShowCase by CarCapsule



Described as the "ultimate premium motorcycle storage solution," the Bike ShowCase is an "ultra-premium motorcycle storage solution," according to the Indianapolis based company.

A few months ago we featured their fan driven high pressure Bike Capsule, an inflatable bubble that completely seals and protects the bike from dings, dust, dirt, corrosion, mildew, musty odors, and pests. Continuous replacement and circulation of the airflow not only keeps the vehicle dry, but also prevents condensation. Air inside the bubble is exchanged with filtered outside air up to eight times every hour, keeping the temperature inside consistent with the temperature outside and eliminating moisture that could condense on the motorcycle. The Bike ShowCase is the latest addition to their motorcycle storage solutions - one that not only shelters and protects the bike, but also "displays it in a show quality presentation that is sure to impress," according to company President Phil Potocki.

Best described as a "touchless motorcycle cover and display case," the structure is supported by heavy duty resilient inflatable air columns, and features a front panel, which zips open and away, allowing the motorcycle to simply be driven in or out. Utilizing CarCapsule's proven Evaporative Storage

Technology (E.S.T.), air inside the Bike ShowCase is exchanged with filtered outside air 3-5 times every hour, keeping the temperature inside consistent with the temperature outside and eliminating moisture that could condense on the motorcycle. It features clear, durable 0.30 gauge PVC panels and an 0.60 gauge reinforced PVC base mat that is mildew, abrasion and flame resistant, as well as being impervious to oil and gas.

"Best of all," says Phil, "no tools are needed for this easy one-step set-up; simply attach the included air pump and the Bike ShowCase inflates in less than 90 seconds. Check out the demonstration on our website."

Ideal for custom bike builders and for protecting customer bikes while on dealership premises, the company says that it will be able to start making custom configurations, made to customer specifications, soon. Anyone need one for their long-fork chopper?



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- Legs are 1.25" O.D. with .125" thick wall
- Backbone & Seatpost is 1.50" O.D. with .219" thick wall

**Special features include:**

- TIG Welded.
- Heavy duty swing arm pivot for high horsepower transfer.
- Accepts Softail® style oil tank.
- Radius backbone support with integrated top motor mount.
- One piece transmission mount for Evolution® style 5 and 6 speed transmission. Cast full width axle plates.
- Requires 1/2" offset, primary spacer, motor sprocket or pulley.



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85-101

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**Includes:**

1" Dia. rear axle kit, Front oil tank mounts (not shown).

**Material:**

1020 DOM (Drawn Over Mandrel) steel tubing.  
Downtube legs are 1-3/8" O.D. for double downtube frames.  
Backbone and seat post are 1-1/2" O.D.

**Special features:**

Hidden axle design, TIG Welded, Accepts 11" fender, Accepts Softail® style oil tank, Accepts 250 rear tire with full width 1.5" belt. Integral 5th bolt mounting within reinforced offset trans plate.



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# VICTORY & INDIAN PRO GUIDE

## V&H for Scouts

VANCE & Hines won plaudits for their new Hi-output 'Grenades' when they unveiled them at the V-Twin Expo earlier this year and have now extended the available applications to include chrome or matt black options for the popular Indian Scout.

Featuring a three-step muffler design and tapered CNC-machined billet end caps, they are staggered with a discreet crossover section for an aggressive



Hi-Output 'Grenades' with three-step muffler design



4" Twin Slash slip-ons with a 45 degree twist



2:2 look "matched by an equally pulse quickening exhaust note."

Vance & Hines also now have their 4" round Twin Slash Cut chrome slip-ons available for the Scout, with added 45 degree twist! Both systems are available with optional quiet baffles.

# VANCE & HINES

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## Slash-cut exhaust tips for Victory models

VICTORY parts specialist Barracuda Custom Accessories of St. Paul, Minnesota, is offering custom tip sets for Victory Cross Country, Cross Roads, Hardball and Vision models. Owner Steve McParland says they are "easy to install and fit perfectly onto the factory round mufflers. We machine them to exact tolerances from 6061-T6 billet aluminum and plate them either in a true chrome finish or a tough satin black powdercoat.

"Multiple mounting holes mean the tip can be angled in any direction. Both styles are a direct fit with no modifications needed and 100 percent made in the USA.

"I started Barracuda back in 2007 because as a Victory rider I couldn't find anybody making quality accessories specifically for them. Our design ideas are entirely based on



the feedback we get from Victory riders and the custom tweaks that we know to be the most in demand."

Barracuda Victory exhaust tips allow multi-directional positioning



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## Taller 'Baggershield'

Their adjustable Flip Baggershield Windshield "just got taller," according to the Big Bike Parts of Rice Lake, Wisconsin

A 5" taller Adjustable Flip Windshield is now available for the Victory Cross Country. The company says that "these dual use windshields are perfect for a trip around town, or quickly turning into a taller touring windshield. A short, tinted lower shield provides everyday protection with over the top visibility.

"With a quick twist of three thumb attachments, you can flip the clear taller panel into place and make a full touring windshield for those times you need it." Made

from 3/16 inch DOT approved optically clear Lucite Acrylic, these shields are said to "provide years of proven performance for the 2010 and newer Victory Cross Country models, offering a low 12" to a raised 18" windshield." Made in the USA, they are also available for other makes and models, such as GL1800s from 2001 and up, FLHs and Can-Am Spydys.

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## AMD V&I PRO GUIDE

# Indian meets "Tomahawk"



UTILIZING its patented Independent Rear Suspension (IRS), the "Tomahawk" trike conversion by Motor Trike is available for Indian Chief, Chieftain and Roadmaster motorcycles 2014 and newer. The company says it is "excited to offer the Tomahawk as a trike conversion," one that it says "exceeds the trike market's need for a ride-worthy conversion kit option for the Indian."

"Don't let the bagger look fool you," Motor Trike Operations Manager J.D. Vey explained. "This is a high performance trike. Our Tomahawk design team took that old school bagger look from the Indian motorcycle and incorporated it into this perfect trike conversion. The Tomahawk pairs the classic American-made motorcycle with the handling and ride quality that only Motor

Trike knows. Motor Trike's integration of OE details is exactly that - detailed! Right down to the trunk latch, which is designed to lock and unlock the trike trunk by utilizing the factory Indian key fob and fuel tank switches. Features include their patented Air Ride Suspension, trunk with one of the largest door openings in the industry and state-of-the-art Independent Rear Suspension. The kit is also compatible with most available options for Indian motorcycle conversions, including a rake kit option, parking brake option, and multi-tone paint options "to give a truly customized ride for those on the leading edge."

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RUSH Racing now has its War Horse brand high performance slip-on muffler for the Indian Scout. Designed "to give you a nice deep rumble, more torque, and more horsepower than any other slip-on mufflers," they feature show quality chrome or black finishes, along with the ability to interchange the baffles, "so you get the sound and performance you are looking for." RUSH RACING PRODUCTS, USA; [www.rushracingproducts.com](http://www.rushracingproducts.com)

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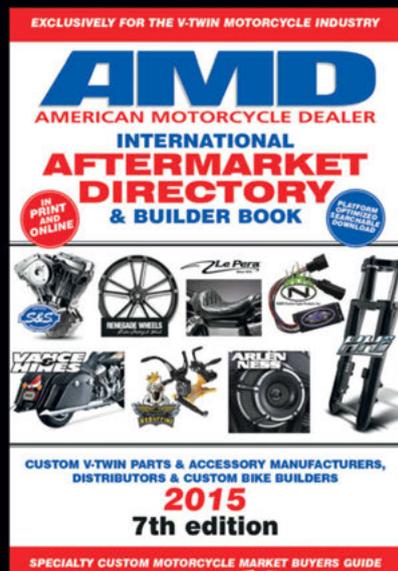
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Detailing on Rocket includes engraving the Hot Dreams' shop logo on the bike's grips



Words: Duncan Moore  
duncan@dealer-world.com

Pictures: Onno @ Madness Photography  
onno@madnessphotography.nl

**At the AMD World Championship of Custom Bike Building one of the hardest classes to compete in is Modified Harley. Restrictions in this class include the use of Evo-period or later frame and engine with the bike's original frame geometry unchanged. However, working inside such tight guidelines didn't prove to be a problem for Ferry Clot, who built Rocket at his shop Hot Dreams Barcelona**

# ROCKET



**A**t the AMD World Championship of Custom Bike Building many people consider the Freestyle class to offer the optimum of creativity in custom bike building with its "anything goes" ethos. However, in the supporting classes, where the rules are very tightly defined, the entrants must work a lot harder to create motorcycles that stand apart from the competition. One example is the

Modified Harley class, where builders are restricted to Evo or later frame and engine combinations and frame geometry that must be kept original. To stay within these confines and yet still create a radical looking motorcycle is a real challenge, and one that was taken up in 2014 by Ferry Clot of Hot Dreams Barcelona. Ferry, who is the

man behind Hot Dreams Barcelona, built Rocket alongside Lucas Mulle, and the two men began by sourcing a '94 Softail with an 80ci Evo motor. The bike was pulled completely apart, and work then began on the frame. At the rear, the stock swingarm was removed, and in its place a one-off, custom unit was fabricated and welded in place, the stock rear section of the frame being retained. Moving upwards, the



custom rear fender was molded into the frame and provides the seat base too. Moving forward there is a one-off gas tank that sits low over the frame's backbone. Despite the headstock having to remain in the stock location, Hot Dreams has still managed to modify it by removing as much excess metal from the area as possible. The changes to the frame are then finished at the base of the engine rails where a custom



The 80ci Evo engine breathes easier thanks to a custom intake and one-off exhaust system



A genuine Denver's Choppers Springer fork was sourced for Rocket

belly pan was fabricated and molded in. Due to having to retain the stock geometry, the Denver's Choppers front end that is used on Rocket had to be shortened before it could be fitted. Once installed it was then finished off with a 21 x 2.25in wheel, with a second one of the same size used at the rear. While there is no brake at the front, the rear wheel uses a Kustom Tech Sprocket brake.

With the reworked frame now a roller, the engine and transmission were both rebuilt. Although internally standard, the motor now wears one-off exhausts and a custom intake manifold with dual air filters. Similarly, the transmission remains basically stock. The only changes are the addition of a 3in wide open belt drive from Barnett and a Scorpion clutch. Shifts are handled by a

jockey shift that also carries the clutch lever, leaving the handlebars clear of the lever. The only controls on the handlebars are the built-in buttons and an internal throttle under custom engraved billet aluminum grips. The same custom grip design is used not only on the jockey shift, but also on the bike's footpegs. One of the aspects of the build not done by either Ferry or Lucas was the paintwork on Rocket, as this was taken care of by Ito's Dreams. The simple paintwork applied to Rocket allows the craftsmanship in the rest of the build to show through, and this no doubt helped the bike to place 2nd in the Modified Harley class at the 2014 AMD World Championship of Custom Bike Building.

#### HOT DREAMS BARCELONA

Barcelona, SPAIN

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A 3in wide open belt drive from Barnett and a Scorpion clutch are among the minimal changes to the bike's drivetrain



The custom foot controls have been detailed to match the handlebar grips which carry the shop logo



Once again the Hot Dreams' shop logo is carried through on the controls, this time on the jockey shift that also carries the clutch lever



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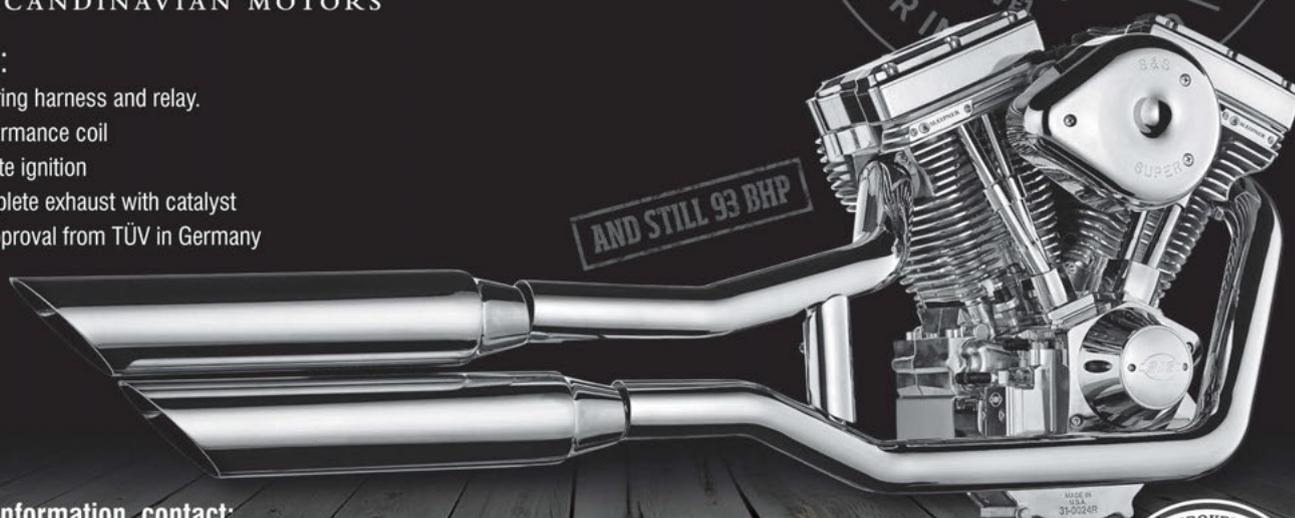


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**NEWS BRIEFS**

Harley has struck a deal with French tire giant Michelin to sell their 'Scorcher' tire as a co-branded product that will now be available through all Michelin as well as Harley authorized dealers. The three tires in the Scorcher line-up are OE on Sportster, Dyna, V-Rod and Street models.

**With effect of Sunday August 9th, the final 'formal' day, the casualty count at the 75th Sturgis Rally is reported as having cost 13 people their lives, compared to 4 last year.**

Royal Enfield, which claims to be the oldest continuously produced and currently fastest growing motorcycle brand in the world, has announced that it is to re-open its own subsidiary in the United States as an alternate to its present third party distribution arrangement - in Milwaukee! Publicly traded parent company Eicher Motors is involved in a manufacturing joint venture in India with Polaris.

**Founded in the 1940's, the assets of close-out, consignment, fire-sale and New-Old-Stock (NOS) parts and accessory specialist Dixie Distributing and its sister company Dixie International are to be auctioned in bulk by Liquid Asset Partners. The current inventory value is reported as being estimated at around \$25m at catalog prices.**

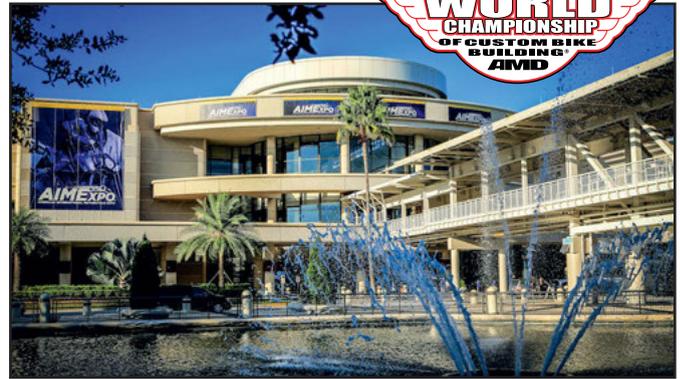
As this edition of AMD Magazine went to press following Harley's new model year announcement their share price had recovered from an August 25th low of \$53.21 to close the month at around \$57.00. The August high was \$60.41 (August 10th - before China-inspired jitters started to soften the Dow for all stocks) - a three month high; its 12-month high was £70.15 on December 5th, 2014.

# Seminars target improved dealership profitability and operations

The American International Motorcycle Expo (AIMExpo – Orlando, Florida, October 15 - 18 2015) has announced details of its Powersports Business Institute @ AIMExpo dealer education sessions - 42 seminar sessions in total, to be held on October 15th & 16th, the two trade days.

Sponsored by CDK Global Recreation (CDK - a provider of technology solutions for every facet of dealership operations) and National Powersport Auctions (NPA), AIMExpo's "comprehensive, dealer-focused educational program returns for its third year, boasting an enhanced curriculum tailored specifically for dealers."

Operated by domestic US industry trade journal Powersports Business, the curriculum will focus on "improving all facets of the powersports retail business model in five key areas - Sales & Marketing (sponsored by Fisher Investments); Leadership Plus (sponsored by ARI Network Services); Service & Operations; Powering Profits (sponsored by McGraw Powersports); and a newly added strand geared towards AIMExpo's growing V-Twin dealer audience, the Brick & Mortar



Success Guide.

"The primary objective of the PSBI@AIMExpo program is to provide dealers with insights into the latest market trends, and actionable steps to improve the core aspects of their business," said AIMExpo founder and former MIC Chairman Larry Little.

"Taken with other initiatives such as the Garage Party and the Championship of the Americas [an AMD World Championship program Official Affiliate custom bike show], the addition of content designed for independent retailers, especially V-Twin independents, is another significant step forward in building a



long-term foundation for the custom market at AIMExpo," said event V-Twin Director Bob Kay.

For CDK Zac Stringam said that "we are committed to helping our Lightspeed powersports dealers achieve their goals through the adoption of best practices and continued learning for all dealership employees. Through our Lightspeed eLearning courses and dealership best practices, we strive to help our dealers succeed and grow their businesses." As this edition of AMD Magazine went to press more than 500 industry-wide exhibitors had already committed to AIMExpo in 2015. Owner Marketplace Events say that AIMExpo's purpose "is to serve as the catalyst to bring together industry, press, dealers and consumers in a single arena that creates a grand stage for motorcycling and powersports in the Americas."

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**Bob Kay, AIMExpo V-twin Director:** "Garage Party is a new feature catering to the unique creativity of the new generation of young entrepreneurs and their garage built bikes and accessories"

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**VP-LT Series**  
for '98 and later Big Twin



**VP SDR**  
for '13 and later A&S Clutch

**Centrifugal Force makes more  
Clamping Force at high RPM**

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