



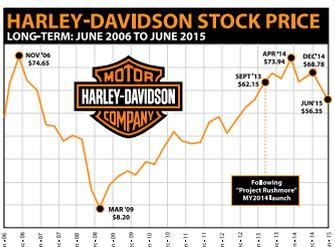
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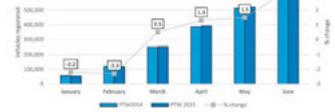
THE ONLY MAGAZINE FOR THE WORLDWIDE V-TWIN PARTS, ACCESSORY AND PERFORMANCE INDUSTRY

OCT 2015
ISSUE #195

NEWS 2016 MODELS



EUROPEAN MOTORCYCLE REGISTRATIONS UP



PRODUCTS



Motorcycle Industry Association in United States buys Orlando, Florida based American International Motorcycle Expo

The Motorcycle Industry Council (MIC) in the United States has announced that it has acquired the American International Motorcycle Expo (AIMExpo - Orlando, Florida, October 15th - 18th) from founder Marketplace Events (MPE).

Larry Little, former President of MPE's Motorcycle Group and a prior Chairman of the MIC Board of Directors, said that: "Your industry's trade association and the industry's most important trade show have joined forces to help advance our business environment and allow the motorcycle industry to sustainably expand the riding community across generations."

As a part of MIC, AIMExpo becomes an extension of the MIC's "mission of preserving, protecting and promoting the motorcycle and powersports industry that we are a part of. We'll be developing incentives for MIC member companies for the 2016 show, which will be announced in early 2016. "For AIMExpo dealer attendees, we'll have a greater opportunity to showcase the value of dealer membership including MIC's continual

presence on Capitol Hill where the mission to protect our industry is ongoing. "To answer the questions that will arise about the immediate impact of this move on this year's show, the simple answer is - there will be no impact. It is business as usual, with the same AIMExpo team producing the same show with the same high level of customer service that we've already become known for." The show now becomes part of a new

deepens its V-Twin industry significance

department titled 'MIC Events'. The physical move to MIC offices in Irvine, California, will occur following this year's show. All AIMExpo personnel, including V-Twin Director Bob Kay, remain in-post. Next year's show - AIMExpo 2016 - is still scheduled for October and will remain in Orlando. The MIC is quoted as saying that "owning our industry's biggest and most popular trade show fits perfectly within MIC's mission. Trade shows

intrinsically represent exhibitors (i.e., MIC Member Companies), facilitate communications among exhibitors, and help promote the goods and services offered by exhibitors to [dealers and] the public - all [of which are] normal day-to-day operations for the MIC. "MIC was able to purchase the Expo without affecting membership dues. MIC's ownership of a platform such as AIMExpo can help advance our business environment and allow the motorcycle industry to sustainably expand the riding community across generations.

"For some time, the MIC Board of Directors has discussed owning powersports events, but did not proactively pursue the idea. However, when Marketplace Events approached MIC about selling its Motorcycle Group, the Board took action. After extensive discussion and due diligence, the board was unanimous in its decision to move forward with the purchase.

"Larry Little, one of the founders of AIMExpo while a Director on the MIC Board, recused himself from all acquisition discussions and activities.

Continued on page 06 >>>



Originally built by Chris Barber, Emporium Motorcycle Garage rebuilt Desmohog and entered the Ducati/H-D hybrid in the Freestyle class at AMC World Championship of Custom Bike Building

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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)
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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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EDITOR-IN-CHIEF

ROBIN BRADLEY

robin@dealer-world.com

PUBLISHER

SONJA WALLACE

sonja@dealer-world.com

DESIGN &

PRODUCTION MANAGER

BEN OAG

ben@dealer-world.com

INFORMATION

MANAGER

NEIL BLABER

neil@dealer-world.com

PROJECT MANAGER

SARA VINEY

sara@dealer-world.com

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

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

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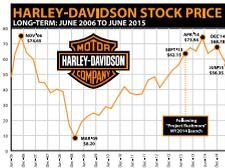
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Victory Motorcycles 2016 models 8-14

AMD concludes its series on the MY2016 announcements from the market's major OE manufacturers with a look at the 11-model Victory Motorcycles line-up



Harley-Davidson share-price 16-17

With less than enthusiastic market reaction to their MY2016s our latest Harley share-price analysis suggests that things may be going to get even darker for them in the coming months

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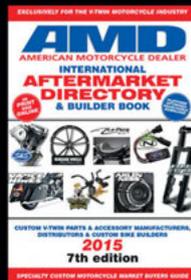
'Desmohog' by Emporium Motorcycle Garage 55-56

When Englishman Chris Barber built Desmohog he mated Ducati cylinder heads to H-D Shovelhead cases. He then sold the bike on to Emporium Motorcycle Garage in Italy who added their own flavor to the custom hybrid

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V-Twin Expo and AIMExpo can co-exist, and if the MIC is smart they'll see the advantages

The hot news this month has been the MIC (Motorcycle Industry Council) acquisition of the Orlando, Florida based AIMExpo (October 15th to 18th 2015).

Apparently the founding owner Market Place Events were quite content with the money they were making from the show, and the healthy direction the project was taking, but whether or not it was simply an offer they couldn't refuse or more a tactical, strategic decision (given their primary focus on home and garden style events) only those involved in the negotiations will ever know.

Either way, while their stewardship of AIMExpo's launch years appears to have been entirely positive, seeing what is clearly destined to be the US "Mainstream" powersports industry event come under trade association ownership is far from bad news.

Indeed, given the oft stated aim of bringing "European style motorcycle show values" to the United States, it has logic stamped all over it from the motorcycle industry's point of view.

The two best known examples of shows in Europe that are owned by the motorcycle industry trade associations for the countries in which they are held are INTERMOT, at Cologne, Germany, in October every other year, and EICMA (the formal name for the "Milan Show") at Milan, Italy, every November. However, there are others - in countries as far apart as the UK and the Czech Republic, and like Germany and Italy, those markets also have independent consumer shows, and some (especially the UK) also have classic, traditional formula trade-only shows, to say nothing of the slew of custom market shows.

As we say in this month's cover story, the history runs deep, politically, whereby this turn of events is concerned, and it is to be hoped that the kind of abuse of monopolistic contractual restrictive practices that we saw ten years or so ago when the MIC's first attempts at getting involved in helping the v-twin industry with some of the regulatory issues at that time will be a thing of the past.

The American V-Twin committee the MIC established at that time did produce some results - most notably in California where the primary result was the aftermarket engine certification program.

Unfortunately, muscle-flexing by the owner of the then primary "mainstream" motorcycle industry trade show prevented the MIC, its committee and the vendors, dealers and custom bike builders most impacted by the new regulations from being able to commune or bond with the MIC's putative attempts to create a custom market structure at what was then the leading custom industry expo (and for my money V-Twin Expo, Cincinnati, still is the most important specialist expo opportunity our sector has).

The endeavours of AIMExpo to build its own position in the custom market are to be welcomed and the strategic and practical differences between it and "Cincinnati" are so huge that, in my book and even in the context of a much diminished size of custom industry, there is still no reason why the two shows shouldn't co-exist, and I hope they do.

The MIC's involvement may or may not result in the trade association (of which Harley-Davidson is not a full member - the only major OE who isn't) being able to rekindle some love for the v-twin market, and in the v-twin market - to my knowledge the V-Twin Committee, as such, has been long since disbanded, having not met for years.

Personally I would welcome the involvement of an organization with the resources and contacts that the MIC can bring to the table in the custom motorcycle market just as much now as I did then.

If the MIC is smart it will focus on the flexibility it now has, now it is free of the ties that bound it to Dealer Expo, and not on any sense of mistaken belief that there only has to be rivalry between the two projects.

Consider this a call to arms if you like, a manifesto for a show future in which the MIC's good offices can be used to create cooperation instead of friction.

The MIC started to accept dealers as members a few years ago, so how about starting there - with a booth at the V-Twin Expo from which it can preach the gospel of an industry united, being an industry that gets listened to, as well as making it clear that everyone in the industry recognizes the very real practical as well as strategic differences between the two events.

Jim Betlach (and Joe Teresi for that matter - Sales Manager and owner respectively of V-Twin Expo) may think I've completely "lost it" with this one, and I just know that Time Buche (Managing Director of the MIC) will laugh like a drain, but with the custom market now so far beyond red headed stepchild status that OEs all the way from Japan to Munich are falling over themselves to stake a claim to a share of the action, there is way more merit and potential to the suggestion for all involved than anyone may realize initially. Either way, where the two shows are concerned, I do fervently hope that they both prosper in v-twin terms, because they both bring different forms of value to the table.

Back in the day when Advanstar's Dealer Expo was staged just two weeks after V-Twin Expo, just up the road in Indianapolis (and regularly tried to rain on Easyrider Events' parade with an embarrassingly failed sequence of still-born initiatives to try to tempt its hardcore exhibitor and dealer community away from the annual meeting of the tribe), I still extolled the virtues of both shows differing advantages.

On the one hand you get to attend to core business, on the other you get to "look over the fence" at what is going on elsewhere in the motorcycle industry. Both are good, both are valuable.

Now, however, it gets even better - rather than being in the same part of the world at the same time of the year, the "mainstream" opportunity for us to broaden or horizons comes at a different time of the year, offers consumer as well as dealer access, offers greater potential of international attendance (especially where central and south America is concerned), coincides with a major(ish) established consumer rally (Biketoberfest) just up the road, and in addition to now having trade association (as well as AMA and, above all, European style OE) gravitas, at no extra charge, comes with free palm trees. What's not to like about this picture?

Now with free palm trees

Robin Bradley
Co-owner/Editor-in-Chief
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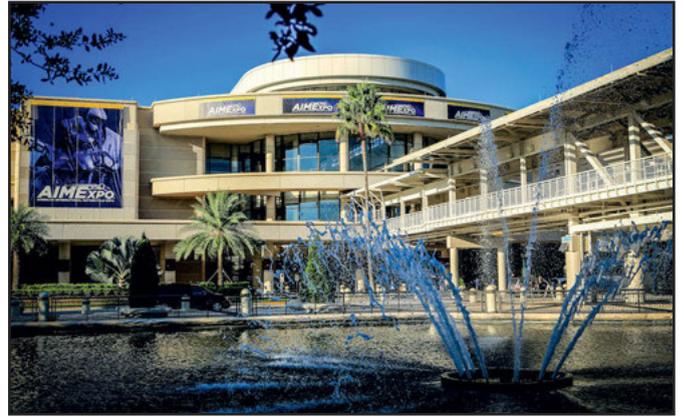
<<< **Continued from cover**

As an MIC employee, Larry is ineligible to serve on the board and has resigned his board position. The open board position will be filled in the upcoming annual board election.

"AIMExpo entered the motorcycle event scene in 2013 and made an immediate impact. Its early success and high level of industry adoption has been unparalleled. The MIC is proud to be associated with AIMExpo, and your industry association stands better equipped than ever to preserve, protect and promote motorcycling."

This news brings closure to a sequence of events that has not always worked to the benefit of the motorcycle industry, one that actually goes back some 30 years. When Advanstar acquired what eventually became the 'Dealer Expo' that was staged at

Cincinnati, then Indianapolis, then finally and for one year only at Chicago in December last year, it had been mooted that the MIC was itself eyeing launch of its own industry expo. To head-off competition from the industry's trade association, Advanstar struck a sweetheart deal with the MIC that saw members score discounts, and a percentage of show income going into the trade association's coffers. When the V-Twin industry was under pressure from impending increases in the regulatory obstacles that motorcycle modification faced ten years ago, especially where aftermarket performance components and engines were concerned, this was an arrangement that backfired on both the MIC and the v-twin industry. Endeavouring to create a forum for the sector through its then new V-Twin Committee, the MIC fell foul of



Front Row, left to right - Tom Baugh, CEO Marketplace Events; Tim Buche, President and CEO, MIC; Mark White, CFO Marketplace Events
Back Row, left to right - Larry Little, VP and GM, MIC Events, Erik Pritchard, General Counsel MIC; Jen Dreis, MIC; Mike Webster, SVP MIC Events

restrictions that its deal with Advanstar placed on it in terms of being able to stage meetings for the sector at the rival V-Twin Expo at Cincinnati. Now, however, all is changed. In addition to having severed its ties with 'Dealer Expo', the MIC changed its membership profile three or four years ago to start offering a dealer-membership program. With it now itself taking ownership of the premier 'mainstream' motorcycle industry trade expo in America, maybe the way will be clear in the future for the MIC to be able to build bridges with the v-twin industry and finally start developing the kind of sector-specific initiatives the custom market found itself so in need of a decade ago. AIMExpo has already been taking a number of steps to deepen its v-twin industry significance. Those steps have so far included

America" exhibitor showcase, AMD World Championship of Custom Bike Building affiliation for its new Championship of the Americas custom bike contest (the winner will represent the show at the AMD World Championship at INTERMOT in 2016), its new "Garage Party" consumer promotion and its ride-out from the nearby and contemporaneous "Biketoberfest" Rally. At the time of writing no information was available about whether or not MIC's acquisition of AIMExpo will have a bearing on the show's previously announced intentions of developing a series of regional consumer/industry events around the United States in what had been widely interpreted as an attempt to establish a network of shows to rival Advanstar's Progressive Insurance sponsored multi-city International Motorcycle Show series. www.aimexpousa.com

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"Life, Liberty and Horsepower"

Last month we presented a strategic analysis of the seven models in Polaris Industries' 2016 Indian Motorcycle range. This month we look at the twelve model line-up they are offering under their Victory brand. In looking for ongoing clues as to where their acknowledged need to re-position the brand in the context of ownership of Indian is, then you don't have to look much further than their 2016 slogan for the range - the pursuit of horsepower confirms everything everyone suspected as being the brand's future destiny and marks another "smooth move" in CEO Scott Wine's impressive play for a major slice of the American made motorcycle market...

With the Brammo-derived E-bike now firmly (if expensively) ensconced as an in-play offer, at least two years before the outcome of Harley's latest attempt at getting the public to design its bikes for it (Project LiveWire) yields any sellable results, the Empulse TT isn't the only market sector in which Polaris has used the Victory brand to "park the bus" in front of a market open goal. That the V-Rod program has (predictably) failed to corner the "muscle" or "Streetfighter" style sectors for Harley has long since ceased to be a controversial suggestion, having passed into received wisdom some time ago.



Empulse TT - built on the same (Brammo) platform that set "an American lap-speed record" at the 2015 Isle of Man TT races; an MSRP of \$19,999 will mean that this first Victory branded production iteration of the Empulse is likely to remain an "exotic" for the time being, strictly of appeal to aficionados and collectors. However, that investment gets you a 100 mph top speed, a 10.4 kilowatt-hour Li-on battery (with a 3.9 hour full-charge time) that is said to deliver an immediate 40,000 Watt punch, high-performance adjustable rear suspension, class-leading lean-angle, advanced dual-stage regenerative braking (3.6kW on-board charger), high-torque motor and a six-speed gearbox (with neutral between second and third) that can either be ignored or enjoyed!

That Polaris, on the other hand, moved to start filling that void effortlessly and effectively, will also become an accepted part of strategic planning-lore in the motorcycle industry very quickly. "We engineer modern American muscle into every bike that rolls out of Spirit Lake, Iowa" is how Polaris sets the scene for their 2016 offer, going on to claim that they "build bikes that rip off from the green light, blast through city streets and crave

the open road." As a brand re-positioning manifesto Victory's 2016 performance-led propositions couldn't be more challenging to Harley's belated and tentative steps to add power to their existing and traditionally sedate platforms, and it couldn't be a more blatant attempt to say "hello" to the hooligan torque-

beast element out there. Just how convincingly they are meeting the demands of such riders is still a matter of conjecture at this stage, but the intent is clearly there, the strategy is clear now for everyone to see, and with brand messaging investments such as the Isle Of Man, Pike's Peak, Bonneville and 200mph NHRA



BAGGERS

Bagger: Magnum - MSRP \$21,999
This is one of the two Victory models at the top-of-the-range Victory in price terms, offered at a starting price that matches that of the Vision Tourer and that makes it very competitive with rival American and Japanese brand product. The Magnum XI that was launched mid-year (at Daytona Bike Week) appears to be remaining in production as a 2015 specification



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Bagger: Cross Country - MSRP \$18,999
Standard features include 21 gallon lockable hand bags, "Dual Kicker" premium speakers, radio and auxiliary card for an MP3/iPod music source



Bagger: Cross Country 8-Ball - MSRP \$17,999
Victory's entry-level Bagger, standard features include 21 gallon lockable, weatherproof sealed hard bags, 5-8 gallon fuel tank and a fairing with integrated speakers that is said to incorporate "an input for any device"



TOURERS

Tourer: Cross Country Tour - MSRP \$21,999
One of the two Victory models that sit at the top of the range in starting price terms, and one of only two models that features ABS (semi-linked) anti-lock brakes and cruise control as standard. The 41 gallons of storage capacity are said to be the highest offered on any production motorcycle. Other features include dual front forks, inverted front fork and large bore exhaust and Victory's "Comfort Control System" air-flow management



Tourer: Vision - MSRP \$20,999
SOHC engine, dual large-bore exhaust, dual front rotors, inverted front forks, heated hand grips, heated individual seats, 29 gallon luggage capacity



TECH SPECS

ENGINE

The basic engine layout is the same for most of the Victory models, with some, further up the range, having single overhead cam versions of the combination air/oil-cooled 'Freedom' V-Twin

Displacement: 106 cubic inches/1731 cc

Bore x Stroke: 101mm bore x 108mm stroke;

Compression Ratio: 9:4:1

Valve Train: 4-valves per cylinder, hydraulic lifters and cam chain adjusters

Charging System; 38 or 48 Amps max output

Fuel System: fuel injection/45mm throttle body

DRIVETRAIN

Drive/Driven Clutch - wet multi-plate/diaphragm spring

Transmission Type: 6-speed overdrive/constant mesh

Exhaust: dual staggered slash-cut with common volume. Some models, further up the range, feature a larger bore exhaust

Transmission/Primary Drive: gear drive with torque compensator

Transmission/Final Drive: Carbon Fiber reinforced belt

SUSPENSION

Some models feature upgraded set-ups with variations in suspension travel, especially the 'slammed' models, such as the Magnum, and inverted forks

Front: telescopic fork with 5.1"/130mm of travel

Rear: single mono-tube gas shock with pre-load adjustment and, typically, 3.0"/130mm of travel

BRAKES

It would appear that only the Tourers come with ABS/semi-linked brakes and dual front rotors as standard

Front: single 300 x 5mm floating rotor with 4-piston caliper

Rear: single 300 x 5mm floating rotor with 2-piston caliper



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CRUISERS

Cruiser: Hammer S - MSRP \$15,499

New to the range for 2016, and the top of the range Victory Cruiser in price terms, this "modern American Muscle Cruiser" includes a 2,250 mm rear tire, dual disc brakes and inverted front forks



Cruiser: Vegas - MSRP \$13,499

New for 2016, the Vegas shares the 21" Falchion wheel with the entry level Vegas 8 Ball and boasts a painted frame "for a seamless minimal style that shows appreciation for detail"



Cruiser: High-Ball - MSRP \$13,349

Standard features include white wall tires, short front fender and ape hangers



Cruiser: Gunner - MSRP \$12,999

"Ready. Aim. Throttle." Widely regarded as the most convincing of the cruisers in styling terms, it features premium 24-spoke cast aluminum wheels and a low seat height for what Polaris describes as "relaxed ergonomics"



ambitions, Victory clearly has its sights on offering riding solutions to those who look beyond how they get there, to equal concern with how quickly they arrive.

In addition to the \$20,000 E-bike (!) Victory are offering their dealers five Cruisers, three Baggers and two Tourers to play with.

Described as representing "the most aggressive iteration of modern American muscle yet," Victory are positioning the Vegas and Vegas 8-Ball, Gunner, High-Ball and Hammer S to take sales off other cruiser brands (Yamaha's burgeoning Star line-up just as much as Harley's Sportsters and Softails), with bikes that look like they are convincing urban riding solutions just as much as they are open-roads, and offering them at eye-wateringly tempting and competitive price-points.

The marketing hook for their four model 2016 Bagger line-up kicks sand in the face of sedate straight-lining, centred instead around the adrenaline-fuelled exploits of their Tony Carbajal/Joe Dryden Victory Stunt Team - hey, buy a "bagger" and do wheelies, drifting, ice racing and burnouts with "seven hundred and forty-six pounds of American V-Twin"!

As for the two-model Touring line-up, Victory describe the Vision and Cross-Country Tour as having "confidence designed into the blueprints" and being ready for "the longest rides through the most diverse conditions."

Despite creature comforts galore, shed-loads of luggage capacity and long-distance road-friendly features in spades, Victory started to try and prove that tourers don't have to look



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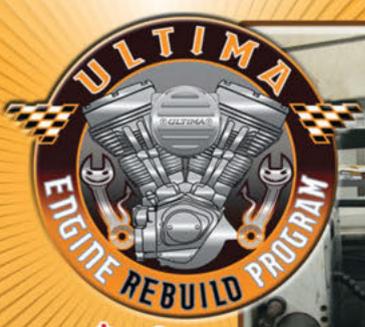
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Cruiser: Vegas 8-Ball - MSRP \$12,499
The entry level Victory cruiser, standard features include the 21" Falchion wheel - named after a one-handed sword known for its versatility



like armchairs on wheels with the hugely futuristic first iterations of the Vision. Now that the initial shock of the new has faded, Victory are showing a deft hand where refining of the style and competency of the offer are concerned.

As to other "gaps in the market"?

Well, assuming that we are right and Victory has laid down a convincing claim to be moving the "muscle" bike argument on apace, and that it has put down a convincing marker to be first out of the gate with meaningful "streetfighterage", then doesn't make its investment in its around-the-world in 100 days endurance team challenge an interesting idea?

Maybe it could be a tantalising glimpse into a volume-built American answer to another fast growing riding sector that Harley has continued to leave wide open to European dominance? The present "adventure" sees Polaris sponsoring Swiss motorcycle distance riding

fanatic Urs Pedraita (known to the long distance riding community as "Grizzly") to make the fastest motorcycle trips across all seven continents.

"Grizzly" is presently training for a February 2016 Zurich, Switzerland, departure with the goal of breaking the existing 116 day record.

His vehicle of choice is a Victory Cross Country Tour. If he makes it, he will have traversed the longest axis on six continents, plus a quick stop in Antarctica. Even if he doesn't make it, Polaris will have one of the greatest suites of long-distance, all-terrain riding research and design data ever gathered and an unprecedented engineering insight into what it might take to knock BMW off its perch at the top for the increasingly important adventure-tour market.



Urs "Grizzly" Pedraita will depart Zurich, Switzerland, in February 2016 on a Victory Cross Country Tour in an attempt to break the present 116 day round the world record

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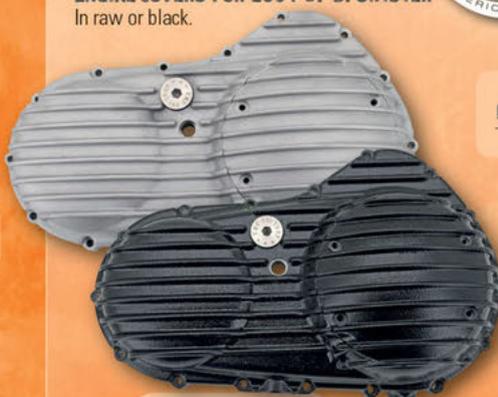
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Harley share price flat as Share Buy Back and MY2016 fail to ignite investor interest



In the context of the new tranche of Share Buy Back that Harley-Davidson is embarked upon, and especially in the context of the \$750 million of medium and long-term debt the company has incurred to fund the scheme, the "steady-as-you-are" September 1st third quarter dividend announcement (maintaining the 2015 \$0.31 per share of common stock) is significant.

In the context of the moribund share price travails Harley is enduring and the lukewarm to non-existent reaction to their August MY2016 announcement, the murmurings of investment community concern could well start to grow this winter, and the dangers of hostile mergers and acquisitions activity, especially from equity raiders, could well start to become public soon.

The current rolling 12-month high for Harley's share price came on December 5th 2014 at \$70.15, putting it back within touching distance (in percentage terms) of its historic pre and post recession highs

Harley-Davidson Market Share 2008-2014

United States (601+cc)		2008	2009	2010	2011	2012	2013	2014
Total Market New Registrations		526,000	325,500	278,500	289,900	299,400	305,900	313,627
Harley-Davidson new registrations		218,939	162,385	143,391	150,900	161,300	167,800	171,079
Percentage Market Share								
Harley-Davidson percentage market share		41.6%	49.9%	51.5%	52.1%	53.9%	54.9%	54.5%
Europe (601 +cc)								
Total Market New Registrations		459,400	368,000	344,800	328,500	300,400	281,800	319,801
Harley Davidson new registrations		40,725	36,444	37,378	39,900	36,200	36,100	38,491
Percentage Market Share								
Harley-Davidson percentage market share		8.9%	9.9%	10.8%	12.1%	12.1%	12.8%	12.0%

of \$74.93 on November 24th 2006 and \$72.68 on May 2nd 2014. However, its 12-month low of \$53.21 on August 25th 2015 and current, at time-of-press (September 15th) level of \$54.99, sees a return to levels not seen since June 2013 (June 21st 2013 saw it drop to as low as \$50.54) - prior to the MY 2014 project Rushmore announcements in August 2013. With annual/quarterly fiscals and (now) two model-year

'25 percent market-cap loss in nine months'

announcements having come and gone in that time, and the seemingly well-timed retirement of Keith (Rescue King) Wandell earlier this year, the charitable in the market are deducing that Harley must be headed towards some dramatic model range or strategic news soon.

If they are, they are certainly coming at it off of a "long run", and the less charitable are concerned that even if that cupboard isn't exactly bare as such, the time is being spent better by Polaris, now emerging as their most serious rival, than by Milwaukee. The effective loss of some 25 percent of market capitalization in just nine months (for that is what the numbers show) can't just be put down to stock market jitters (China induced or otherwise) or correction of overvalue.

That the US stock exchanges are massively overvaluing stocks is not in doubt, that correction-risk lurks around every corner is a real fear at this time.

However, in the context of growing motorcycle sales and a theoretically strong and continuing return of consumer confidence, Harley's current share price performance is clearly measuring something else as well, or instead.

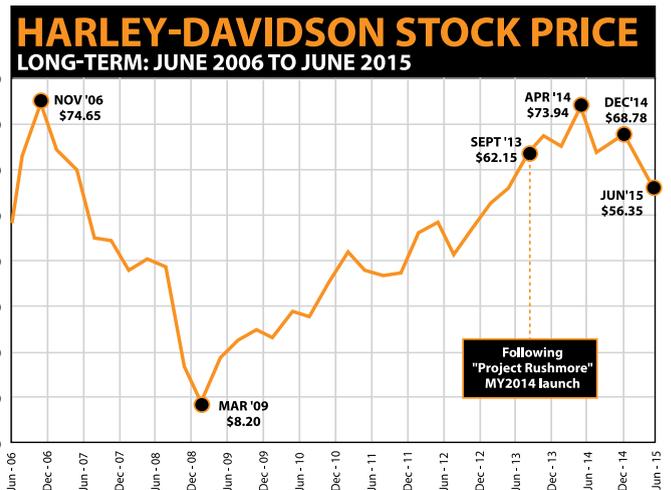
There is clearly some investor community sentiment at play here, and the board clearly know that. The decision to incur debt to fund more share buy backs (while previous initiatives had not yet been fully utilized) and the failure to capitalize on Project Rushmore while Indian Motorcycle starts to emerge as a real

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This 10-year view of Harley's stock price takes in the pre-recessionary all-time high in November 2006, the height-of-recession low of March 2009, the impressive recovery April 2014 and notwithstanding a recent high in December 2014 the uncertain trading since then

'stocks are overvalued'

competitor clearly must have Harley and its investors worried?

The stock market reaction to the MY2016 announcement and share

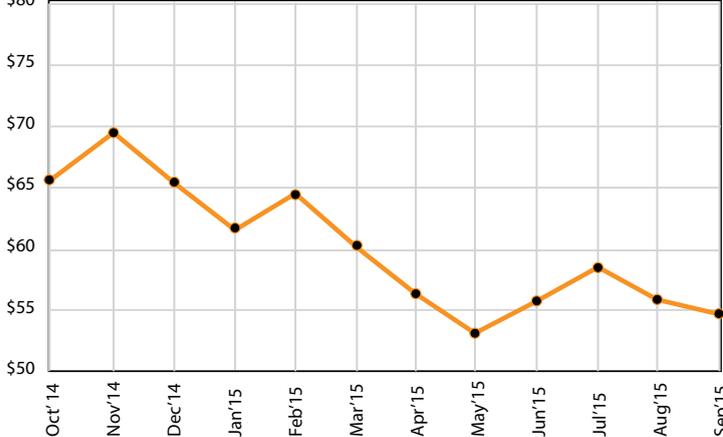
buy back scheme hasn't been negative as such, yet, but neither has it been an overwhelming vote of confidence.

HARLEY-DAVIDSON DIVIDENDS

Year	Quarter	Dividend	Share price	Date
	Sep-15	0.31	54.65	09/01/2015
	May-15	0.31	54.61	05/28/2015
2015	Feb-15	0.31	61.68	02/18/2015
	Dec-14	0.275	68.78	12/02/2014
	Sep-14	0.275	63.5	09/12/2014
	May-14	0.275	71.04	05/27/2014
2014	Feb-14	0.275	64.94	02/17/2014
	Dec-13	0.21	67.51	12/13/2013
	Sep-13	0.21	63.3	09/13/2013
	May-13	0.21	56.35	05/28/2013
2013	Feb-13	0.21	53.45	02/14/2013
	Dec-12	0.155	47.83	12/14/2012
	Sep-12	0.155	41.93	09/26/2012
	May-12	0.155	48.49	05/29/2012
2012	Feb-12	0.155	46.05	02/17/2012
	Dec-11	0.125	36.69	12/16/2011
	Sep-11	0.125	35.71	09/28/2011
	May-11	0.125	37.16	05/31/2011
2011	Feb-11	0.1	42.12	02/18/2011
	Dec-10	0.1	34.5	12/17/2010
	Sep-10	0.1	28.34	09/29/2010
	Jun-10	0.1	29.18	06/01/2010
2010	Feb-10	0.1	24.43	02/19/2010
	Dec-09	0.1	25.59	12/17/2009
	Sep-09	0.1	23.53	09/24/2009
	Jun-09	0.1	19.04	06/02/2009
2009	Mar-09	0.1	9.26	03/03/2009
	Dec-08	0.33	16.94	12/17/2008
	Sep-08	0.33	37.93	09/29/2008
	Jun-08	0.33	39.99	06/03/2008
2008	Mar-08	0.3	37.07	03/03/2009
	Dec-07	0.3	46.3	12/19/2007
	Sep-07	0.3	46.44	09/27/2007
	Jun-07	0.25	59.73	06/07/2007
2007	Mar-07	0.21	65.01	01/03/2007
	Dec-06	0.21	70.46	12/20/2006
	Sep-06	0.21	62.75	09/29/2006
	Jun-06	0.21	49	06/05/2006
2006	Mar-06	0.18	51.1	03/07/2006
	Dec-05	0.18	53.08	12/14/2005
	Sep-05	0.16	46.9	09/29/2005
	Jun-05	0.16	49.25	06/10/2005
2005	Mar-05	0.125	61.7	03/04/2005
	Dec-04	0.125	59.5	12/15/2004

At \$0.31 per quarter, Harley's 2015 dividend remains the highest since the recession and the second highest in its history

HARLEY-DAVIDSON STOCK PRICE SHORT-TERM: OCTOBER 2014 TO SEPTEMBER 2015



The current rolling 12-month high for Harley's share price came on December 5th 2014 at \$70.15; its 12-month low of \$53.21 came on August 25th 2015

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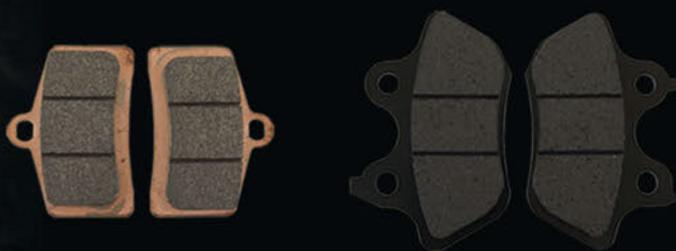
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THE BRADLEY REPORT™

By AMD founder Robin Bradley



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European motorcycle registrations up by +8.3 percent for first six months of 2015

The latest data released by ACEM, the Brussels based motorcycle industry trade association, show motorcycle registrations up by +8.3 percent in the first six months of 2015 in 26 of the 28 member states of the European Union.

At 505,229 units (compared to 466,496 units in the first six months of 2014), this is the best first half-year market performance in Europe for many years, and after a couple of years in which the sales decline of the recession slowed and in which registrations stabilized and then posted modest growth in 2014, this is

the first and most important piece of major good news for the motorcycle industry in Europe since 2007. In total PTW (Powered Two Wheeler) registration terms the first six months of the year saw 3.4 percent growth at 666,119 units from 644,527 in the first six months of last year. On small volumes, Europe's moped market is still in decline though, down by -9.6 percent at 160,890 units (from 178,031 in 2014). France remains Europe's largest market in total PTW terms, although at 127,425 units for the first six months (compared to 131,210 units for the same period last year) the

French market remains the only one of Europe's "majors" where sales are still in decline, at -2.9 percent; that said, in motorcycle terms, French market decline has slowed and at only -0.3 percent for the first six months (87,672 units, down from 87,424 in 2014) suggesting that this year will see the French market stabilize, following the same pattern that has informed recovery elsewhere in Europe. In total PTW terms the German market is the second largest behind France at 114,770 units (+1.8 percent for the first six months) with Italy third largest at 113,246 units (+2.3

POWERSPORTS INDUSTRY INSIDERS

Former Hot Bike magazine editor and S&S Cycle Marketing and Business Development Manager Howard Kelly is now the Brand Manager for River Road, the "hardcore" riding gear line at Tucker Rocky/Biker's Choice. Kelly will be based at the AMP Factory offices in Southern California - Tucker Rocky's newly branded "performance apparel division".

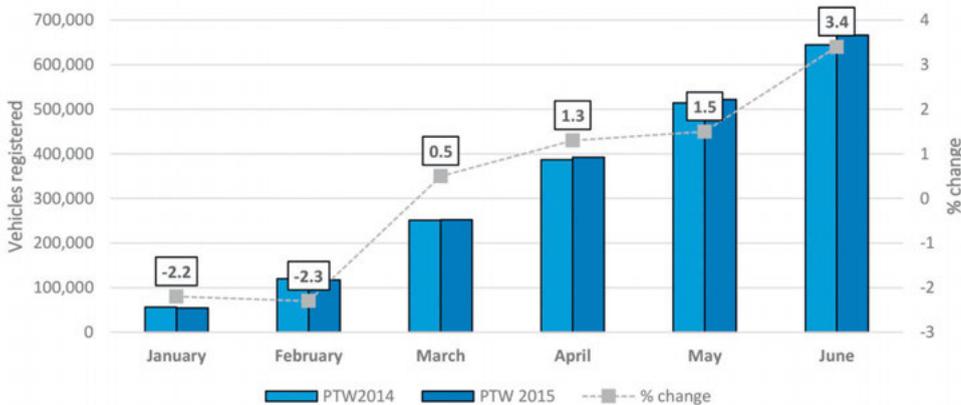
Congratulations to Yellowstone Harley-Davidson of Belgrade, Montana, crowned as Harley's first "Custom Kings" in the United States at the August Las Vegas dealer meeting for their customized Street 750. From a field of nearly 100 entering dealerships regional finalists included Brian's H-D Langhorne, Pa., H-D of Macon, Ga., H-D of Scottsdale, Az., Lake Shore H-D, Libertyville, Ill., Loess Hills H-D of Pacific Junction, Iowa, and Ray Price H-D, Raleigh N.C.

Based at their new Irving, Texas HQ, Rick Walters is the new Chief Financial Officer (CFO) for the Motorsport Aftermarket Group (MAG), having most recently been CFO of the \$1 billion auto collision repair company Service King. Walters replaces Bill Himebrook, who returns to his CFO role at parent company Lacy Diversified in Indianapolis, having been interim at MAG since the merger with Tucker Rocky in May 2014.

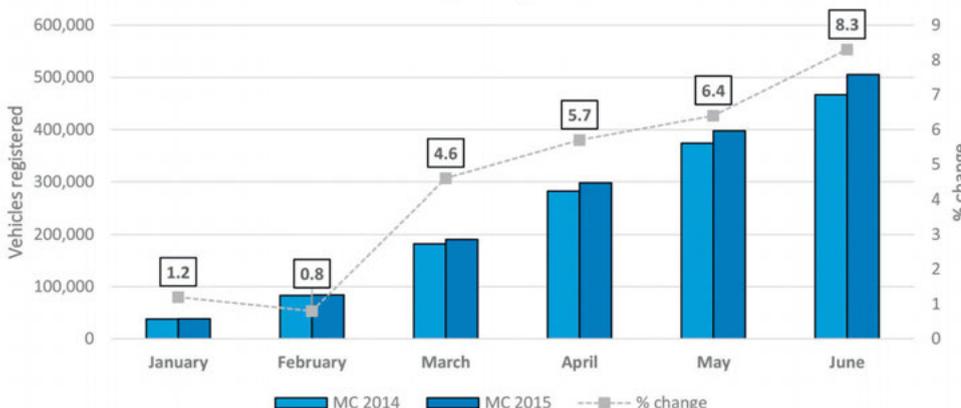
Triumph has had to pay a \$2.9m NHTSA civil penalty over delayed recall reporting.

Polaris plans to expand its emissions lab near Forest Lake, Minnesota, by adding some 75 to 90 jobs by 2017.

Cumulative powered-two and three-wheeler registrations in the EU



Cumulative motorcycle registrations in the EU



POWERSPORTS INDUSTRY INSIDERS

Polaris has responded to the difficulties it sometimes faces in hiring staff at some of its sites by providing a grant of \$300,000 to help construct a 41 unit apartment building to enhance housing, stock availability and community viability at Roseau, Minnesota, where the company was first set up in 1954, and where it still has an engineering and manufacturing center.

BRP say revenues increased by 4.1 percent to \$812.1m for the quarter ended July 31st 2015, due in large part to the strengthening of the US Dollar relative to the Canadian Dollar. The company says that it has "achieved its objectives" with the Sea-Doo Spark, two years after its launch, and that they have had an "excellent first season" with their Can-Am Outlander L ATV family in the mid-cc ATV sector.

San Francisco based Mission Motor Company has filed for bankruptcy protection. The company was a "boutique" manufacturer of high-speed limited edition electric race bikes.

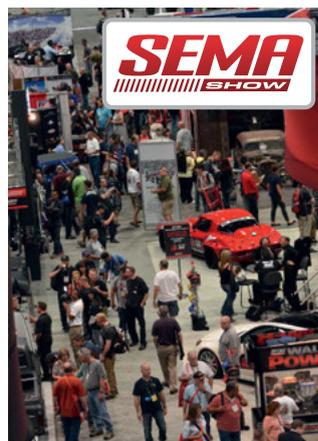
Arctic Cat has had its counter-claim to a 2013 Polaris lawsuit alleging UTV technology patent infringements dismissed. In unrelated news Arctic Cat is relocating its corporate HQ from Plymouth, Minnesota, to downtown Minneapolis.

percent). However, in motorcycle registration terms, the Italian market is Europe's largest at 100,672 units (up by a very healthy +5.1 percent for the half year), with the German market second at 96,709 units (+5 percent) and France third. Spain is Europe's fourth largest in new motorcycle registration terms for the first half of 2015, according to ACEM's pan-European data, at 64,616 units (+20.9 percent for the year to date), with the United Kingdom fifth (56,950 units, +15.3

percent); Greece sixth, Austria seventh, Poland eighth, Belgium 9th and Portugal 10th. If it was an EU member, Switzerland would actually be just behind the UK market (see report elsewhere in this edition of International Dealer News, as it is in fact Europe's sixth largest motorcycle market overall. France is Europe's largest moped market; followed by Germany, then Italy. At the time of going to press ACEM's data had yet to include the new registration data from Malta and Slovakia.

SEMA Show 2015

The organizers of this year's SEMA Show at Las Vegas (Specialty Equipment Market Association, November 3 - 6) say they are confident about seeing continued growth in attendance from PowerSports industry professionals this year, and that the PowerSports/UTV section is tracking to be 22 percent larger in exhibit square foot terms than 2014. Their research says that 33% of the trade buyers who attended the 2014 SEMA Show (20,000+ individuals) visited the PowerSports and Utility Vehicles section and that their analysis of visitor demographics and cross-over interests has led them to place the PowerSports/UTV sections



of the show adjacent to the Truck/Off-Road section. www.semashow.com



S&S hires Patrick Garvin



Ex J&P Cycles' events and social media man Patrick Garvin has joined S&S Cycle as Marketing Manager.

Garvin chose to stay in the Midwest following MAG's decision to relocate J&P's operations to Louisville, Kentucky, and Texas and combines promotional familiarity with the S&S "Proven Performance" philosophy with an impressive brand messaging and product positioning track record. "Patrick brings the kind of experience and instincts we need to grow our brand", said David Zemla, Vice President of Marketing, at the Viola, Wisconsin based manufacturer. "His deep-rooted knowledge of our evolving industry and contemporary marketing tools are the perfect addition to the team." Speaking of his appointment, Garvin says that he is "excited to be a part of S&S" and that he "looks forward to this next step" in his career. Patrick says his addiction to two wheels started on an Ironhead Sportster (good choice!). He spent many years drag racing street legal motorcycles and opened a motorcycle shop in Davenport, IA., before joining J&P Cycles.

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Wide body springer options

Ultima Motorcycle Products is making an updated wide body springer that is offered in chrome or black.

Available in stock 23" length, +2" over (25") and +4" over (27"), they are made from "high quality steel and include the 3/4" front axle assembly and top tree nut."

The reinforced top and bottom trees are designed to reduce flex and improve handling. These updated wide body springers fit most Big Twin, Sportster (to 2003) and aftermarket frames from 1949 to present with a 1" diameter neck stem.

There is 9.5" between the lower rockers; compatible Ultima polished or chrome brake calipers and caliper brackets are available separately.

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Ultima wide body springer front ends for most 1949 and up frames with 1" diameter neck stem



Stealth SuperTuner

ACCEL Performance has launched what it is calling a "revolutionary" new, removable and reversible Stealth branded SuperTuner, describing it as offering "almost effortless" stage 1 combination flash-tuning of Delphi fuel-injected Harley-Davidsons.

Featuring unlimited free updates, it reads and clears diagnostic trouble codes and is said to eliminate throttle-by-wire lag. Available in versions for CAN 6-Pin or J1850 4-Pin connectors for 2001 through late-model coverage, with limited lifetime warranty and all necessary cables.

ACCEL PERFORMANCE

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www.accel-motorcycle.com



Sportster mid-controls



This new Sportster mid-controls kit from TC Bros features CNC machined 6061 aluminum folding footpegs with a knurled, non-slip finish for "great looks and performance," says Tim Cobb. Heavy duty steel brackets are TIG welded and powder-coated satin black for a "highly durable" finish.

The kit includes everything necessary to bolt them to any Sportster with factory mid or forward controls. All pivot points utilize oil impregnated, precision fit bronze bushings for long life. The foot position is the same as a set of OEM Harley mid-controls for an all round comfortable ride; detailed instructions ensure ease of install.

TC BROS. CHOPPERS

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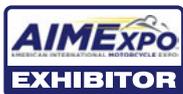
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www.tcbros.com



Stealth Series cables



Barnett Tool and Engineering offer dealers access to one of the largest ranges of cables available from any one manufacturer in the world. Their "Stealth Series" cables are the latest addition to an already industry-leading control cables program that started in 1948, and is still being made in California.

These 'black on black' cables feature a black vinyl casing with black chrome elbows and hardware for that "Stealth" look. Stainless steel wire rope is used with a nylon inner liner on throttle cables, with all their clutch cables coming standard with Barnett's exclusive High Efficiency inner wire - one which is well regarded for reducing lever effort, providing a super smooth cable action and extending cable life. Available to replace all 1987 and later type Harley-Davidson cables and all 1999 and later Victory model cables.

BARNETT CLUTCHES & CABLES
Ventura, California, USA
Tel: 805 642 9435
info@barnettclutches.com
www.barnettclutches.com

Biltwell accessories

In stock at Drag Specialties, Biltwell CV carb top covers are hand-polished investment cast, CNC machined 6061 T-6 billet aluminum designs available in gloss black powder coated, raw polished or raw polished aluminum (polished stainless steel also available).

Described as a "classic styling element" they feature a finned look or the popular rippled-water-droplet look. They fit CV carburetors on late model Sportster, Evolution, Twin Cam and custom applications where the Keihin CV carb might be used.

Also seen here, Biltwell 'Whiskey' throttle assemblies feature a cast aluminum clamshell and throttle tube and include chrome plated steel cable ferrules and plated Allen cap clamshell mounting hardware.

Designed to fit stock H-D thread-in and clip-in cables, they are available single cable for custom applications or dual cable for retro fit on OEM push/pull throttle cable assemblies. The grip tube is machined to accept rubber motorcycle grips.

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



CV carb top covers

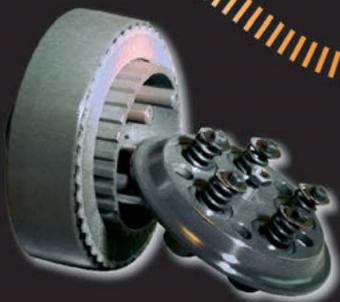


Whiskey throttle assemblies



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Switch converter module



Well known motorcycle electrics specialist Namz Custom Cycle Products (Oreland, Pennsylvania) says it has responded to consumer and dealer requests with a new switch module that will convert momentary handlebar switches into a latching ON/OFF and a toggle for a HIGH/LOW beam. The NSC-01 switch converter module features OEM color match wires for simple installation, comes with color printed installation instructions and all the supplies needed to install in minutes.

Designer Jeff Zielinski says that it "works perfectly with Hawg Halters handlebar controls or any other momentary switch." NAMZ prides itself on its well regarded support for OEM dealers worldwide and is celebrating its 16th year in

business, providing "World Class" electrical components, fluid transfer lines, custom installation supplies and Badlands brand lighting modules.

NAMZ/Badlands products are available to US dealers through Drag Specialties, Mid USA, Bikers Choice and V-Twin; from importers Thibault in Canada; in Europe from Zodiac International, Motorcycle Storehouse and Custom Chrome Europe; from Rollies Speed Shop and SK Imports in Australia; or directly from the Namz website.

NAMZ CUSTOM CYCLE PRODUCTS
Oreland, Pennsylvania, USA
Tel: 610 265 7100
info@namzccp.com
www.namzccp.com

Luggage support kits



Stainless Mounts, a division of Pro Pad Inc., has added to its Raxx line-up with this luggage rack support kit. The all stainless steel support kit goes between the luggage rack and the tour pack to help dissipate weight and protect the tour pack. The combination of heavy gauge stainless steel and a rubber bottom is said to provide stylish protection and support that "complements the lines of the bike." Available in mirror finish polish or gloss black. PRO PAD INC., USA, www.propadinc.com



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W&W Cycles just love the "old stuff"



Continuing our series of round-ups of parts and accessories available from the market's leading distributors for older Harleys, here we present a selection from W&W Cycles in Germany...

Harold's L-Panifold



Made in the USA by custom bike builder and parts engineer Jasin Phases at his Richmond, California workshops, the L-Panifold is a specially engineered intake manifold for stock 74" Panheads (1955 - 1965) with stock cylinder height of 5.330". It features radius corners and a direction "Y" shape inside to help the flow and delivery of the air/fuel mixture - a nearly 25 percent increase over stock is claimed. Made in cast aluminum and sold with cast finish, added clamp stops ensure the clamps stay in place; the flange will bolt up to any Linkert carb using the standard 4-hole mounting bolt pattern.

Star hub wheels with drop center steel rim



Stock replacements for Knuckleheads, Flatheads or Panheads. Black powder coated hub and 3x16" rim with cadmium plated spokes; the star hub's internals match the stock configuration so the original axles and brakes will fit; available for E(L)/F(LH) 1936-1966, U(LH) 1937-1948 front and rear, W(L) 1937-1952 rear only; black powder coated hub with steel drop-center profile; hole for rubberized valve on side.



Star hub wheels with classic profile semi-drop center rim and "correct" Kelsey-Hayes (KHW) rim stamping.

Stepped Star Hub 1936-1939



Hub assembly in top notch restoration quality; features the brake side reinforcement and correct hardware, just like the original counterpart. Fits all Big Twins front and rear thru 1966 and all 45 cui. model rear wheels with drum brakes. They come complete with all stock internal components installed. To be used with stock type axles; available for W(L) 1937-1952 rear, E(L)/F(LH) 1936-1966, U(LH) 1937-1948; steel, black, with cad-plated star.

SuperBrace Fork Stabilizers



SuperBrace works by creating a precise and solid 'bridge' between the fork sliders. This insures that they stay parallel to factory specs, without torsional flex or fork bow. The patented SuperBrace is precision machined from 6061 T-6 aircraft quality billet aluminum and engineered to help improve the overall performance of the bike, reducing speed

wobbles, fork flex, front tire wear and rain groove sensitivity, while greatly improving overall handling and front end stability. Easy 15 minute installation.

Churchill Maverick Gloves



Classic design with a 5" long and extra wide double leather cuff featuring two Velcro adjusters and jacket sleeve-friendly fit; 100 gram Thinsulate insulation with added Sympatex - a material combination which provides excellent protection in cold conditions.

Cannonball Cylinders for Big Twin Flathead



Authentic German made reproductions of the highly sought after 80 cubic inch cylinders. Since all Big Twin Flatheads from 1937-48 feature the same 4-9/32" stroke, these 3-7/16" bore cylinders will hop-up any 74 cubic inch (stock 1941-48) to 80 cubic inches. Precisely made to the last detail with 11-fin design and stock-like markings for a true retro look. Metallurgy has made some progress since the 1930's, so Cannonball cylinders are cast from state-of-the-art gray iron for superior durability. Sold as a set, front and rear, with unmachined, hardened valve seats installed for unleaded B-gas compatibility. Cylinders which are not offered as complete piston/ring kits need to be finish honed.

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Covingtons have it covered

Noted Woodward, Oklahoma based custom motorcycle engineer and parts designer Jerry Covington has these finned transmission side cover options, hydraulic clutch master cylinder covers and transmission top covers in stock at Drag Specialties. The range is CNC machined in the USA from billet aluminum; the transmission side cover allows the use of the stock clutch cable. Available in black or chrome with dimpled design and finned-look options, they are bolt-on replacements for the stock covers and ship with new mounting hardware.

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



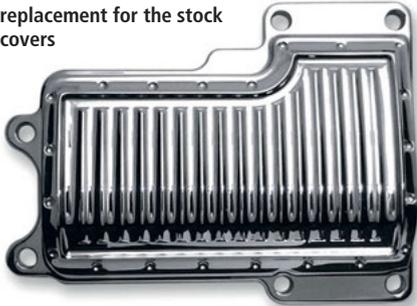
Finned transmission side covers



Hydraulic clutch master cylinder covers available in dimpled black or chrome



Transmission top covers available as direct bolt-on replacement for the stock covers



Dyna Road Rage 2:1s



Bassani's new Road Rage 2 into 1 system for early Dynas ('91-'05) with mid-controls feature stepped equal length head pipes 1-3/4" into 1-7/8" that merge into a collector and exit through a baffled (removable) muffler housing. This set-up is designed to give more power and performance for bikes from stock set-ups all the way up to built engines that have other performance parts for increased horsepower and torque. Other features include full coverage heat shields and a billet end cap; available in chrome or black. BASSANI, USA, www.bassanipipes.com

Clearly cool



New from French parts and accessory designers Philippe and Thomas Blot, a Harley enthusiast father and son team, these new designs of high-speed air filters and clear velocity stacks are available in a selection of dimensions (or custom applications) to fit most popular carbs, including CVs, S&S, Mikuni and other aftermarket brands.

The application-specific polished 6061 aerospace grade T6 heat-treated precision CNC machined aluminum cone attaches to the carb (or intake) with a one-piece adapter ring.

The durable clear 'dome' is manufactured from shock and heat resistant borosilicate - a material that is similar to, but sometimes regarded as superior in thermal shock resistance properties, to lime-soda based US specification Pyrex branded glass.

Borosilicate glass is a type of glass with silica and boron trioxide as the main glass-forming constituents and is known for having a very low coefficient of thermal expansion - which means it will also be a lot more resistant to discoloration as the surface of the glass will remain less prone to particulate impregnation for longer.

Manufactured in France, like any retro-fit accessory, some re-mapping may be necessary when being used on fuel-injected engines, but they do work and "work well with fuel injection" as well as normally aspirated engines, according to Thomas Blot.

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Slip-ons for Baggers and Trikes



SuperTrapp SE Series slip-ons are equipped with a race-proven baffle that is said to give riders a bolt-on performance gain of 10 – 12% more horsepower. Non disc-based, they provide most of their torque in the bottom to mid range.

They are 3 dB louder than stock, but are SAE-J2825 sound-compliant. The mufflers are steel, chrome-plated with a steel core. The internal baffle heat shield keeps them bluing free; 15 end cap options allow riders to customize the look and SEs are commonly known as the H-D Performance II muffler, which SuperTrapp's 15 end cap options also fit.

An optional rebuild replacement core is available and sold separately, compatible with chrome or black SuperTrapp True Duals as well as their Crossover conversion adapter kit. They fit Baggers, Glide and Street Glide Trikes and Softails.

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



Scout suspension options

British suspension specialist K-tech is now offering its 'Bullit' spring-less shock absorbers and 'Tracker' front fork cartridge kits for the Indian Scout.

The spring-less design of the 'Bullit' shock absorber "allows a classic 'strut' style look without compromising on ride quality", according to the company; nitrogen charged for "consistent damping control under all riding conditions."

Also seen here, K-tech 'Tracker' front fork cartridge kits are said to offer "refinement, control, stability and style," with external adjustment for spring preload, compression and rebound damping (springs sold separately).



'Bullit' spring-less gas charged shocks available for the Indian Scout from British manufacturer K-tech



'Tracker' front fork cartridge kit with external spring preload, compression and rebound damping adjustment for Indian Scout front ends

K-TECH SUSPENSION
Moira, Derbyshire, UK
Tel: +44 (0)1283 559000
support@k-tech.uk.com
www.k-tech.uk.com



V-Rod billet trees

Hawg Halters has turned its attention to the V-Rod and announced a new custom 55 mm triple tree for models with an inverted front end configuration.

Available in 4, 6 and 8 degree rake, the company says that they allow for "the proper building of a V-Rod Trike conversion (4 degrees), a 23 inch wheel upgrade on a two-wheel V-Rod (6 degrees) or a 26 inch front wheel on a two-wheel V-Rod (8 degrees)."

Available in black, machine or chrome finish, these trees cover all V-Rod models with inverted front ends and all Muscle versions. The company says that the new trees are "tested for ride, control and fit and are 40 percent stronger than a cast triple tree."

HAWG HALTERS INC.
Dahlonega, Georgia, USA
Tel: 877 442 5837
info@hawghalters.com
www.hawghalters.com



"Mini Ed" cleaners



From Paughco's "Old Stf" collection these "way cool super sanitary" air cleaners from feature "slick and slippery early Hot Rod styling and compact dimensions" according to the Carson City, Nevada based manufacturer. Dubbed the "Mini Ed" each unit measures 5 1/2" wide, 4" tall and just 2 1/2" deep. Available either polished or "natural tumbled" they come with a K&N high flow filter element for a wide variety of fitment applications including S&S E-G, Bendix, Early Keihin, Tillotson, Linkert, early Keihin CV and 2001-2007 Delphi EFI. PAUGHCO, USA www.paughco.com

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– Paul Langley, President, S&S Cycle



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OptiMate DC to DC charger

The issue of DC to DC charging is one that is often an issue for dealers and their customers when there is no access to an AC supply, but OptiMate has an answer.

Their DC to DC charger charges and maintains a 12V lead-acid battery from another 12V battery or DC supply. It allows you to recover, charge and maintain using a larger battery (ideally of 1.5 times



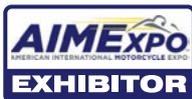
DC to DC charging and battery maintenance for the professional and home user

capacity) or a DC supply without the risk of discharging the source thanks to OptiMate's Source Battery Protection technology. As an additional workshop tool to the pulse-charge technology of the OptiMate Solar (said to be the world's most efficient solar pulse charger, tester and maintainer) and its smart controller, the OptiMate range "has the kind of advanced power solutions that cater to every kind of unforeseen motorcycle battery and workshop requirement," according to TecMate CEO and Chief Technical Officer Martin Human.



The OptiMate Solar uses pulse charging technology to turn low solar energy into reliable and effective high power energy, bringing solar charging efficiency up-to-date; can be used in conjunction with the OptiMate smart controller for visual confirmation of power delivery

TECMATE
Tienen, BELGIUM
Tel: +32 (0)16 805440
www.tecmate.com



OptiMATE



Slip-ons for Baggers and Trikes



Kerker Stout 4" slip-ons by SuperTrapp are a massive 4" non-disc that use a more traditional core than their SuperTrapp branded Stouts. The streamlined, tapered end cap with recessed fasteners comes pre-installed. Kerker Stouts "provide a bold, strong power curve from mid-range on up with a 9.6 (17%) hp and 9 (12%) torque gain over stock and at 5dB over stock, are louder than SuperTrapp Stouts." Compatible with chrome or black SuperTrapp True Duals or the SuperTrapp Crossover conversion adapter kit, they are available in chrome or black. Optional chrome or black end caps are available and sold separately as replacements or to mix and match for a customized look. They fit '85 - '15 Baggers and '10 - '15 Tri-Glides and '09 - '11 Street Glide Trikes. Street Glide Trikes. KERKER, USA, www.supertrapp.com



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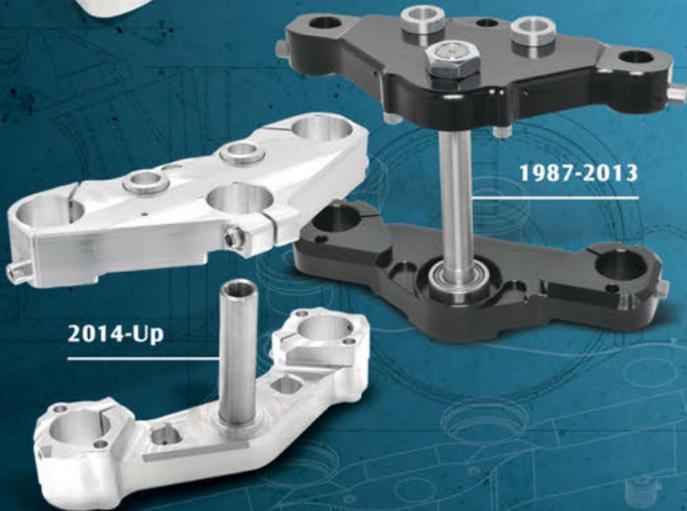
V-Rod Triple Trees

New from HHI are custom billet triple trees for your 55mm Inverted Front End V-Rod. These new trees come in 4, 6 and 8 degree configurations for Trike, 23 or 26 inch Upgrades. Available in Black, Chrome or Machine finish the Triple Trees fit all V-Rod models with the Inverted front ends and all Muscle versions.



New! 49mm Neck Rake Kit

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



1987-2013

2014-Up

X23 Bolt-On Triple Tree

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

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

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TechnoResearch now available at Drag Specialties

Added to the Drag Specialties program earlier this year, Detroit based TechnoResearch offer dealers access to a program of tuning and professional diagnostic products that come with over 20 years of experience at the top table of automotive and motorcycle industry research and development.

Founded in 1992, the company includes Harley-Davidson, MV Agusta, GasGas, Cosworth, Bosch, Magneti Marelli, Sherco, Fiat, Siemens and Saturn among its customers, partners and collaborators.

Drag Specialties has "gone deep" in terms of their commitment to a product line that includes the 'Tune Builder' mapping tool, 'Direct link' flash tuner, 'Centurion' branded Super Pro and Super Pro Plus diagnostic tool systems, and 'Maximus' Tuner - described as the "most advanced, easy-to-operate single-user flash tuning tool for all fuel injected Harley-Davidsons."

The 'Tune Builder' is said to have "powerful data collection" features and "sophisticated algorithms" to automatically create tables that allows users to copy/paste completed maps into flash tuning software.

After collecting data from the ECU the Auto Mapping feature automatically generates fuel tables to "create the most efficient map possible."

It can "effortlessly tune Volumetric Efficiency (VE) tables, detect and remove spark knock and evaluate engine usage areas." It will log up to 16 channels simultaneously and at high frequency, record and seamlessly integrate any O2 sensor device into data collection and can utilize the motorcycle's stock narrow band O2 sensors if equipped.

TechnoResearch describe the 'Centurion' Super Pro and 'Centurion' Super Pro Plus pro-grade diagnostic tools as "the industry's only complete professional diagnostic tool system designed for independent professional repair facilities".

Using their proprietary VCM-TR3 communication module to communicate with the stock ECU 'Centurion' uses a Windows or Android-based PC, laptop or tablet and connects by cable or Bluetooth/wireless.

Real-time data can be viewed in strip or digital dashboard formats, and the included Mobile Dyno with Android app provides for more than 20 hours of fast-acquisition data logging. The software can be updated online to stay current with features, years and model types and the durable metal housing and easy adapter system of this US made product allows for fast switches between motorcycles.

The range of features on the 'Centurion' is comprehensive. Blank ECUs can be re-flashed, VIN and key fobs can be programmed, it will perform radio and speaker calibration (up to MY14), speedometer calibration (to MY15), read and clear diagnostic trouble codes, manage ABS bleeding and solenoid testing, re-set air/fuel values and adjust idle rpm, perform active tests on tacho, speedo, fuel pump, idle rpm, system relays, cooling fans, alarm, IAC, ACR compression, injector coils, coolant pump, left or right turn signals and other systems and lamps. The 'Maximus' Tuner is where TechnoResearch brings together the most commonly used diagnostic features of the 'Centurion' with the tuning power of the 'Direct Link' tool.

Advanced hardware and software specifications allow backing up and restoring of original maps, as well as re-flashing stock ECUs and performing routine diagnostics. Once tuning is complete the kit is simply unplugged and is immediately ready for the next tune.

It requires the use of a Windows based PC, laptop or tablet, is available in versions for most CAN data bus 6-pin connector and Delphi/Marelli 4-pin EFI and can be used on one motorcycle an unlimited number of times.

The 'Direct Link' Tuning Key is available for Delphi or Marelli EFIs and is for use with any TechnoResearch VCM-TR3 communication module device such as 'Tune Builder' and Pro/Pro Plus 'Centurions'.

The Auto Mapping feature reduces the need to do cell-by-cell tuning calculations. It allows tuners to modify fuel and spark tables (front and rear cylinders), air fuel ratio, warm-up fuel, cranking fuel, closed loop, acceleration and deceleration, rev limiter and knock control by using fuel, spark and AFR real-time cell tracing.

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



The 'Centurion' Super Pro Plus version (as seen here) works with all Victory and Indian models as well as Harleys/Buell's from '97 to 2015 - at the time of writing AMD is unaware of anything in Harley's MY2016 announcements that would stop 'Centurion' also working with all late model Harleys (and Victory/Indian models for that matter too)



TECHNO RESEARCH



The 'Direct Link' Tuning Key is a flash tuner with data logging and analysis features that allows data to be seen using Strip Chart of Digital Dashboard views. Features include wideband O2 sensor interfacing and simultaneous modification of both front and rear cylinder spark tables



The 'Maximus' Tuner is where TechnoResearch brings together the most commonly used diagnostic features of the 'Centurion' with the tuning power of the 'Direct Link' tool.



'Tune Builder' can be used with all tuning software, regardless of brand, including OE and aftermarket products



GasBox accessories



Drag Specialties is carrying a selection of parts designed and made by Jesse Bassett and his crew at The GasBox of Cleveland, Ohio.

In addition to spun steel fenders, sissybar kits, carb support brackets and top motor mounts, the company is offering the 'Dog Dish' style air cleaner assembly seen here for CV or S&S Super E carbs. Featuring a hand-spun 5 3/8" polished aluminum cover with high quality element for superior airflow and dust/dirt protection, they include a black powder coated backing plate and ship with all necessary mounting hardware except the separately available crank case breather/carb support bracket kit. Also seen here, GasBox primary license plate brackets mount off the primary using the stock

hardware. The company also offers an axle mount license plate bracket that fits any 3/4" axle.

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



Dog dish' style air cleaner assemblies



Primary mount license plate



Axle mount license plate bracket



JayBrake grips



Machined from billet aluminum with rubber replacements, available for all styles, these grips from JayBrake are available for cable or throttle or throttle by wire applications. Sold in pairs, they are available in polished, chrome or black finish. SUPERTRAPP INDUSTRIES, USA, www.jbrake.com

POWER

ThunderMax's "race ready" performance ECM featuring all new WaveTune Technology utilizes 18mm wide-band O2 sensor feedback to continuously adjust and anticipate engine fueling requirements! Precisely tunes over 3x faster than any other system available!



TCX Touring Custom and Urban City boots

"Function first, style second: that's how priorities should work when crafting the world's finest motorcycle footwear," according to noted Italian manufacturer TCX. The Touring Collection includes the new TCX Heritage Waterproof, the latest addition to their GoreTex range "designed with the cruiser enthusiast, touring rider and American V-twin crowd in mind." For the city dweller, TCX offers the Urban Waterproof, a versatile full-coverage boot. Utilizing sophisticated materials and constructed with the hand-made quality of TCX's signature Comfort Fit System (CFS), Urban City and Touring Custom boots offer all-weather function and comfort.

Custom Gore-Tex



The Heritage Waterproof matches a vintage leather upper to a "burly" sole for a strong, all-weather boot. Features include full-grain vintage leather upper, waterproof lining, rugged new wear-resistant rubber sole with vintage look, reinforced toe and heel areas, signature comfort fit system and an anatomic and replaceable footbed.

TCX's custom Gore-Tex's full-grain leather upper and Gore-Tex Performance Comfort Footwear lining combine "for the ultimate in touring footwear." Additional features include full-grain leather upper, reinforced toe and heel counter, high wear-resistant sole and anatomic and replaceable footbed.

The Urban Waterproof provides "a classic look, durable construction and comfortable fit." Features include a reinforced ankle, heel and toe areas, a high wear-resistant sole and waterproof lining, full-grain leather upper, removable shift pad, high wear-resistant sole and an anatomic and replaceable footbed.

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DEI adds Turbo Shields

Avon Lake, Ohio based thermal and sound control specialist Design Engineering Inc. has added to its popular ONYX Series heat shield kits with a design specifically to deal with the heat issues generated by the increasing use of turbo chargers in powersports applications.

Turbo systems are the easiest and most cost-effective



way to bolt on horsepower, and DEI's Turbo Shields are used to cover the housing, which helps maintain a more consistent temperature in the turbo, increasing efficiency and decreasing turbo lag.

With turbos located in an exposed position near the rider's leg in many installations, the Turbo Shield also acts as a barrier, protecting the rider's leg from discomfort or even injury.

DEI's Onyx Series flexible Turbo Shields are available for most of the popular turbo systems used in the powersports industry, including Mitsubishi units and the smaller Garrett GT 22 and GT25 turbo housings. DEI say that as an added value, their powersports Turbo Shield kits also include a 2" x 25' roll of premium DEI exhaust wrap, ties and locking wire.

DESIGN ENGINEERING INC
 Avon Lake, Ohio, USA
 Tel: 440 930 7940
sales@designengineering.com
www.deipowersports.com



Cafe Fairing



Memphis Shades' Cafe Fairing "blends old-school style with new-style function - a perfect complement to Dynas and Sportsters alike," according to the company. Using patented no-tool Trigger-Lock mounting hardware the fitments are model specific. The Cafe fairings are made from robust Lucite brand aircraft grade acrylic and come in a ride-ready Class-A gloss black finish which can easily be painted to color match. MEMPHIS SHADES, USA; www.memphisshades.com

Speedometer recalibration

Dakota Digital's new SIM-1A electronic speedometer recalibration unit is the latest product offering in a long line of speedometer recalibration modules from the Sioux Falls, South Dakota manufacturer. It is said to deliver improved resolution and

accuracy of the speed signal and expanded adjustment capabilities. The range of correction has been increased to adjust the speed signal up 4x and reduce x.25. A direct plug-in for most 1996-'06 Harley-Davidson models (2007-up models

hardwire) using stock electronic speedometers, the SIM-1A will allow the rider to dial in the speedometer after changing gearing or tire size. The overall size has not changed, but operation and troubleshooting is easier with an added LED indicator.



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Competition Series slip-on for Street 750

The Californian exhaust manufacturer has added the new Street 750 to the line-up of models covered by its Competition Series slip-on muffler range.

The company says that "the angular design captures the minimalist and raw attitude of the Street" and that "with an aggressive deep tone, thanks to its fibreglass wrapped baffle, the Competition Series slip-on gives the Street the roar of a big twin bike." Formed in lightweight stainless steel and coated in high-temperature ceramic, features include an upswept design, slip-fit to the OEM head-pipe, machined billet end cap finished in matt chrome and a removable insert to adjust the sound level.

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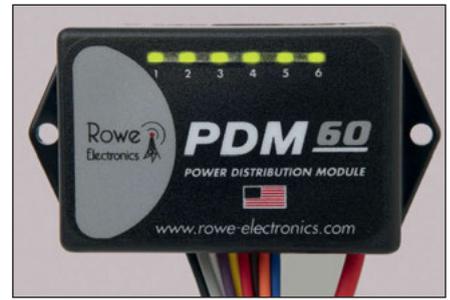
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Fuse-free electrics

The compact (2" x 3" x .9") completely sealed and fully encapsulated PDM60 power distribution and circuit protection module from Rowe Electronics eliminates the need for motorcycle fuses and relays. Designed by Rowe Electronics, the company began working on a concept for what became the present product specification in 2006. Steven Rowe says that this product "has set a benchmark in the market, even created a new market segment in circuit protection. It has proven ultra reliable and easily customizable to the rider's individual

needs, all in a very discreet, easy to use package." Able to distribute a 60 amp load over 6 circuits with an "easy to use" dashboard allows set-up for chosen accessories. CAN compatible, the trigger wires can be wired straight into a CAN power source and "it won't even know its there," according to Rowe. Easily reprogrammed to adjust to changes on the motorcycle, the unit is said to allow riders to embrace the advantages of solid state technology and overcome the inflexibility that causes frustration.



Now with an added 20A capacity circuit and parallel circuit capability, the six circuits are LED monitored and the unit fully customizable thanks to the dashboard download

LEDs indicate the condition of the circuit, there are Posi-Lock connectors for each circuit and the ground trigger with a Posi-Tap for connecting the ignition trigger wire. There's one lead per circuit, two trigger wires, and the main power and ground leads.

"This makes installation a breeze," according to Rowe "and allows for custom fitting the unit. A fuse in the power wire is not required. It would yield no additional benefit. The PDM60 is essentially a self monitoring digital fuse/breaker itself. We keep it compact and we keep it simple." In the V-Twin market the PDM60 is sold for Rowe by Namz Custom Cycle Products and is available from Drag Specialties, Parts Unlimited and Parts Europe.

www.pdm60.com



Measuring just 2" x 3" x 0.9" Rowe say their PDM60 is "absolutely rock solid - mud, dirt, rain and snow proofed using an industrial grade, hi-temp potting material for reliability and durability"

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Bahn aluminum air cleaner

Kuryakyn says that its new Bahn brand high-flow air cleaner for Harley-Davidsons is "crafted from premium forged aluminum designed with precision machined features to enhance the glistening chrome or smooth black anodized "Tuxedo" finishes."

"The refined, unique outer cage is free of logos and branding, complementing the entire Bahn product lineup by elevating an overall custom theme rather than consuming it."

Large openings in the outer cage artfully expose the high-flow washable and re-chargeable K&N filter element. An enlarged induction inlet on the cast back plate "provides a smooth flowing path of air to the motor for increased performance over stock,

completing the ultimate aesthetic transformation for high-horsepower engine builds," according to the company.

Available as an assembly-only or in a full kit with all necessary hardware and mounting brackets for installation on '91-'15 XLs, '93-'99 Evo Big Twins with CV carb, '99-'15 Twin Cams with CV carb or Delphi EFI and all '08-'15 Touring and Trike models.

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Kuryakyn's 'Bahn' brand air filters also available in chrome-accented black

Neo-Fusion styling



Ken's Factory Neo-Fusion weld-in gas caps are now available from the firm's Signal Hill, California, North American headquarters. A top seller online and a popular phone-order request, they are machined from billet aluminum and available in polished or black contrast machine cut. They include a weld-in bung and are sold with a materials and manufacturing warranty. **KEN'S FACTORY USA**, www.kens-factory.com

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Maxima Synthetic Blend and Fully Synthetic V-Twin oils

Last month we showcased Maxima's V-Twin formulated traditional mineral oil (20w50/10w40/25w60) with advanced polymer system to resist mechanical shearing and heat breakdown of the oil.

Though best known for their racing 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, as well as a transmission/gear oil, a fork oil, a primary oil and a Sportster specific gear and chain oil.

In addition to the 20w50 mineral oil, the company has 20w50 V-Twin formulated Fully Synthetic and a semi-synthetic V-Twin engine oils to provide dealers and their customers with a comprehensive range of V-Twin engine protection solutions.

Synthetic Blend, their V-Twin semi, is said to exceed OE specifications; it is an ester based formulation with "surface-active" ester technology that Maxima say will lower the operating temperature, reduce wear, increase film strength and offer extended protection. In addition to a viscosity boosting polymer system, an advanced additive package is said to keep engines clean, protect against sludge and promote trouble-free operation.

Their ester based Fully Synthetic is said to have been engineered and approved as a multi-compartment oil for Harley V-Twin engines, transmissions and primaries.

Also featuring Maxima's ultra-clean additive package, a regenerative polymer system is designed to resist mechanical shearing and heat breakdown for "exceptional viscosity retention in severe climates."

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.



Maxima's Synthetic Blend semi-synthetic 20w50 V-Twin engine oil is an ester based formulation with an advanced additive package



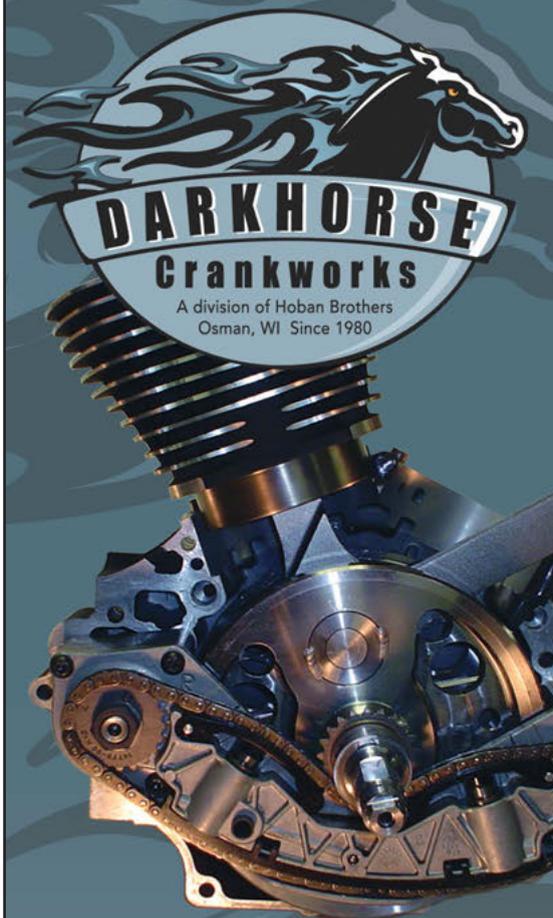
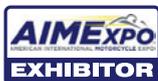
Maxima's fully synthetic 20w50 with a regenerative polymer system that is approved as a multi-compartment oil for Harley V-Twin engines, transmissions and primaries

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Throttle Addiction handlebars

Throttle Addiction's Tee handlebars are designed to "put you in a tight, aggressive riding position." Manufactured in 1# O.D. by .120" wall seamless 4130 chromoly tubing, they are fully TIG welded over precision-cut mitred joints with 1/2" by 13 T.P.I. threaded bungs. They have 3.5" on center mounting for standard Harley-Davidson (and other) triple trees and are non-dimpled for use with aftermarket hand controls or OE items with slight modifications to the stock electrical switch housings for wire fitment.

The slight 2" pullback is said to relax the wrists for a more comfortable grip. They come 30" wide, but can be narrowed to approximately 20" for those who like to "keep it skinny." They are 8" tall and have a 10" gripping area and come gloss black powder-coated.

Also seen here are their classic-style "rabbit ear" pullback handlebars for a comfortable, relaxed riding position on raked-out choppers or stock rake motorcycles.



The materials and manufacturing specifications for these show chrome-plated bars are the same, but they are 22" wide, 10" tall, have a 9.5" gripping area and 11" pullback.

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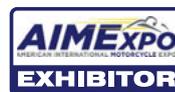


From 1936 - 1965 Linkerts and 1970s Bendix carbs through to the Evo Keihins and late model Twin Cam and Screamin' Eagle carbs and EFI induction systems, James Gaskets offer complete kits or individual service components.

The components in the kit are specified for the precise fit and required performance characteristics; all "Genuine James" gaskets are manufactured at their 46,000 sq ft Dayton, Nevada facility.

Seen here is their rebuild kit for 1972 - 1976 XL, XLCH, FL and FLH Bendix carbs.

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Küryakyn adds lightweight accessory designs, luggage

Somerset, Wisconsin headquartered parts and accessory specialist Küryakyn continues to add new designs at a prolific rate.

Their new lightweight injection-molded ABS 'Quantum' air cleaner is described as a "durable, quick and easy custom upgrade at a fraction of the cost for a complete air cleaner swap."

A direct stock replacement on 2014 and later Harley



Quantum ABS air cleaner, also available in black gloss

Touring and Trike models and compatible with Screamin' Eagle Stage 1 air cleaner kits, "radical styling enhancements" are said to be "gained from the sculpted black three-dimensional inserts and enlarged intake openings."

Stainless steel inserts protect a forward facing intake that is said to improve air flow; a slim, contoured design that measures 8-1/2" in diameter by 3" wide maintains legroom. Available in chrome and gloss black, it reuses the stock mounting screw.

Also seen here, the latest addition to Küryakyn's **XKursion line**, their 2014 foray into the crowded motorcycle luggage sector, is this XW5.5 Roller - the largest option available in the range - a 5,000 cubic



The versatile and feature-rich 80 liter thermoformed XW5.5 roller, made in weather resistant 1200 denier Maxtura with integrated internal support structures

inch/80 liter thermo-formed construction sissybar mount bag in UV rated, weather resistant 1200 denier Maxtura with integrated internal support structures.

A removable interior divider provides the option of one large packing space or upper and lower compartments with separate access points. Features include side compartments, side-mounted pockets and multiple sizes of interior padded electronics

pockets.

Küryakyn has added to its Zombie motif accessory line with a **3" chrome plated die-cast aluminum vented gas cap** that is a direct replacement for all '82-'15 H-D RH screw caps and an L.E.D. fuel and battery gauge.



Zombie gas cap and LED fuel battery gauge

A replacement for the **stock tank mounted fuel gauge** on '94-'15 Road Kings, '88-'94 FXRs, '00 and up Softails and Dynas since 1991, easy-read emitters provide gas and voltage level monitoring.

Also seen here, **Flame, Zombie, Vortex or Corona design speaker grills** in lightweight chrome plated ABS bring a touch of detailing to 2014 and up Tourers, Trikes and Indian models.



ABS speaker grills in Flame, Zombie, Vortex or Corona designs

Finally in this selection of new items from Küryakyn, their slotted-design lightweight ABS stock OE **replacement oil cooler cover** is now available in gloss black for selected Road Kings, Street Glides, Road Glides and H-D Trike models.



Slotted style oil-cooler cover

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Belt drive slim-down kit, weight saving pulleys and more from BDL

With over 35,000 sold, the EVO-9S from BDL is arguably the most popular aftermarket belt drive conversion ever produced.

For owners of one of these drives who would like to slim down to a 2" belt, BDL is offering a new, all inclusive EVOB-9S-2RFK kit that is said to cost about half that of the original 3" drive and allows downsizing to a 2" belt, converting from the old shoulder bolt/spring release to what is described as a "smoother and more stable ball bearing release." The 2" conversion kits include BDL's patented Ball Bearing Lock-Up Clutch with new fiber and steel plates, "rugged and stylish" side guard, dome and 2" conversion hardware.

Also seen here, BDL's new, model-specific open belt drive kit for use exclusively on 2007- 2009 Softails incorporates a 52 tooth front and 69 tooth rear pulley. The custom designed 142 tooth BDL belt is a full 69 mm (2.72") wide for a "perfect combination of performance, strength, reliability and durability." BDL says it has additionally developed an exclusive ring gear, which is said to give quick, positive starter operation. The kit includes BDL's Ball Bearing Lock-Up Clutch assembly for "smooth, positive engagement and light lever pull."

Also new from the Californian specialist manufacturer, at about one-third the weight of stock units, these lightweight transmission pulleys weigh in at a mere 2 1/4 lbs. The high-tech pulleys are

BDL's new, fully inclusive 2" Belt Drive Kit is said to cost about half that of the original 3" drive and allows down sizing to a 2" belt



described as precision machined to aircraft tolerance from rugged 7075 aluminum, "making them just the ticket for both high performance and stock application."

"The significant weight savings reclaim horsepower while lightening the load on associated bearings, and a durable, hard anodized finish assures years of extended trouble-free operation. Currently available for 4-speed Big Twins from 1979 to 1983, 5-speed 1986 to present and 5-speed Sportsters from 1992 up. Finally, BDL's signature billet aluminum rear pulley cover and side guard (which ship with installation hardware and complete instructions)

are said to "round out the latest in a long line of trend-setting belt drive and clutch components from this industry leader."

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BDL's Open Belt Drive Kit for 2007-09 Softails with 52 tooth front and 69 tooth rear pulley



Transmission Pulleys are said to be about 1/3 of the weight of the stock items they replace

Euroflip screen for Victory tourers

Gustafsson Plastics began manufacturing motorcycle windscreens in 1968, when the business was based in Skövde, Sweden. The company's first products were screens for bikes used on the European race circuit before diversifying into street bikes. In 1979 Gustafsson Plastics moved to Florida, and these days the product range includes H-D and Victory applications among a program that includes sidecars and boats - over 2,500 applications and fitments all told.

Gustafsson uses high grade acrylic G that is pre-formed, cut and polished and then has

the edges finished ready for installation. The material used is said to be UV and salt water resistant, and also to be optically correct.

Seen here, their Euroflip windscreen for Victory touring models is said to be "crystal clear like glass" and to deliver improved stability at highway speeds.

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Bike made by Custom Chrome Europe & Thunderbike Customs

Photo made by Martin Mix & Ben Ott

Flare windshields for Indian Chieftain and Roadmaster

Klock Werks now has its Flare brand windshields available for Indian Chieftain and Roadmaster models. The patented Flare windshield design features "hips" at the sides that are said to re-route the wind away from the rider, while "adding downforce to the front end of the motorcycle to improve stability compared to the stock windshield," according to Brian Klock.

"The flip at the top of the Flare redirects air up and back as clean, less turbulent airflow for rider and passenger. A stock shield

simply pushes air. So any air that escapes around it is choppy and turbulent - that can make your helmet shake, your glasses fly up. "Often a rider will think getting a taller windshield will solve the issues. The answer is how the air is directed, and the shape of our Flare is designed to do that." Made in the United States from "hard-coated and durable polycarbonate material" they are available for Indian Chieftain and Roadmaster in 10" and 12" heights in tint, dark smoke and black options. Said to be easy to install using



stock mounting hardware, the Flare maintains the stock windshield height adjustability.

KLOCK WERKS
 Mitchell, South Dakota, USA
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info@kustomcycles.com
www.kustomcycles.com



Dyna and FLH trike conversions

Yelvington Designs has announced new Dyna and FLH trike conversions for 2005-2015 Harley-Davidson models. The company says that their conversion designs allow existing accessories, including the exhausts ("even the stock exhaust") to be retained. A new swingarm means the conversion is simple and fully reversible - no frame cutting or modification is needed. Yelvington say they have conversion kits available for all Harley touring, Dyna and Sportster models from 2000-2015. YELVINGTON DESIGNS, USA, www.yelvingtondesigns.com



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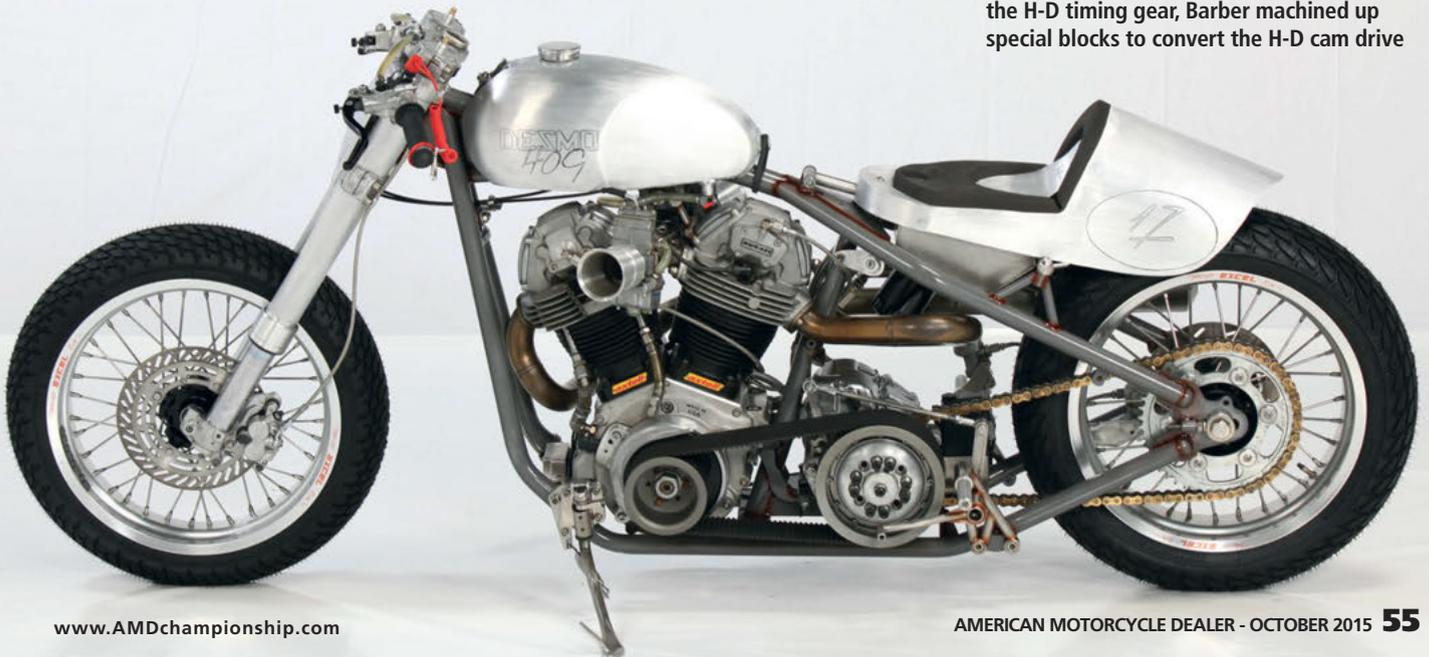
Words: Duncan Moore - duncan@dealer-world.com • Pictures: Onno @ Madness Photography - onno@madnessphotography.nl

Many custom builders have taken Harley-Davidson bottom ends and then put a combination top end on them, such as Panhead/Shovelhead combinations, but Emporium Motorcycles Garage's entry at the 2014 AMD World Championship of Custom Bike Building featured a set of Ducati heads mounted on a set of Evo crank cases

DESMOHOG is the name given to the bike Emporium Motorcycles Garage entered in the 2014 AMD World Championship of Custom Bike Building, because of its hybrid engine being made up of parts from Harley-Davidson and Ducati. The bike was originally built by Chris Barber, of Cross Breed Cycles in the UK, before it was purchased by Emporium Motorcycles Garage and rebuilt in Italy.

Barber decided to build Desmohog because he had a garage full of spare Ducati parts and had seen a picture of a German built bike that had an NSY cylinder and head used on a Shovelhead bottom end to create a single cylinder Harley. Of course, rather than use NSU parts, he decided to make use of the Ducati parts. When Barber started the build he was living in the USA, and so he was able to easily pick up a set of Evo cases as the starting point for the motor. The next step was to ask

Axtell to machine up a set of barrels that would allow him to mount the Ducati heads to the H-D cases. Internally, there are a set of off-the-shelf Carillo conrods that just happened to be the right length. The heads themselves came from a 900SS and are both rear heads. The one used at the front has been turned through 180 degrees. The reason for this is twofold...it improves the cooling and allows the two Mikuni carbs used to jut out on either side of the bike. In order to get the Ducati heads working with the H-D timing gear, Barber machined up special blocks to convert the H-D cam drive





Brembo hand levers are used in conjunction with Nissin brake calipers



17x 3.5in Tagasaky Excel rims with Heidenau K73 Super Rain tires are used at both ends of the bike

to toothed belts that work with the Ducati heads.

When it came to choosing a transmission for the bike, a RevTech four-speed with a kickstart was sourced and joined to the engine with a BDL open belt drive and clutch. With the drivetrain package complete, Barber put it all into a Kraftech rigid frame from Kustomwerks. Originally, this was painted black, but during the rebuild by Emporium it was repainted in silver with bronze fogging around all the joints. It was also Barber who sourced the front end, and being of unknown origin, it is thought to have come off a Japanese dirt bike. What is certain is that it now holds a XL650 hub laced to a 1 7x 3.5in Tagasaky Excel rim with a Heidenau K73 Super Rain tire fitted. A similar set-up is used at the rear of the bike where the rim is 4.25in wide. During Emporium's rebuild of Desmohog the original brake set-up was changed to the twin piston Nissin calipers used on each wheel and activated by a Brembo radial lever at the front, with a matching lever for the clutch and one-off, hand-made foot controls for the rear. These controls were designed and built by Barber. Also carried over from the original build is the aluminum



A pair of Ducati 900SS rear cylinder heads are mated to Shovelhead cases, using custom barrels from Axtell

gas tank. Also of unknown origin, it was polished during the rebuild and changed to a satin finish to match the seat unit made up by Emporium in aluminum. A further change by Emporium was the fitting of a set of



One-off foot controls were built by Chris Barber before being detailed by Emporium Motorcycles Garage

clip-on bars and the removal of the headlight. A number board is now used to finish the front of the bike. Desmohog may have had a long journey to get to the World Championship of Custom Bike Building, having been started in the USA, finished in the UK and then rebuilt in Italy, but it didn't disgrace itself as when the votes were counted it managed to place in the top fifteen in the Freestyle class.

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The custom stainless steel megaphone silencers were hand-rolled by original builder Chris Barber



A RevTech four-speed with a kickstart is used with a BDL open belt drive and clutch

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NEWS BRIEFS

The cause of the fire that saw the Full Throttle Saloon in Sturgis burn to the ground after this year's Rally has been classified as "accidental" by local authorities. Owner Michael Ballard says it is believed that a pinched power cord was to blame. If Ballard decides to rebuild, the cost will be entirely down to him as he says the insurance only covered the camp grounds and visitors to a facility that is thought to have attracted some 15,000 bikers a night during the recent 75th anniversary Rally.

EagleRider, which started out as a Harley renter, has opened Indian Motorcycle Los Angeles, an EagleRider superstore, offering new and used Indian and Victory models, certified pre-owned Harleys, Hondas, Yamahas and BMWs, PG&A, service, rentals and tours.

The latest Baird Research authorized Harley-Davidson dealer survey, conducted after this year's Dealer Convention in Las Vegas, revealed that "dealer sentiment" remained flat, the same as reported in their Q2 survey, suggesting a less than enthused response to the MY2016 announcement.

As this edition of AMD Magazine went to press, Harley's share price was trading at \$54.92, compared to Polaris at \$131.63. Both had been at around \$8.00 in March 2009 at the height of the downturn's effects on Powersports industry stocks.

24th annual Bigtwin Bikeshow & Expo

BIKER EVENTS PRESENTS

Bigtwin BIKESHOW & EXPO

This year's annual Bigtwin Bikeshow & Expo in the Netherlands will take place from November 6th to 8th at its usual Autotron, Rosmalen facility near Den Bosch.

With exhibitors reporting excellent aisle traffic and booth interest last year, and with genuine buying interest and intent and the Custom Bike Show attracting a high quality international field, the show is back to its best as one of Europe's leading specialty v-twin industry event.

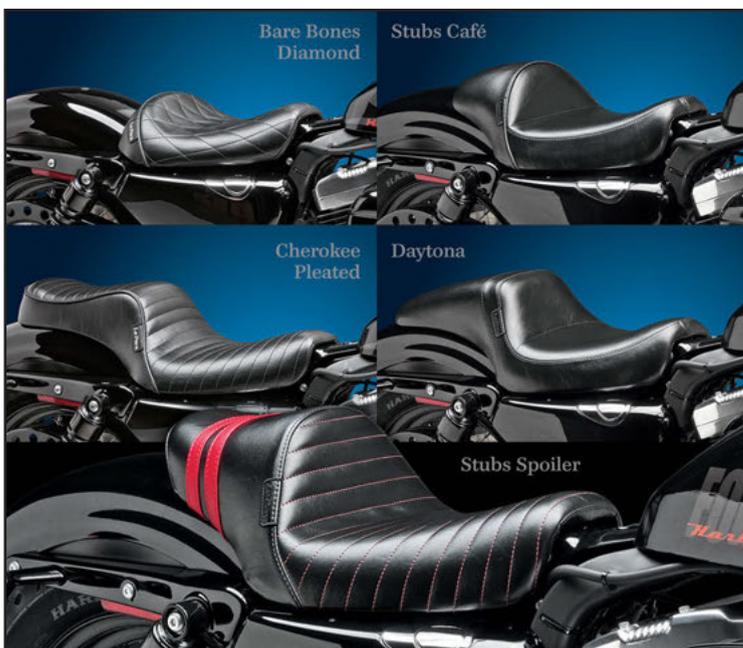
This will be the 24th show, and since the show started, more than 2,000 of Europe's finest custom bikes have competed in front of a total net



crowd that must exceed 300,000 visitors.

The show rode the difficulties of the downturn years well and has done much to respond to the changing demographic of the custom market and the new generations of riders looking for custom parts, accessories and bikes in the Netherlands. The organizers (who also publish the monthly Bigtwin Magazine in the Netherlands) say they are confident of at least 18,000 attendees again this year.

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