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Harley panics into four "Focus Area" investment and ambitious five-point objective plans as it reports Q3 unit sales of -2.5 percent in US

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NEWS



PRODUCTS



In releasing its third quarter 2015 financial data Harley-Davidson has confirmed dealer new motorcycle sales are down -1.4 percent worldwide compared to the year-ago period, with sales down -2.5 percent in the U.S. and up +0.9 percent internationally.

"We expect a heightened competitive environment to continue for the foreseeable future, and now is the time for us to dial things up with significant additional investments in marketing and product development," said Matt Levatich, President and Chief Executive Officer, Harley-Davidson, Inc.

"We have a strong plan, built on our incredible foundation, to further assert Harley-Davidson's substantial market leadership and accelerate growth. We have great confidence in our plans to drive demand and grow our reach and impact with customers globally."

The company says it intends to fund the increased demand-driving actions by reallocating existing spending - it expects to incur one-time expenses of approximately \$30 million to \$35

million in the fourth quarter of 2015, primarily for employee separation and reorganization costs related to this reallocation.

"In the short term, because the third quarter did not unfold as we expected, we are lowering full-year shipment

"the third quarter did not unfold as we expected"

guidance. Our ongoing commitment to manage supply in line with demand and maintain the premium nature of the brand remains a top priority for Harley-Davidson," said Levatich.

The company is highlighting four "Focus Areas" for increased investment in 2016 and says it will increase its investment in customer-facing marketing by approximately 65 percent above 2015 levels. The company also

plans to increase its investment in new product development by approximately 35 percent from 2015 levels. These changes represent an approximate \$70 million increase in investment to drive demand compared to 2015.

These four "Focus Areas" for increased investment are listed as increasing product and brand awareness, growing new ridership in the U.S., increasing and enhancing brand access, and accelerating the "cadence and impact" of new products.

The company says it has five [ambitious] objectives - to lead in every market; to grow the sport of motorcycling in the U.S., in part by growing the number of U.S. core customers and growing the number of U.S. outreach customers at a faster rate; to grow U.S. retail sales and grow international retail sales at a faster rate - in support of this objective, the company has a target to grow its international dealer network by 150 to 200 new dealerships by 2020; to grow revenue and grow earnings faster than

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'Chicca' by Abnormal Cycles



After winning the Modified Harley class in 2011 with a sidecar outfit, Abnormal Cycles returned to the AMD World Championship with another sidecar build in 2014 to compete in the Retro Mod class





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2015 AIMEXPO 12

As this edition of AMD Magazine went to press provisional reports suggest improved attendance and vendor satisfaction for the third annual AIMExpo at Orlando, Florida

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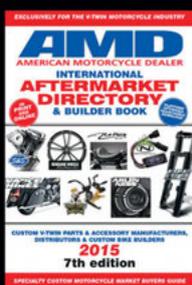
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'CHICCA' BY ABNORMAL CYCLES 55-56

Abnormal Cycles entered the Retro Mod class at the 2014 AMD World Championship of Custom Bike Building, hoping to emulate their success of the 2011 event with their previous sidecar build win

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Do five key objectives and four investment "Focus areas" mean three steps from oblivion?

I've been scrutinizing and writing-up Harley's quarterly fiscal releases for nearly 25 years now, and Keith Wandell's dramatic post Lehman apocalypse measures aside, I cannot ever recall reading anything as close to blind panic in my life.

Harley's five key objectives wish-list sounds like the ubiquitous Miss World hopeful declaring that she'll work hard to bring about world peace and irrigate the Sahara, and their "four primary areas" for emergency investment sound like someone is recycling a chapter called "The Blindingly Obvious" from MBA 101 for dummies.

Actually, that's harsh. On closer reading, are they not also from a Miss World speech? Or is that a recycling of a boy scout's "I promise to be good and do good" mantra?

Either way, apart from one passing reference to now being the time to "dial things up" with "significant additional investments (in marketing and) product development," there is no acknowledgement that Harley's day job is supposed to be shaping metal, and if they haven't already been going as full-bore as they can on investments in product development, then sitting on their hands aside, just exactly what have they been doing?

Their MY 2015 "initiatives" are lame. The groundwork for them will have been done at least 18 months ago, so unless Harley's skunk-works is about to spew forth a stream of mid-cycle new products, and this time ones that riders actually either can or will want to buy, then the time-lag their share holders are looking at before their earnings per share start heading in the right direction again is way outside the notoriously short-term tolerances of 21st century investors.

Buried in the implications of the plans is the fact that much of the additional budget for these increases in investment are going to be funded by cutting back the payroll, and I guess that having already loaded the balance sheet with debt for the continuing share repurchase programs, they have no choice. The smoke and mirrors of reducing production in-line with the level of demand they are currently generating will, in the short-term, allow them to bring down head-count. But isn't the "objective" (actually, objective # 3) to grow sales? Making more from and with less is indeed a worthy and commendable triumph of business excellence. But what Harley is doing feels much more like a response to the pressure on margins than a convincing plan to shape more metal and sell more motorcycles.

The plan to "increase product" is also going to require more metal-shapers, not fewer; but first and foremost it is going to require more product. Harley-Davidson - where's the beef?

Platitudes such as "increasing brand awareness," "growing ridership in the US," "increasing and enhancing brand access" and "accelerating the cadence and impact of new products" (?) may sound convincing to social marketeers whose acquaintance with the real world of selling is fleeting at best, but rather than being focussed on "cadencing the impact" of new products, Harley should be

focussed first of all on designing and making some. Then they can worry about how quickly they can sell them; THAT is the message that they need to be sending to their dealers and investors - that they are focussed on their day-job, not on their résumés.

In order to make new sales you have to first have something new to sell.

Levatich appears to be caught in the headlights. By all accounts he is an excellent candidate to be leading Harley to its post-Wandell destiny, and when it comes to résumés, his is almost a perfect fit for the task.

But it is as if he's inherited an inertia which is now going to take tremendous effort to overcome. It feels akin to watching someone trying to kick-start an aircraft carrier so it can do a three-point turn in a swimming pool!

Surely Project Rushmore was supposed to be the start of a program of a brave new future, not the total sum contents of the weapons locker?

Regardless of whether Buell and/or MV Agusta were the right solutions (bearing in mind Harley had previously tried to buy KTM, Ducati and others), Harley has left itself vulnerable and exposed by not already having diversified.

Harley's toe in the water of the muscle-bike/streetfighter market has disappointed - the V-Rod looks like a product headed for the end of its life cycle rather than a platform on which new sales can be built; and as thirty, forty and fifty somethings either head off-piste or downtown into the concrete jungle of riding urban warfare, where is the Harley-badged adventure tour platform to take them there?

Even with Project LiveWire, Harley is being naive - there is no new battery chemistry magic wand headed down the pike; e-power is what it is - make the best you can of what is available now and get the bike into production and into showrooms with "cadence" rather than ambivalence.

Last year saw some 25,000 e-bikes sold in Europe alone. That is a market that will wait for no brand...and Polaris know that.

With the Dynas also looking increasingly like Harley regard them as their red-headed step child, and dealers finding Softails and Sportsters ever increasingly hard to shift, the impasse betrayed by the playbook response to their present travails will not go unnoticed by portfolio investors and dealers who are spoilt for choice.

The "heightened competitive environment" will not only continue for the foreseeable future, it is the new reality of the landscape in which Harley has to trade, and it has singularly failed in its response so far.

Smoke and mirrors of reducing production

Robin Bradley
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NEWS BRIEFS

Following the move by former Harley-Davidson India Managing Director Mr. Arnoop Prakash to take over at the Motor Company's new wholly owned Canadian subsidiary, Mr. Vikram Pawah has been appointed as the new head of Harley's Indian operation. With 21 years of experience in the automotive industry, and a Masters in Business Administration, he joins Harley from Honda Cars India. Harley makes the "international" version of its Street 750 in India and for 2016 has increased the range it will sell there to include some of the "Dark Customs" and the Road King - which will sell in India for nearly \$40,000 plus (huge) duties!

Celebrating the historic ride across America 100 years ago of pioneering sisters Adeline and Augusta Van Buren, the Sisters' Centennial motorcycle ride will follow their original route as closely as possible from the East Coast to San Francisco, departing on July 4th, 2016 for a planned July 23rd arrival on the West coast.

Polaris is to start selling the Slingshot reverse three-wheeler in Europe in November following this year's EICMA 'Milan' show.

No doubt encouraged by the success of its Multix personal utility vehicle joint manufacturing venture in India with Royal Enfield owner Eicher Motors, Polaris is now pursuing a plan to start assembling Indian Motorcycle models in, urm, India. The company expects the facility to be in operation at some stage in 2018 and hopes to see its Indian Motorcycle dealer network in India expanded to 12 stores by the end of 2016.

Victory Motorcycles has announced Slovenian manufacturer Akrapovic as its approved aftermarket performance exhaust manufacturer of choice.

Harley-Davidson sales revenue and production data... 3rd quarter 2015

Income statements in \$1,000s (except share)	THREE MONTHS ENDED		NINE MONTHS ENDED	
	SEPT 2015	SEPT 2014	SEPT 2015	SEPT 2014
Net sales revenue	\$1,140,321	\$1,130,558	\$4,301,674	\$4,536,531
Gross profit	\$394,039	\$394,600	\$1,631,528	\$1,710,870
Total operating income	\$215,836	\$224,073	\$1,088,470	\$1,182,650
Net income	\$140,347	\$150,066	\$710,011	\$770,136
Diluted earnings per common share	\$0.69	\$0.70	\$3.43	\$3.54
NET SALES REVENUE				
Figures are shown in \$1,000s	THREE MONTHS ENDED		NINE MONTHS ENDED	
	SEPT 2015	SEPT 2014	SEPT 2015	SEPT 2014
H-D Motorcycles	\$812,398	\$815,375	\$3,376,356	\$3,601,328
Parts & Accessories	\$252,226	\$239,731	\$692,938	\$709,438
General Merchandise	\$69,008	\$69,282	\$212,954	\$209,782
Other	\$6,689	\$6,170	\$19,426	\$15,983
Total	\$1,140,321	\$1,130,558	\$4,301,674	\$4,536,531
MOTORCYCLE SHIPMENT DATA NOTE: H-D MOTORCYCLE SHIPMENT DATA IS NOT THE SAME AS RETAIL REGISTRATIONS				
	SEPT 2015	SEPT 2014	SEPT 2015	SEPT 2014
United States	30,092	28,106	141,884	145,440
Exports	23,380	22,564	76,349	78,129
Total H-D	53,472	50,670	218,233	223,569
PRODUCT MIX				
	SEPT 2015	SEPT 2014	SEPT 2015	SEPT 2014
Touring	21,994	22,844	95,354	100,117
Cruiser	18,405	14,722	71,753	76,102
Sportster/Street	13,073	13,104	51,126	47,350
Total	53,472	50,670	218,233	223,569
RETAIL SALES OF H-D MOTORCYCLES:				
	SEPT 2015	SEPT 2014	SEPT 2015	SEPT 2014
United States	48,918	50,167	142,196	144,122
Canada	2,554	2,598	8,414	8,753
EMEA	10,031	9,796	35,598	37,500
Asia Pacific Region	7,857	7,473	23,471	21,953
Latin America Region	2,818	3,183	8,091	8,522
Total	72,178	73,217	217,770	220,850

<<< Continued from cover

revenue through 2020; and to outperform the S&P 500. Dealers worldwide sold 72,178 new Harley-Davidson motorcycles in the third quarter of 2015 compared to 73,217 motorcycles in the year-ago quarter. In the U.S. dealers sold 48,918 new Harley-Davidson motorcycles in the quarter compared to sales of 50,167 motorcycles in the year-ago period. In international markets dealers sold 23,260 new Harley-Davidson motorcycles during the third quarter compared to 23,050 motorcycles in the year-ago period, with sales up +5.1 percent in the Asia Pacific region and

"lead in every market"

+2.4 percent in the EMEA region, but down -11.5 percent in the Latin America region and -1.7 percent in Canada. Operating income from motorcycles and related products was \$143.1 million during the quarter, down compared to \$146.3 million in the year-ago period. Third-quarter revenue from motorcycles was \$812.4 million, down compared to \$815.4 million in the year-ago period. The company shipped 53,472 motorcycles to dealers and distributors worldwide during the quarter, which is up compared to shipments of 50,670

motorcycles in the year-ago period. Revenue from motorcycle parts and accessories was \$252.2 million during the quarter, up compared to \$239.7 million in the year-ago period. Revenue from general merchandise, which includes MotorClothes apparel and accessories, was flat at \$69.0 million compared to \$69.3 million in the year-ago period. Gross margin was down at 34.6 percent in the third quarter of 2015 compared to 34.9 percent in the third quarter of 2014. Third-quarter operating margin >>>

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>>> for the motorcycles segment was down at 12.5 percent compared to operating margin of 12.9 percent in last year's third quarter.

Through nine months, Harley-Davidson 2015 net income was \$710.0 million on consolidated revenue of \$4.81 billion compared to nine-month 2014 net income of \$770.1 million on consolidated revenue of \$5.03 billion. Year-to-date in 2015 dealers sold 217,770 new Harley-Davidson motorcycles worldwide, down compared to the 220,850 it sold in the first nine months of 2014, with retail unit sales up +6.9 percent in the Asia Pacific region and down -1.3 percent in the U.S., -5.1 percent in the EMEA region, -5.1 percent in the Latin America region and -3.9 percent in Canada compared to the year-ago period.

Through nine months, the company shipped 218,233 motorcycles to dealers and distributors worldwide, down compared to the 223,569 it shipped in the first nine months of 2014. Nine-month revenue from motorcycles was down -6.2 percent to \$3.38 billion, revenue from parts and accessories decreased -2.3 percent to \$692.9 million and revenue from General Merchandise increased +1.5 percent to \$213.0 million compared to the first nine months of 2014.

Gross margin through nine months was 37.9 percent, and operating margin was 20.2 percent compared to 37.7 percent, and 21.3 percent respectively in the year-ago period.

Operating income from financial services was \$72.8 million in the third quarter of 2015 compared to operating income of \$77.8 million in last year's third quarter. Third-quarter financial services results reflect the impact of a growing loan portfolio with higher provision for credit losses, partially offset by favorable net interest margin. Operating income from financial services was \$219.3 million compared to operating income of \$215.4 million through nine months of 2014.

Third-quarter 2015 diluted earnings per share were flat at \$0.69 compared to EPS of \$0.69 in the year-ago period. Third-quarter net income was down at \$140.3 million on consolidated revenue of \$1.32 billion compared to net income of \$150.1 million on consolidated revenue of \$1.30 billion in the year-ago period.

Nine-month 2015 diluted earnings per

"grow the sport of motorcycling"

share are down at \$3.41 compared to EPS of \$3.52 in the year-ago period. On a discretionary basis, the company has repurchased 9.4 million shares of Harley-Davidson, Inc. common stock during the third quarter of 2015 for \$536.0 million. In the third quarter of 2015, there were approximately 204.6 million weighted-average diluted common shares outstanding, compared to approximately 216.9 million shares in the year-ago quarter. At the end of the third quarter of 2015, 21.6 million shares remained on board-approved share-repurchase authorizations.

Harley-Davidson is revising its full-year guidance for motorcycle shipments, reflecting its commitment to managing supply in line with demand and now expects to ship 265,000 to 270,000 motorcycles to dealers and distributors worldwide in 2015, which is approximately flat to down -2 percent from 2014. The company had most recently provided full-year shipment guidance of 276,000 to 281,000 motorcycles. In the fourth quarter, the

company expects to ship 47,000 to 52,000 motorcycles compared to 47,157 motorcycles shipped in the year-ago period.

The company now expects full-year 2015 operating margin of approximately 16 percent to 17 percent for the motorcycles segment, compared to prior guidance of 18 percent to 19 percent for full-year operating margin. The company continues to expect 2015 capital expenditures for Harley-Davidson, Inc. of \$240 million to \$260 million.

Harley's share price had been relatively stable in the \$54.00 to \$56.00 region prior to their Q3 announcement. However the price lost some 16 percent of its value within hours of the market opening, and as this story went to press it was trading at around \$48.00, having dropped to as low as \$46.64 (from \$56.05) immediately following the news.

Custombike Show, Germany - December 4th - 6th

Operated by German custom motorcycle magazine publisher Huber Verlag, their 11th annual Custombike Show is slated for December 4th - 6th at Bad Salzflufen (between Dortmund and Hannover) in Germany.

Last year the event saw some 30,000 visitors, over 300 exhibitors and 800 or more custom bikes spread over 20,000 sq m (over 200,00 sq ft) of exhibit space. Following the long established

Bigtwin Bikeshow and Expo at Rosmalen in the Netherlands in November, "Bad Salzflufen" is one of the three main indoor winter custom shows in Europe - with Moto Bike Expo slated for Verona, Italy, in January.

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Zero adds two new 2016 models; lowers some pricing

Santa Cruz, California based manufacturer Zero Motorcycles ("the global leader in the electric motorcycle industry") has unveiled a 2016 line-up that features two new models and "an innovative new motor design, faster charging and advanced lithium-ion cell chemistry powering the highest battery capacity and efficiency to date." Zero has also announced reduced pricing on two base models - the Zero S ZF9.8 streetfighter and Zero DS ZF9.8 dual sport. "2016 marks our tenth year of pioneering electric motorcycles," said Zero Motorcycles CEO Richard Walker. "In an industry where sales are pretty flat and breakthrough innovations hard to find, we continue to experience rapid growth by investing in technology that delivers excitement and a ride experience unmatched by anything."

The 2016 announcement means Zero is now offering six models. The supermoto-inspired Zero FXS "promises to turn mundane city streets into an urban playground." It features 70 ft-lb of torque, weighs less than 300 pounds and boasts components specifically tailored to provide "exceptional control and responsiveness". The Zero DSR is a versatile dual-sport model with 106 ft-lb of torque that is "quick on the pavement and demonstrates greater prowess on dirt roads and trails." "The 2016 line is the culmination of a decade of experience and leverages what we do best: create electric powertrains that deliver a thrilling ride," said Abe Askenazi, Zero Motorcycles Chief Technology Officer. Their new Z-Force IPM (interior permanent magnet) motor is said to

produce power more efficiently, cool more rapidly and has "higher thermal capability, which translates into significantly improved performance during hard riding and allows higher sustained top speeds. Power is delivered by Z-Force power packs with optimized lithium-ion cell technology. Zero say their system boasts the highest energy density in the electric vehicle industry. Gains in capacity and efficiency have pushed the range up to 197 miles in the city and 98 miles on the highway (at 70 mph) with the optional Power Tank accessory. Zero Motorcycles say they deliver "the speed and convenience of Level 2 charging. With the new Charge Tank accessory, riders will be able to take advantage of the rapidly expanding network of public charging stations and charge three times faster. The



Abe Askenazi, Zero Motorcycles Chief Technology Officer

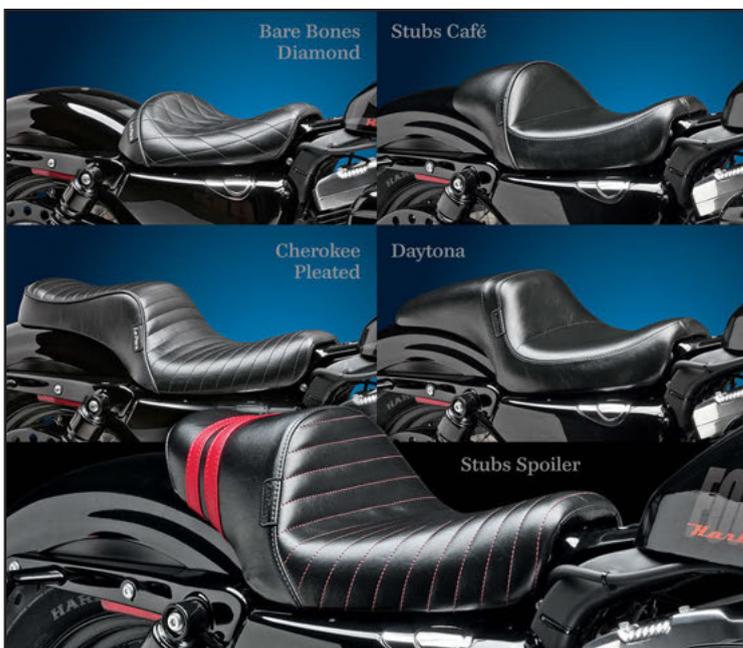
Charge Tank works on the popular J1772 standard and effectively recharges a Zero in two to three hours." The new models are slated to arrive at authorized Zero Motorcycles dealers in November 2015. The Charge Tank accessory is scheduled for delivery in spring 2016. www.zeromotorcycles.com



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2015 AIMExpo wraps final day amid applause



As doors closed on the 2015 American International Motorcycle Expo (AIMExpo) applause filled the Orange County Convention Center (OCCC) where consumer attendees on the packed show floor joined the 561 exhibitors in celebrating the event's third year in Orlando.

Jeremy Cupp wins Championship of the Americas

The inaugural AIMExpo Championship of the Americas featured a slew of radically designed, hand built bikes by North America's top custom builders. These bikes and builders were met with a standing ovation during the award ceremony

that crowned builders in four unique classes and culminated in the choosing of a Free Style champion to represent AIMExpo at the AMD World Championship of Custom Bike Building in Cologne, Germany. Among the winners was Bill Dodge from Bling Cycles who won the Retro Custom Class, Jim "Preacher" Goodrich from Preachers Hot Rod Cycles won the Performance Custom Class and Dell Battle from Dangerous Dezigns won the Street Custom Class. The Free Style winner who was selected by his peers and AIMExpo judges alike was Jeremy Cupp from LC Fabrications. A masterpiece of craftsmanship, Jeremy built a flawless chassis from raw metal to house a motor constructed with a Ducati head mated to a Buell bottom end. Congratulations to Jeremy and good luck in Cologne!



Free Style Class Winner - Jeremy Cupp from LC Fabrications



Retro Custom Class Winner - Bill Dodge from Bling's Cycles



Performance Custom Class Winner - Jim "Preacher" Goodrich from Preachers Hot Rod Cycles



Street Custom Class Winner - Dell Battle from Dangerous Dezigns

AMA Hall of Fame

Returning as a featured event at AIMExpo, the AMA hosted its 2015 Hall of Fame Induction Ceremony inside the convention center on Saturday night. Kicking off the night was a VIP reception leading into the awards ceremony. Emotional

acceptance speeches highlighted the night, and the evening came to a close with a particularly heart-felt speech from Legend Award Winner Wayne Rainey. The class of 2015 included Alex Jorgensen, John Kocinski, Keith McCarty, John Parham, Rodney Smith and Richard Teerlink.



Booth Winners

For the second year, AIMExpo handed out booth awards to exhibitors that went above and beyond with the design of their respective booth area.

Four different awards were given – a rookie award for a large and small booth and a veteran award for a large and small booth – with exhibitors being scored on booth design, branding, creative design, interactive

experience, social media, staffing and overall appearance. This year's rookie winner for a booth under 400 sq. ft. was Standard Motorcycle Co., while the rookie winner for a booth 400 sq. ft. or larger was Bates Footwear. In the

returning exhibitor class, the booth under 400 sq. ft. winner went to Forma Boots, and the 400 sq. ft. or larger booth taking the top honors was BMW Motorcycle Owners of America.



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Bates Footwear



Forma Boots



BMW Motorcycle Owners of America

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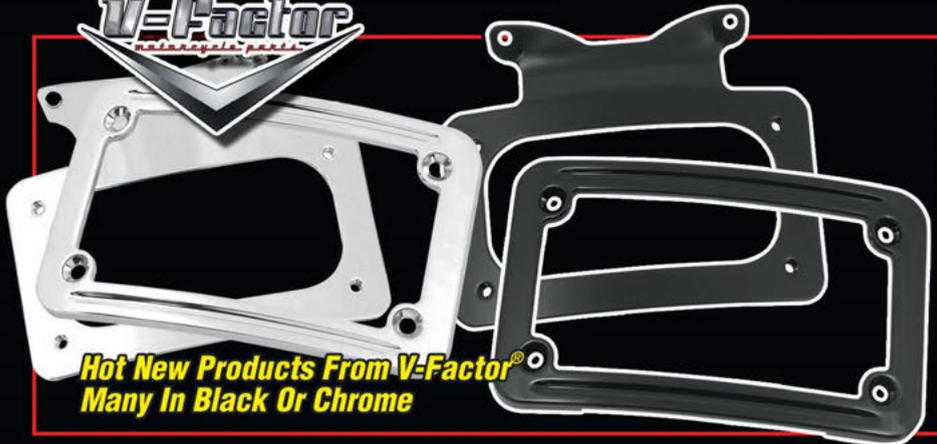
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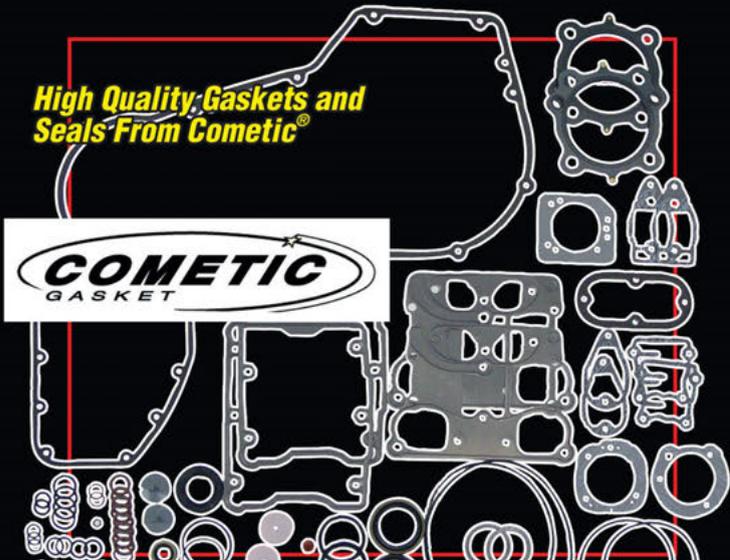


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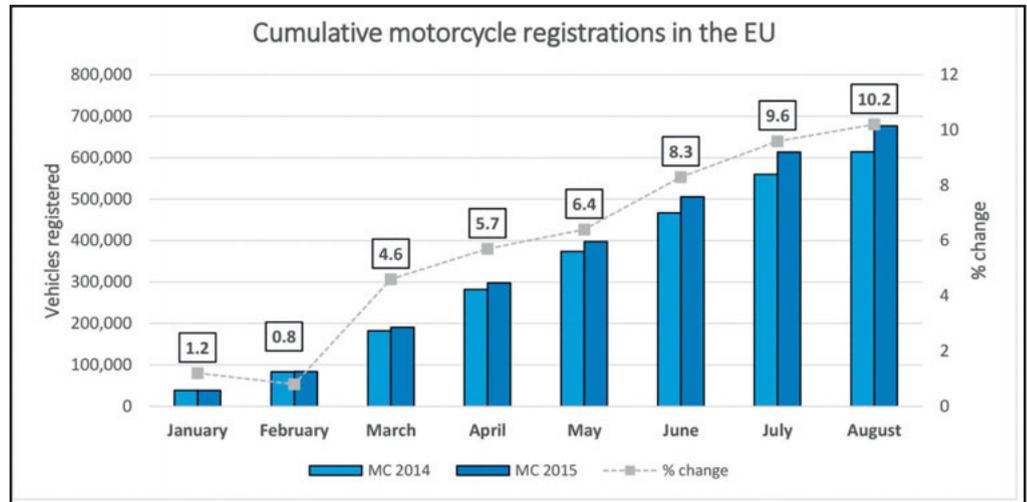


EU motorcycle registrations +10 percent for first eight months of 2015



According to the latest Europe-wide data released by ACEM (Association des Constructeurs Européens de Motocycles), the Brussels based international motorcycle industry trade association for Europe, new motorcycle registrations grew by +10.2% during the first eight months of 2015 on a year-on-year basis. A total of 676,842 motorcycles were registered in EU markets between January and August 2015, against 613,945 during the same period of 2014.

Year-on-year motorcycle registrations increased in all of Europe's key "Big Five" markets, namely Spain (91,683 units, +22.2%), the UK (74,527 units, +15.9%), Italy (133,588 units, +9.1%), Germany (127,196 units, +7.3%) and France (114,396 units, +0.9%), accounting for 88 percent of all EU new motorcycle registrations for the first eight months of 2015.



ACEM's 2014 annual data shows total EU motorcycle registrations at 798,328 units (up by some 60,000 units over 2013) and at 842,203 units for EU and EFTA markets combined (also some 60,000 units up on 2013). www.acem.eu

Polaris third quarter 2015 results

>>> Continued on page 64

by Indian Motorcycle and Slingshot, while North American industry midsize and heavyweight motorcycle retail sales were up low single digits compared to the third quarter of 2014. Indian Motorcycles' retail sales were up significantly in the third quarter with ongoing strong demand for all models. Product availability for Indian motorcycles improved during the 2015 third quarter as the Company continued to increase throughput at its Spirit Lake, Iowa, motorcycle factory. Victory retail sales in the third quarter of 2015 were lower than the prior year partly due to low product availability. Retail sales for the new Slingshot three-wheeled roadster continued to outpace Company expectations during the third quarter. International motorcycle sales were up +115 percent. Polaris North American motorcycle dealer inventories, including Slingshot, during the 2015 third quarter increased about +30 percent compared to the same period in the prior year, but remain below levels needed to meet current and backlogged retail demand. Off-Road Vehicle (ORV) sales increased +3 percent to \$822.9 million in the third quarter of 2015 compared to the third quarter of 2014. The Company estimates North American industry ORV retail sales in the third quarter of 2015 increased low-single digits percent year-over-year, resulting in

Polaris market share gains for both ATVs and side-by-side vehicles. Snowmobile sales increased +14 percent to \$185.5 million for the third quarter of 2015 compared to \$162.7 million for the third quarter of 2014. While the snowmobile retail selling season is just beginning, Polaris' market share performance season-to-date through the 2015 third quarter is pacing with the Company's expectations. Global Adjacent Markets sales increased +10 percent to \$60.8 million in the third quarter of 2015 compared to the same period last year. Work and Transportation group sales were up +1 percent during the third quarter of 2015. Sales for the Company's defense business were up more than +50 percent during the 2015 third quarter. Parts, Garments and Accessories (PG&A) sales increased +3 percent to \$226.3 million during the third quarter of 2015 as compared to the same period last year. International sales to customers outside of North America totaled \$153.6 million for the third quarter of 2015, +1 percent from the same period in 2014, though held back by weak currencies (up +18 percent on a constant currency basis). EMEA reported sales declined -4 percent in the 2015 third quarter and Asia Pacific reported sales were down -1 percent, while Latin American reported sales were up +50 percent.

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James Gaskets offer the most comprehensive range of carburetor rebuild kits available on the market. 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 offers complete kits or individual service components.



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Rick's Harley Days 2015 - 21 years in the making

Rick's Motorcycles of Baden-Baden in southern Germany staged their 11th annual 'Harley Days' on October 2nd - 4th and attracted some 7,000 enthusiasts over the three days of the German National Unification holiday weekend.

Marking one of the first open-day events at an authorized Harley-Davidson dealership in Europe where the upcoming new year models can be seen and test ridden, Rick's opened as a Harley dealer in 2011, but owner Patrick (Rick) Knoerzer's custom pedigree is way deeper.

He started making his own motorcycle wheels in the early 1990s and

established Rick's Motorcycles in 1994, so this year's open-house saw Rick celebrate 21 years of formally being "in the business". Riding, and indeed among those driving and leading the 'fat rear end' and single-sided swingarm European custom boom of the 1990s, he opened his palatial House of Custom showrooms, workshops and state-of-the-art manufacturing hall in 2003.

Award-winning custom bikes and an in-house design and manufactured parts and accessories program that diversified rapidly got the attention of Harley's European management, and with the invitation to become his



region's authorized dealer accepted, the rest, as they say, is history.

Rick's business still keeps the "robust rear-end" flame alive and now successfully combines custom bikes and DIN ISO 9003 certified parts manufacturing alongside (actually, behind) the Harley-Davidson dealership showrooms, workshops and a modified custom Harley program (including one of the few custom bagger programs in Europe)

that brings in customers from all over Europe.

The latest additions to his own-brand parts line include extensions to his "Good Guys" TUV homologated air cleaner program with new designs for 2016.

www.ricks-motorcycles.de



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GearBrake wins support for diversification

Louisville based GearBrake, manufacturers of the



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deceleration module/brake light flasher, are developing a Revio brand 'OnStar' style cellular technology based security device designed to alert owners if their bike is moved or stolen, track its location, alert emergency services in the event of an accident and provide data social/sharing tools for group riding.

The company won \$20,000 in

the 2014 Louisville area Vogt Awards for Innovation and Invention for manufacturing start-ups, and this year they won a \$120,000 development award when they were selected for participation in Ford Motor Company's prestigious three-month Techstars Mobility mentoring program.

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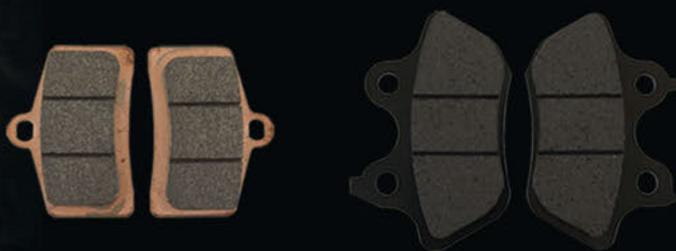
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Custom V-Twin Parts, Built Right!

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



HHI Delivers Complete Front Kits

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

X23 Bolt-On Triple Tree

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

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Handy Industries has a new home

Handy Industries new purpose built manufacturing facility at Sully, Iowa



Sully, Iowa based Janco Industries, Inc., the manufacturer of lifts and other workshop products under the Handy brand name, has a new place to call home. After more than 18 months of planning and hard work, the company is happy to finally have all of its employees working together under the same roof.

"In one word, (it feels) overwhelming," said General Manager and owner Joel Jansen, whose company hosted an open-house and ribbon-cutting ceremony to celebrate the new building in late September.

"To see it come together was very rewarding. The whole team worked together to create this." After

acquiring Handy Industries in 2010, Joel and his wife, CFO and Human Resources Manager Deann Jansen, had plans to eventually bring the Handy team from its Marshalltown, Iowa, facility to a new, 50,000-square foot location in Sully, but a fire at the Sully location in January 2014 changed the game plan.

Instead of operating out of multiple facilities in Sully, the Jansens decided to construct a brand-new, 75,000-square foot facility a few blocks south of the fire-ravaged building. Groundbreaking for the new facility occurred on May 14, 2014, but above average rainfall during June and July — a total of 50 inches during the two-month span — delayed the build,



Owner Joel Jansen cuts the ribbon with special guest Iowa Governor Terry Branstad

which was expected to take nine months to complete.

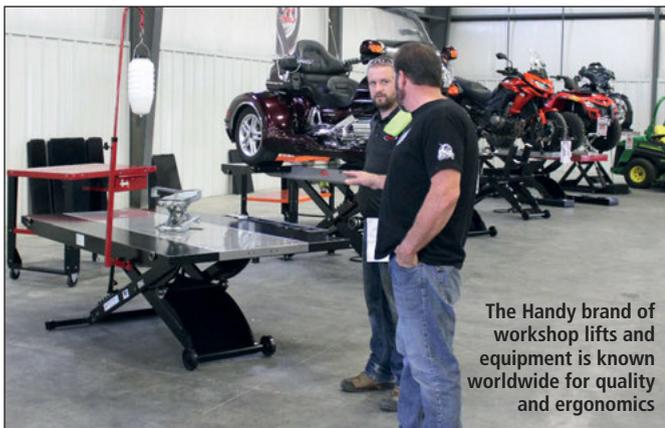
"The process went very well, there were hardly any issues," Joel said. "The only setback was Mother Nature, and there was nothing we could do about that."

Fourteen semi-trucks delivered the 426,000 pounds of steel necessary for construction in August of last year and the first of 14 sections of steel rafters were successfully set in place by September 30. A month later, the building had steel siding and doors, and by January 2015, the entire building was fully enclosed and heat was turned on so that the fitting-out process could continue. The final pieces of the puzzle came together in

April and May, and the moving process began for members of the Janco and Handy teams throughout the summer. "I'm happy to be where we're at right now," Joel said. "We do have the room for expansion on this site in the future, as soon as we need it."

Janco Industries is a family-owned business, founded more than 40 years ago by Joel's father, Ron Jansen. The company has grown from fewer than five employees to nearly 50 and currently serves such diverse industries as agriculture, construction and recreation and, since the Handy acquisition, automotive and motorcycle workshop equipment.

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Premium intake manifold boot seal

CV Performance has introduced a new premium intake manifold boot seal for Harley CV carburetors. "Old, worn, or even some aftermarket manifold boot seals can be loose or fail to provide a tight seal between the manifold



and the CV carburetor, resulting in vacuum leaks and poor tuning performance," says CV Performance founder Ken Mendelson. "Our premium manifold seal is guaranteed to provide a snug and leak-free fit."

Manufactured in the USA, this is the latest in a tuning and upgrade program that Ken has been developing for Harley-Davidson CV carburetors for over 25 years.

Features include an improved fit for a positive seal on all Harley models using slip fit (spigot) CV carburetors, improved resistance against drying and cracking and a firm, tight leak-free seal that cures vacuum leaks, replacing the old factory boot seal between the carburetor and manifold.

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Fuelpak FP3 updated for 2016

Vance & Hines has updated its Fuelpak FP3 with 2016 model support and added features including speedometer calibration and 'Decel-Pop' reduction. The speedometer calibration allows users to precisely calibrate the speedometer for stock bikes or aftermarket wheels and tire sizes utilizing smartphone GPS to "accurately and automatically adjust the speedometer without the use of calculators or sophisticated charts. All you have to do is connect to the FP3, run the speedometer calibration in specified MPH/KMH range, hit calibrate, and flash the changes into the bike." The 'Decel-Pop' reduction feature is designed to answer one of the biggest complaints Harley owners have with aftermarket exhaust systems. This 'Decel Pop' can range from a small firecracker to large bangs, depending on the configuration. The updated version now has three different 'Decel-Pop' reduction levels - all the rider has to do is select the level of popping that the bike is currently experiencing and flash the change into the bike.



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Linkert carb rebuild gasket kits



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

Seen here is their gasket kit 1936 - 1965 for W, WL, G, K, KH, FL and FLH Linkert carbs.

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LED lights on hand controls

Custom Cycle Control Systems has added to its Climax brand range of hidden cable packages with these custom hand controls in black anodized finish with what CCCS describe as "extremely bright" integral LEDs that can replace the conventional front marker lights in some countries".

Said to be the most complete and "by far the cleanest looking "self-contained" handlebar systems available", all the lines, wires and cables run through the bars and exit below the top tree. CCCS also has five different handlebar styles to choose from, ranging from Old School drag bars to ape hangers, and these are available in black powder-coat.

All the wires, cables and hoses come extra long, so

they can be cut to length. The brake and clutch reservoirs are completely hidden with quick and easy syringe action filling and bleeding with the onboard funnel located inside the grip.

The seven micro switches maintain all stock control functions and provide for custom applications, and a push-pin means no special tools are required for access to the internal dual cable throttle and reservoirs. Six styles of grips are available.

CUSTOM CYCLE CONTROL SYSTEMS

Las Vegas, Nevada, USA

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www.customcyclecontrols.com



Passenger footboards



Big Bike Parts of Rice Lake, Wisconsin, has all new fitments for its popular Beachcomber, Vantage and Cruis passenger footboards - available with Harley original equipment compatible 7/16" passenger mounts. CNC machined from forged aluminum, these boards are said to offer "unparalleled strength and durability" with a "brilliant chrome" finish. They utilize Big Bike Parts' own design of anti-rotation system mount to allow fitments in a 360° range and "ensure

the boards will not pivot once secured. Generous board sizes allow for a comfortable footrest for your passenger" - designed to fit all models with 7/16" male mount-style footpeg supports.

BIG BIKE PARTS

Rice Lake, Wisconsin, USA

Tel: 715 234 3336

E-mail: info@bigbikeparts.com

www.bigbikeparts.com

Scorpion Series clear derby covers



Barnett Scorpion Series US made clear derby covers are designed to fit OEM primary covers on 1998 and up Harley-Davidson Big Twins. They feature a quarter inch thick, scratch and discoloration resistant clear polycarbonate clutch window, firmly secured and sealed with an O-ring gasket. The outer cover area is CNC machined from billet aluminum, then given a brilliant chrome or 'stealth' black anodized finish; the derby cover gasket is also included. **BARNETT CLUTCHES & CABLES; www.barnettclutches.com**

H/H friction level organics

These US made X-Treme performance brake pads by Lyndall use an advanced pad formulation that includes high-performance aramids made by DuPont to make them ideal for performance upgrade and heavy duty touring applications. They are in stock at Drag Specialties.

Described as steel or composite "rotor-friendly", they are said to produce "zero dust and zero noise", offer 15,000 miles service and "work well hot or cold, wet or dry".

These are said to be the first organic pads to achieve an H/H friction level and provide high-torque stopping power, delivering "predictable, repeatable performance in the most demanding riding environments - mountains, canyons and even track days". Sold in front and rear pairs, a wide range of fitments is available, giving coverage for many popular Sportsters and Big Twins, including Tourers and Buells, from the 1980's and up (check the application list), including selected-fit Performance Machine and Brembo four piston calipers.

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Motorcycle Storehouse additions

'Bomber' style pegs/grips



These "Bomber" knurled aluminum throttle grips fit all 1974 and up Harley models (except e-throttle models) and are available in chrome or black. The matching foot and shift peg options are a universal fit that can be installed with a 3/8-16 mounting bolt and come complete with fold-up mounting bracket.

Quantum coated replacement windshields



From leading US manufacturer **National Cycle**, these OE replacement windshields for Road King and Softail models are made from 4.00mm polycarbonate for "unmatched impact and crack resistance" - they are 33 percent thicker than the OE items they replace and said to be virtually bullet-proof. Available in clear (DOT approved) or smoke, they feature National Cycle's proprietary and patented Quantum hard-coating, which is said to make them twice as resistant against weather and aging influences than the stock item they replace, and 10 times better in terms of scratch and abrasion resistance.

Hard-chrome suspension tubes



Motorcycle Storehouse say they stock what is probably the largest assortment and widest range of brands of fork tubes of any distributor, but that for those who do "serious mileage and want the most resilient finish", it recommends Californian manufactured tubes by **Custom Cycle Engineering**. In addition to -4" to +18" show chrome fork tubes, CCE now also offer 41mm -4" to +6" hard-chromed tubes for most '84 and up models and 39mm tubes for most '88 and up models.

2:2 'Grenades'



Vance & Hines received a great reaction to the design of their 2:2 'Grenades' earlier this year, but with three-step headers to maximize the scavenging effect for torque, a 4" 3-step muffler body, 2-1/4" heat pipe heat shields and 1-3/4" head pipes, they deliver power gains and aggressive and deep sound as well as a unique custom look. End caps are available in three finishes, and they have the proprietary Vance & Hines 'Super Bung' for 12 and 18 mm O2 sensor compatibility. They are available for '86-'15 Softails, '06-'15 Dynas (excl. the FLD Switchback) and '04-'15 Sportsters in chrome and black.

7" headlamp housing kit



Used to give Softails and Shovelheads an Electra Glide style look, some models (such as '07-'15 FLSTF/B & '09-'15 FLSTCs) will require installation of 1" handlebars/risers; available in chrome or gloss black.

Recessed trim rings



Designed to elongate the headlamp shell to give the recessed (frenched) headlamp look, MCS say they replace the OEM style headlamp trim ring and are a much quicker and more economical option than replacing the complete headlamp. Available for selected 7" headlights, spotlights and turn signals in a range of finishes including chrome, black, gloss black and black wrinkle.

RSD calipers



Roland Sands Design calipers with differential bore pistons, in 1.125" and 1.375", to compensate for leading and trailing edge brake pad wear. Available for single or dual disc installs, they can be used front left or right as direct fit, or rear (11.5" or 300mm rotors) with the appropriate Performance Machine brackets. Available in chrome, "Black Ops" (a combination of matt and gloss black) or Contrast Cut machined black anodized. Pads and re-build kits also available.

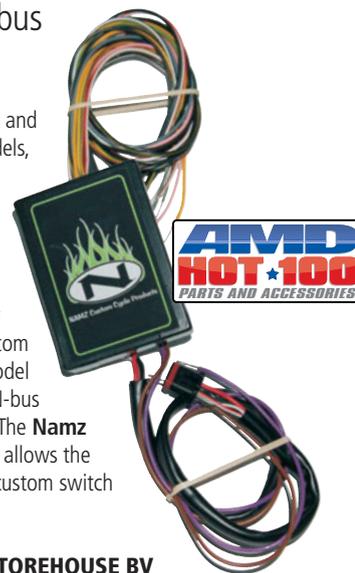
Headlamp and spotlamp trim rings



In addition to their recessed rings, MCS also offers standard replacement headlamp and spotlamp trim rings in chrome, black, gloss black, black wrinkle and copper plated finishes. Made to fit 5 3/4" or 4 1/2" Bates style headlamps, and in 4" for the late style spotlamps. New mount blocks available in standard chrome or custom black.

Namz CAN-bus controller

On 2011-13 Softail and 2012-13 Dyna models, handlebar switches became CAN-bus controlled. This effectively means you cannot use any 'old fashioned' custom switches on any model equipped with CAN-bus switch technology. The **Namz** CAN-bus controller allows the use of any type of custom switch arrangement.



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AIM responds to Harley's 2016 narrow primaries

Huntington Beach, California based AIM Corp. has responded quickly to the changes introduced in Harley's 2016 model line-up with the introduction of a 1/8" narrow primary cover, 1/8" narrow primary derby cover spacer and narrow primary derby cover gasket. The narrow derby cover allows Variable Pressure clutch installation on 2016 Touring models that have the new narrow primary and 103" engine. The derby cover spacer kit has the longer bolts and 1/8" 5-hole configuration needed for the 2015 and later narrow primary cover, and the high quality narrow derby cover

gasket fits the new 1/8" spacer. Established in 2001 as a specialist affiliate company of Tamachi Industries in Tokyo, the company entered the American V-twin clutch industry in 2003 as the master distributor of the Variable Pressure Clutch developed by Tak Shigematsu (TAK Performance Products), the only Japanese national to compete in the Nitro Harley AHDRA series. The AIM (Advanced Innovative Machinery Corporation) range of variable pressure clutch products is the market-leading solution for high-performance V-twin clutch applications. This year saw the company introduce its CF2 performance clutch assembly kits - a range of options for big twins from 2007 and up, including Dynas with hydraulic or cable clutch control and clutch baskets with WPC surface hardening treatment for reduced friction and improved durability of critical components exposed to the stresses of heavy duty high performance applications.



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



Improve safety distances

Available through Drag Specialties, this deceleration lighting control module by Volo Lights detects and indicates all methods of deceleration, whether engine braking, downshifting or using the brake levers. Described as encouraging increased following distances, it has two different flash patterns to alert following drivers to deceleration and emergency braking. It uses the stock brake or signal lights, has an option for brake lever-actuated flashing at stop lights and installs neatly under the seat or in other discreet locations with 'hook-and-loop', and easy 'Posi-Tap/Posi-Lock' connectors included.



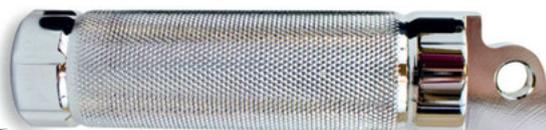
DRAG SPECIALTIES
 Janesville, Wisconsin, USA
 Tel: 608 758 1111
drag@dragspecialties.com
www.dragspecialties.com

V-Line pegs

From Trask come these US made V-Line custom footpegs and shifter/brake pegs, CNC machined from billet aluminum for a "subtle and clean finishing touch." The small footpegs measure 4 1/2 inches long by 1" diameter, or the beefier large footpegs are 5 1/4" long by 1 1/2" diameter. DRAG SPECIALTIES www.dragspecialties.com



TRASK
 PERFORMANCE



Adjustable pegs



Joker Machine has new footpeg designs available for most Harley models with the standard male-tab footpeg mounts. Fully CNC machined from solid 6061-T6 bar, these US made pegs are a "super strong, yet light-weight" 2-piece construction. The comfortable serrated foot surface area gives a good "bite" onto the bottom of the riding shoe or boot, and the company says that the full 360 degree footpeg rotation makes these footpegs perfect for any application. A pitch adjustment screw enables the angle of the peg to be changed in order to adjust it to a "level" riding position (if necessary), so the pegs don't appear to "lay down" with time and vibration. They are available in a choice of black anodized or raw aluminum finishes, are 3" long x 1-1/2" wide x 13/16" thick and are said to work great on bikes with mid controls or passenger pegs. Made in the USA.

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Injectors for 2001-2005 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)
19045	4.5	95		25
19054	5.4	115		25
19062	6.2	130	95	25
19071	7.1	150	110	25
19078	7.8	165	120	25
19085	8.5	180	130	25
19092	9.2	195	140	18
19099	9.9	210	155	18
19106	10.6	225	165	18



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

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

* (Replacement for OE 27709-06A).

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

Injectors for 2008 and Later Electronic Throttle Control Models

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



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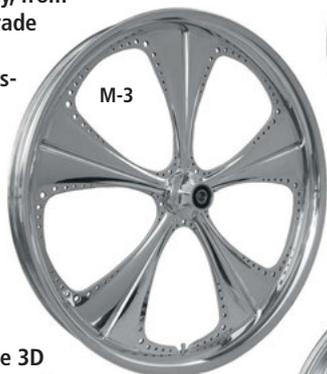
Online - Daytona-TwinTec.com

Metalsport adds new polished wheel designs



Californian wheel manufacturer Metalsport has announced four new polished billet wheel designs. The 'Deposit', 'Trillion', 'Roxxy 7 Torque' and 'M-3' join a range noted for its "quality and originality of design." They are available in 26, 30 and 32 inch sizes. All Metalsport's manufacturing processes take place in their own facility, from machining aerospace grade aluminum blanks right through to their new-this-year in-house polishing shop - "guaranteeing attention to detail, first class workmanship and flawless, durable finish."

Noted for their collaborations with designers such as Chip Foose and their signature 3D wheel designs, Metalsport offer dealers and builders access to a program of sizes from 16 to 32 inches in front sizes from 16 to 32 inches, and 3, 3.5, 4 inch front widths, with a super-skinny 2.15 inch 21 inch and 17 x 12 and 18 x 10.5 or 14 inch rears; ABS and cush drive options available. Metalsport also offers matching rotors and pulleys, and the Vee Rubber range of warranty backed DOT approved tires, including their popular white walls.



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

Maxima Big Twin drivetrain oils

Mineral based heavy-duty transmission and gear oil



In the past couple of editions of AMD Magazine we have featured the mineral based, semi and fully synthetic engine oils offered for V-twin applications by Santee, California based Maxima Racing Oils. The company also offers a complete range of 'service' oils, including their mineral based heavy-duty transmission and gear oil.

Recommended for use in 4, 5 and 6-speed gear boxes, this high performance 85w140 oil is said to "provide excellent protection against shock loads, viscosity loss and wear. Extreme pressure additives and surface active chemistry allow smooth shifting under peak loads and rpms. Ultra-clean detergents protect gears from wear, deposits and allow for trouble-free operation."

Also seen here, Maxima's V-twin Primary fluid is another high-quality mineral based motorcycle gear oil formulated for high-performance transmissions and primary chain cases. Designed for use in all 1984 and newer H-D models with wet diaphragm spring clutches, Maxima say "the robust formula resists mechanical shearing and heat breakdown of the oil."

Founded in 1979, and highly regarded for the race and off-road/dirt bike oil expertise that has helped them engineer "robust and technically advanced" V-twin-specific formulations, Maxima added new products to the line and updated their V-twin program branding and graphics in 2014. The range is sold through distributors including Drag Specialties/Parts Unlimited, Biker's Choice/Tucker Rocky and Western Power Sports.



Megaphone Series Slip-Ons for Baggers and Trikes



SuperTrapp Megaphone Series Slip-Ons are chrome, tunable, disc-based, 4" diameter mufflers, available in a Straight Cut or Slash Cut style, said to provide "bolt-on performance gains of 8 – 10% more horsepower." Compatible with SuperTrapp True Duals, they have a re-buildable core and packing and ship with twelve 4" discs included for Baggers and Harley Tri Glide and Street Glide trikes. Megaphone Series systems are also available for Dynas, Sportsters and Shovelheads with a "universal fit" version for custom applications. SUPERTRAPP, www.supertrapp.com

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OptiMate accessory line-up expanded



OptiMATE

The versatile and fast growing OptiMate program of powered accessory connection and charging options offers riders the most comprehensive range available.

New OptiMate cables and a USB charger come with the DC 2.5mm axial connector that is found on all popular heated apparel/clothing/batteries. Cables for heated apparel applications are heavy duty and weatherproof, with 16AWG/1.31mm 2 cable rating at 10 Amps and thick SPT-2W PVC rubber covering for a very low temperature rating of -40°F/-40°C. Available cables include weatherproof battery leads, auto socket and other charger adapters, splitters, various cables and adapters for most popular makes and models of street going motorcycles. Each cable is delivered with in-line seals to keep electrical connections dry. An extensive range of USB chargers with different connection options are also available. PDF downloads with images and specifications of all the accessories are available at www.tecmate.com/new

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Forged aluminum mirrors



These new forged aluminum Bahn mirrors are said to have unique precision-machined features on both the stems and heads to provide contrast to the smooth black anodized "tuxedo" or chrome finishes. Tapered stems "help maintain a compact profile while providing ample height and reach for the large convex glass surface area." Bahn says that precision-fit ball-and-socket joints "offer easy adjustment and firm positioning of the mirrors to eliminate vibration movement." The contoured mirror heads measure 5" long x 3-1/8" tall and meet DOT-compliant size standards. They are available in premium chrome or black anodized "tuxedo" finishes as direct replacements for Harley-Davidson models (except Street 500 and 750), with model-specific adapters available (sold separately) for fitment on Indian and Victory models. BAHN; www.bahnproducts.com

Adjustable pullbacks for 2015 Road Glide

Klock Werks is offering new fully adjustable pullback style KlipHanger handlebars for 2015 Road Glides.

Brian Klock says that "no two riders are the same, and our innovative, machined "Klamps" allow the control/grip portion of the KlipHanger handlebar to be positioned exactly where the rider needs the wrists to be. They are then locked into place with the same technology that clip-on race bars utilize. We successfully blend clip-on race technology with a taller bar."

The "Klamps" allow the control/grip portions of the handlebar to be adjusted in several directions; multiple size offerings accommodate a large range of preferred riding positions. They ship with chrome

hardware, polished billet aluminum dome bar end caps, and complete installation instructions.

Brain Klock says "our KlipHanger handlebars are available for a large range of bike models from most H-D to Victory and Indians. We can offer a range of tour-friendly upgrade packages for 2015 Road Glides and other popular touring models with these KlipHanger bars and our fairing vent screens or patented Flare Windshield. "

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Fits the 41mm front forks on 1995 thru 2006 Softail with a 16" front wheel.

GENUINE ZODIAC PARADOX LED TAILLIGHT
art. no. 161276

Features a hi-intensity LED display. Fits most models with a common Harley taillight.



GENUINE ZODIAC ELECTRONIC SPEEDO/TACH COMBO
art. no. 169301

Fits the stock dash on 1995 thru 2003 FLHR Road King & FXDWG and 2000 thru 2003 Softail.



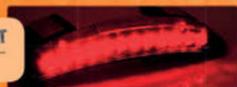
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art. no. 161820

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Available for most Harley models. These fit 2004 thru 2013 Sportster.



GENUINE ZODIAC CUSTOM SHIFTER RODS
art. no. 110020

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GENUINE ZODIAC PIRATHON TAILLIGHT
art. no. 163053

Fits straight under the fender of the Breakout. Clear, red or smoke lens.



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LATE MODEL WHEEL BEARING TOOL SUPPORT PLATE



This new support plate provides accurate and precise bearing removal on the latest Harley Davidson® cast wheels without risk of damage. The plate attaches to the brake rotor mounting holes and is used in conjunction with the JIMS® or OEM wheel-bearing puller.

NOTES:

1. MATERIAL: PART NUMBER, AND DATE SHOWN

3. FINISH:

2. HEAT TREAT:

1. MATERIAL:

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Featuring sandblasted steel components and welded-only finish with no polishing and solid half round rear legs for a no frills hand-crafted appearance, lengths offered include standard 27" and plus 3" for 30" overall with a choice of narrow and wide (as shown here).

They are available in gloss black, textured satin black, and red powder paint with tumble finish, chrome springs and rocker studs. Additionally each unit comes with a standard top clamp and dual brake tabs for single or dual discs. Optional items such as axles, fender mounts and shocks are available. www.paughco.com

PAUGHCO INC
Carson City, Nevada, USA
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info@paughco.com
www.paughco.com

Speed-Way upgrades bike shelter fabric and design

Santa Cruz, California, motorcycle cover specialist Speed-Way Shelters has updated the design of its line with what it describes as "some small but very effective design changes" to the shelter frames. By simply arching the cross members that support the fabric top, they have created a



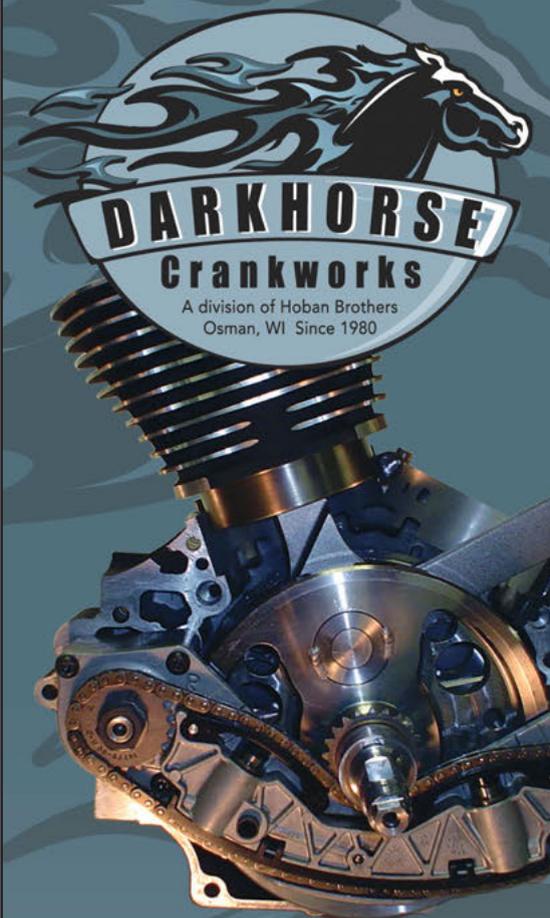
much more efficient water shed and in so doing extended the life of what was already a very durable and robust fabric and added to the capacity for taller windshields. However, that fabric has also been upgraded, with Speed-Way saying they have made a "significant improvement to the fabric to better withstand UV rays of the sun, as well as the snow, rain and hail." It is an upgrade to what is described as a more "durable Polyester fabric with significant increases in protective coatings to extend the life of the fabric even longer than previous Speed-Way Shelters models."

SPEED-WAY SHELTERS, INC.
Santa Cruz, California, USA
Tel: 831 477 9600
info@speedwayshelters.com
www.speedwayshelters.com

Meet the new original



Le Pera now has new styles available for their Old School rigid seats. Designed and still made on the very same base plates that Bob Sr. created back in the 1970's, Le Pera's stylish Signature II seats are now available with their Diamond stitch (taken from Bob Senior's original pattern) and Pleat options integrated by Bob Jr. into this new take on an iconic design from way back then. Bob Jr. thought it would be cool to take both designs and integrate them together.
LE PERA; www.lepera.com



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More retro good stuff from W&W Cycles

Flanged aluminum rims

When Harley-Davidson became majority stockholder of Aermacchi in 1960 it not only added European lightweight motorcycles to the fleet, but also opened easy access to Italian high-performance components like Borrani flanged aluminum rims, Dell'Orto carburetors, Oldani brakes and so forth. Consequently it didn't take long before these were seen on KR series race bikes, and in 1964 the first stock Sportsters with flanged alloy rims rolled off the assembly line. The rims offered here are reproductions of the factory rims from this era made by the renowned Spanish manufacturer Morad. They are polished work with center valve tubes, fit wide and narrow hubs and are available in 2.5 x 18" 2.15 x 19" versions.



Classic profiled semi-drop center rim wheels



These complete, ready-to-install steel 2.5x18" wheel assemblies work as stock replacements but feature an upgraded hub with modern tapered roller wheel bearings. To add to the authentic look the rims have Kelsey-Hayes (KHW) rim stamping. The hubs accept all stock drum brakes (special wheel axle kits are required, OEM axles will not work without modification). The wheels are black powder-coated; the spokes are steel chrome plated, have an 11/16" matching axle and metal valve in the center.

Rick's brake line T ABS



Precision machined from billet aluminum by **Rick's Motorcycles** in Germany, these brake line distributor fittings for models with ABS brake systems are black anodized replacements for the stock part and mount to the bottom of the lower triple tree. Available for 2012 and up Dynas and 2014 and up Sportsters, they measure 57 mm (L) x 43.5 mm (W) x 14.5 mm (H), weigh just 110 g and have a 3/8"-24 connection thread with 2 banjo bolts and 1 plug.

Speed Merchant skid plates



These 33 x 28 cm racing style skid plates by **The Speed Merchant** are formed from sturdy 2.3mm aluminum to protect the front frame rails and engine base. Easy to install they ship with all necessary stainless steel hardware and come brushed or dull-black powder-coated in versions for Dyna models (1991 and up versions), FXRs (1982 - 1994), Sportsters 2004 and up and 1999/2000 CVOs.

LC Fabrications switch housing delete

Ever replaced a perfectly good set of hand controls just to get a cleaner look? That can be a pretty expensive and work intensive way to achieve an improved finish, so here's an economic and simple solution. These switch-deletes for Harley models from **LC Fabrication** are designed to bridge the awkward looking gap left on the stock controls after removing the factory switches. Machined from 6061 aluminum for a precise fit on 1986 and up models and secured on 1" handlebars using a set screw; available for left (clutch) or right (brake) side in polished or black powder-coated finish.



Bates Rod Lock for springer forks



Good things always come back, even if it sometimes takes nearly 80 years! This black anodized stainless steel lock-type was available as an accessory during the 1920s and 1930s, and the Bates lock is made after a historic pattern of that era. The main advantage is that the lock always stays on the fork during the ride without the need to stow it in the saddlebag or elsewhere. To bar the wheel simply swivel the 12mm stainless steel rod from its home position, guide it through the wheel to the other side of the fork and lock it there. There is easy installation on the springer fork with low profile aluminum clamps. The selection includes locks for OEM springer forks and clamps for W&W Classic Springer and I-Beam forks (except Softail Springer models); made in Germany.

LED head-/spotlamp inserts

These LED inserts for 4 1/2" spotlights and 7" headlights allow the traditional look to be maintained with all the advantages that LEDs bring; they have clear polycarbonate lenses and chrome-colored edging with appropriate high quality approved LEDs.



Lowbrow Flying Monkey grips

A design that is inspired by classic Springer fork counterparts, Flying Monkey grips feature a comfortable radius that fits the hand like a glove, so that form follows function. They are made from injection co-molded Kraton rubber for excellent comfort and grip. Sold in 126mm long pairs for 1" handlebars/controls from 1974 and up in a selection of colorways.



W&W CYCLES
Wuerzburg, GERMANY
Tel: +49 (0)931 250 61 18
sales@wwag.com
www.wwag.com



Klock Werks detailing accessories

Klock Werks floorboard Undercovers are black ABS plastic inserts that snap right into place and smooth out that often overlooked and usually unsightly part of the bike. Held securely in place by 3M tape, Undercovers come in ready-to-paint or leave-as-they-are black.

Klock Werks also offer flush mount axles that do away with the axle nut on one side and the axle stub on the other. They are made from stress-proof steel that is said to be two to three times stronger than stock,



are black-nitrate coated for superior corrosion resistance, and feature polished stainless end caps for added longevity. To complement the improved look that the flush look brings to the axle, Klock Werks suggest using their 6061 CNC machined aluminum Fork-N-Finish piece for clean lines - available in show chrome or black powder-coat finishes. Brian Klock says that "when you combine the two to complete a project, you'll notice improvement and make those new wheels look even better." All Klock Werks accessories are available through Drag Specialties.

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



MOTORCYCLE STOREHOUSE

S&S valve spring kits



J-6 'Ultra' brake calipers



JayBrake's new J-6 'Ultra' brake calipers are described as a "true progressively sized six piston billet aluminum caliper, engineered with a six-piston differential bore design for optimal performance and pad wear with a dual seal design that utilizes a wiper seal for longer seal life."

Available to fit 11.5", 300mm and 13" rotors, they will work with OEM ABS systems and are more compact than the existing "classic" J-6 design. They bolt directly on to 2000 and up H-D style front lower legs (except Springers) and are available in a chrome or black 'Ultra' style.

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



These USA made dual spring kits from S&S Cycle are said to have a unique design that reduces the risk of "valve float". They are designed for a valve lift of .585" with 1.800"/139lb installed height and 325lb at maximum lift. Available through Drag Specialties, the kits include springs, top and bottom collars, keeper shims and valve seals. DRAG SPECIALTIES, www.dragspecialties.com



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AXEO dual chamber damper cartridges

Legend Suspensions has launched AXEO, a new high performance front-end suspension. They fit all Harley-Davidson FLH models from 1997 and up and are available in stock height or a 1-inch lowered custom application.

AXEO includes two mono-tube dual chambered damper cartridges, with internal floating piston nitrogen chambers, and machined stainless steel preload adjusters. Said to provide an overall improved ride quality with

a smoother and more controlled ride, Legend say that AXEO "eliminates front-end dive during aggressive braking and provides a firm feel for high-speed sweeping turns with no wallowing or wobble." "The AXEO upgrade also eliminates bottoming out over bumps or pot holes, improves floorboard and peg clearance during hard cornering, reduces tire cupping and enhances low-speed handling. They are easily installed and will deliver optimum riding performance when paired with Legend AERO or REVO rear suspensions." Legend say that all their AXEO suspensions are "backed by a lifetime warranty and manufactured and engineered in the USA, with the highest quality materials."



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

Precision Billet ready for the Harley big bore kit

Gilbert, Arizona based Precision Billet has responded to the 2016 model year news that Harley is releasing a 110 cubic inch big bore upgrade kit for their 103 inchers with a new 58mm throttle backing plate and air cleaner set-up to keep up with the new 110 inch throttle body.

Precision Billet says their new backing plate will work with their existing family of air cleaners, and that for customers who have already made the leap to their top-of-the-line parts, the new backing plate will allow them to use their existing faceplate and

hardware - only requiring the purchase of the new backing plate to "keep their rides fresh." Precision Billet say that Harley's big bore kits make all bikes throttle-by-wire. The 58mm Big Bore backing plate will be available in show chrome or in black gloss powder-coat (shown here in raw aluminum).

PRECISION BILLET PRODUCTS
Gilbert, Arizona, USA
Tel: 480 813 1837
info@precisionbillet.com
www.precisionbillet.com



TBW harness extensions for 2016 Softails

Noted Oreland, Pennsylvania electronics specialist Namz are always quick off the mark with new model products with Harley having introduced Throttle-by-Wire on the new 2016 Softail models, and owner Jeff Zielinski and his team have responded straight away to the new connector. Namz has the connectors already and are offering a new Throttle-by-Wire harness extension that Jeff describes as "a 100% Plug-n-Play replacement that is ready to install with color matched wiring, available in four convenient sizes - 4, 8 and 12" inches, and a 15 inch that will feed easily through the handlebars." Also seen here is an addition to the Namz line of obsolete factory harness replacements. The stock ignition harness part number HD # 32435-99 is no longer available, but this exact replacement is a direct fit 100% Plug-n-Play product with color matched wiring - "not only is it



perfect when repairing older models, but it also allows for conversion from EFI to carburation."

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

Spoiler windshields



Memphis Shades' Spoiler windshields for 2014 and later FLH fairings are designed for using CFD (Computational Fluid Dynamics) and in concert with the splitstream vent "take Harley-Davidson Rushmore comfort to the next level - literally", according to the company. Available in 4.5, 6.5 and 8.5 inch custom heights, the rider's line of sight is left clear and the effect on the airflow is to raise the height at which it passes over the rider's head, reducing buffeting. MEMPHIS SHADES, USA; www.memphisshades.com

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CUSTOM DYNAMICS: Bullet Ringz LED Turn Signals

DRAG SPECIALTIES SEATS: 2-Up Predator Seat (custom)

FEULING: 594 Camchest Kit, Fuel Injectors and Tank Logo Points Cover

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LEGEND SUSPENSIONS: 12" REVO-A Rear Shocks

METZELER: ME880 Tires

PAUL YAFFE'S BAGGER NATION: The Scoowl™ Fairing Extension

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ROLAND SANDS DESIGN: Tracker Grips

REVOLUTION PERFORMANCE: 113" Big Bore Kit

S&S: Power Tune Dual Header System and 4" Race Tour Mufflers w/ Thruster End Caps

ADDITIONAL PHOTOS AND COMPLETE PARTS LIST:
dragspecialties.com/bike-builds

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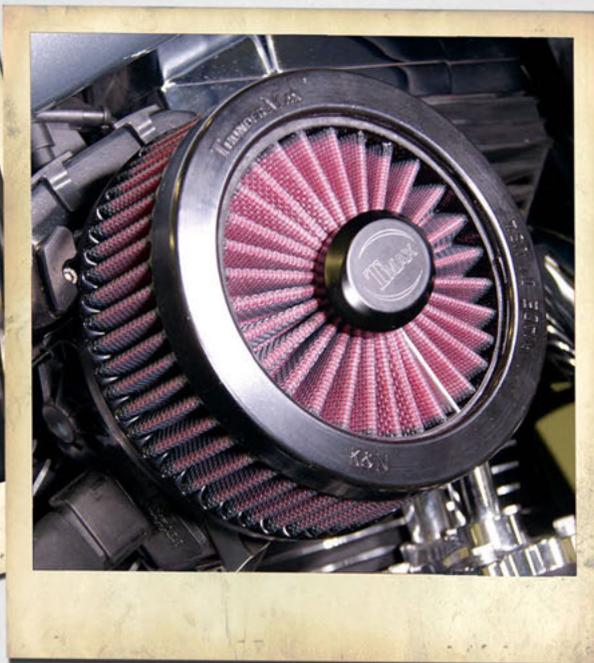
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Bates Footwear technical riding boots

Officially launching its powersports product line at the recent AIMExpo in Orlando, Rockford, Michigan based Bates Footwear is no newcomer to the protective footwear industry.

Founded in 1855, Bates is one of the largest suppliers of footwear to the U.S. Federal Government and Department of defense, providing everything from dress shoes to tactical boots.

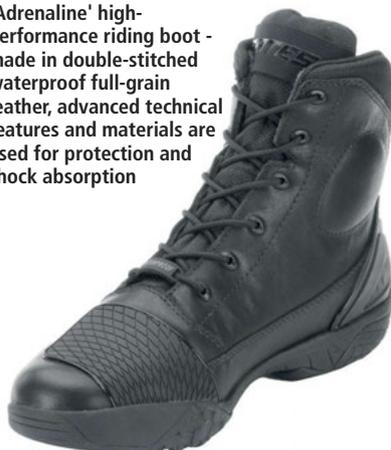
Their initial product offerings of "quality technical footwear" for motorcycle riders include casual and half-height riding boots that use "premium components and construction to provide protection and comfort in equal measure."

The 'Adrenaline' boot is described as offering "protection and performance while also providing all-day comfort, on and off the bike." Comprised of double stitched waterproof high-performance full grain leather and molded thermoplastic polyurethane (TPU) reinforcements, PORON XRD high-impact foam and an outsole chassis comprised of highly shock-absorbent ethylene-vinyl acetate (EVA/PEVA) provide isolation from the rigors of the road while features such as a patented molle-strap lace restraint, molded heel protection, toe shift reinforcement and an oil and slip resistant rubber outsole cater to safety.

Constructed in double-stitched full-grain leather and nylon, Bates' 'Beltline' touring boot adds an internal EVA midsole and choice of colorways to the line. The waterproof leather and nylon 'Marauder' is a feature-rich "casual" style riding boot described as having a "contemporary high top with aggressive urban styling that also offers protection, performance and all-day comfort." Features include ankle protection, molded heel protection, toe shift reinforcement, internal midsole and oil/slip resistant rubber outsole.

Also seen here, the 'Taser' casual boot is available in three different color combinations; made in leather with hidden

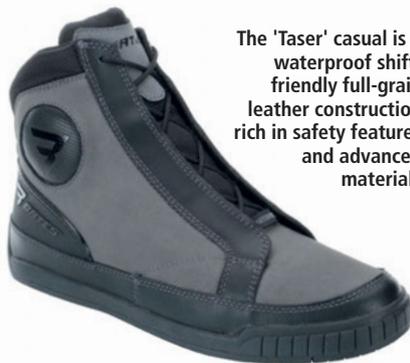
'Adrenaline' high-performance riding boot - made in double-stitched waterproof full-grain leather, advanced technical features and materials are used for protection and shock absorption



'Beltline' touring boot - features include EVA internal midsole, comprehensive protection and shock dissipating construction and materials



The 'Taser' casual is a waterproof shift-friendly full-grain leather construction rich in safety features and advanced materials



lacing system, features include ankle and heel protection, internal midsole and oil/slip resistant outsole.

BATES FOOTWEAR
Rockford, Michigan, USA
Tel: 616 460 6111
customerservice@batesfootwear.com
www.batesfootwear.com

The 'Marauder' casual riding boot in waterproof leather and nylon features comprehensive protection and materials specified for comfort and durability



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AMD PRO GUIDE

F1 Technology meets Softail suspension challenges



Slamtail is a new rear suspension lowering system that suits all Twin Cam Softail Harley-Davidson motorcycles from 1999 onwards, designed and manufactured in Australia.

The brainchild of ex-Formula 1 senior suspension design engineer Ken Rutherford (who numbers the Benetton F1 team among his impressive credentials), Rutherford says that on returning to Australia after his F1 career "an old friend and mentor asked me what I was going to do and mentioned that the Harley-Davidson Softail suspension design offered an opportunity for me and my skill set, and suggested I have a good look at it and see if I could enhance it.

"I studied what was available on the market, and initially thought about designing a new fully adjustable shock absorber unit to suit, but what quickly became obvious to me was that the 'slammed' hot-rod look was popular and suited the Softail style.

"I used my hydraulics experience and applied it to the rear wheel ride height. The aftermarket offered plenty of "airbag" type kits from numerous manufacturers that had varying degrees of quality and reliability, but I wasn't seeing anyone really properly exploring the potential that a hydraulically powered ram system could give if it could be neatly packaged under the bike.

"The Slamtail reuses the Harley OEM spring and shock units, rather than scrapping them, so offers better value than most other systems, and the original ride quality is retained with no change to damping and spring rates. The result is that, unlike most airbag systems, the bike can be ridden for extended periods at any ride height with no adverse effect on the components. Most Softail aftermarket airbag systems also have no hydraulic damping element, which affects traction, stability and safety.

"The design and packaging created huge challenges, as there is very little room to fit the components, it

has to deal with extreme heat and vibration, and the suspension forces are huge. The whole system has to be virtually invisible when viewed from the outside as most Softail owners are rightly sensitive to anything that adds any extra 'clutter'.

"The design fits all Twin Cam Softails, so two different transmission styles and the addition of ABS all had to be catered for in the unit's design." Installation time is a significant extra cost to the purchaser, so Rutherford ensured the system required minimal motorcycle disassembly - in fact he says that the rear wheel and tank don't even need to be removed for installation of the Slamtail system. The components are made from high quality aerospace specification steel and aluminum alloys in order to safely carry the loads and were developed after a lot of calculation and optimization, including bench/rig loaded testing, extended road testing and hot weather riding.

Instead of handlebar-mounted switches, Slamtail operates via a remote key-fob with a small transmission-mounted toggle switch acting as a back-up.

Only on the market since a couple of months, Rutherford says that the demand for information about the product has been encouraging. "We've done very little marketing, but word-of-mouth in the Harley scene is strong, and we've been fielding lots of enquiries so far. We've had great feedback on the units we've sold from both end-users and aftermarket dealers, all noting the quality of the product and the ease of installation - which were our major considerations when designing the system."

SLAMTAIL SUSPENSION
Essendon Fields, Victoria, AUSTRALIA
shop@slamtail.com.au
www.slamtail.com

Covingtons Customs introduces new-look branding, 'Destroyer' exhaust

Woodward, Oklahoma based Covingtons Customs continues to gear-up for the 2016 season with a fresh, new brand identity to spearhead a major new products program and updated application guidance for established best sellers.

Seen here though is a new departure for the company, with this new 'Destroyer' exhaust for 1995 and up Touring models.

Based on a design previously only seen on their award-winning own-build custom bikes, the 'Destroyer' is now in volume production and offered in a choice of chrome or black finish, including heat shields, baffle, mounting hardware, O2 ports and plugs.

The pipe features a 3-stepped header with a patented Covingtons 3-bolt collector design, full header heat shields and a short



Covingtons have an updated brand identity for 2016

baffle. Jerry Covington says that this design "not only looks great, but increases horsepower and torque on both stock and modified engines."

COVINGTONS CUSTOMS
Woodward, Oklahoma, USA
Tel: 580 256 2939
info@covingtonscyclecity.com
www.covingtonscyclecity.com



Toe rest cruise pegs



These all-new Toe Rest Cruise Pegs from Kuryakyn are said to offer a comfortable alternate foot position without the added bulk of traditional highway pegs. The two-piece design fastens around 1-1/4" engine guards and are described as easily adjusted "to dial in perfect positioning without removal." A "premium rubber compound" is used to provide a "no-slip surface for added traction while also dampening vibration. The minimalist design maintains a clean profile while mounting inconspicuously to stock 1-1/4" round engine guards on selected Indian and Victory models, or mount universally to any 1-1/4" engine guards where the operator's toes can reach the engine guard with heels still resting on the floorboards. KURYAKYN, USA; www.kuryakyn.com

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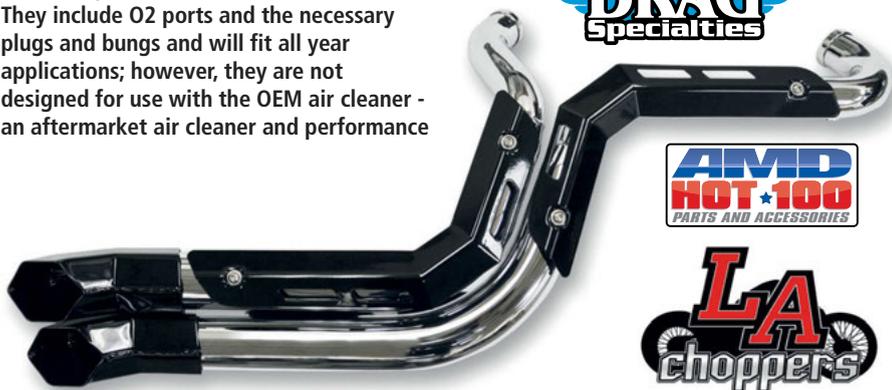
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Fusion exhaust systems

From L.A. Choppers, and available through Drag Specialties, these uniquely styled US made Fusion exhaust systems are not for those looking for the tame or the mild. With robotically welded hexagonal-shape exhaust tips, saddlebag-friendly directional outlet curvature and "edgy design" stamped steel heat shields, they are said to deliver a "deep, strong rumble" that is not "obnoxious" but, as part of the overall impact of the design package, will "definitely draw attention." They include O2 ports and the necessary plugs and bungs and will fit all year applications; however, they are not designed for use with the OEM air cleaner - an aftermarket air cleaner and performance

fuel management module are "highly recommended"! They will, however, work with saddlebag extensions and passenger footpegs.

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



Dyna/Softail tank lid



This German made black CNC-machined BLACKPearl Eloxal surface-treated tank lid from WUNDERKIND-Custom replaces the OE part for a concealed-grip clean custom look. Suitable for Dyna and Softail models, designer and company owner Christian Mehlhorn says: "Our aim is to provide matching parts for a harmonious look, and an easy to mount tank lid in a simple design is a small investment that has a great effect on a part of the bike that the rider sees all the time." WUNDERKIND-CUSTOM, www.wunderkind-custom.com



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Adjustable floorboards



Side-to-Side Adjustable

BDL/GMA has introduced these new side-to-side adjustable floorboards that are said to have a "unique profile that provides plenty of room and comfort for rider and passenger. They feature a non-skid rubber cushioning insert, are CNC machined from a solid block of 6061 billet aluminum and finished in durable, high luster chrome or black anodized - shown here complete with brake pedal cover, they are available as a complete set or as individual pairs. BELT DRIVES LTD, www.beltdrives.com



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EXS Synthetic Ester 4T Engine Oil



Bel-Ray says its EXS Synthetic Ester 4T Engine Oil is the Farmingdale, New Jersey based company's highest performing synthetic engine oil for multi-cylinder touring, sport and racing motorcycles.

Featuring high viscosity stability to provide "maximum lubrication under the stresses of high temperatures and RPMs, a proprietary additive package provides further anti-wear protection under all conditions, helping reduce cylinder and piston ring wear and extend bearing life.

Engineered to deliver superior deposit control, Bel-Ray say it is formulated to clean and prevent the deposits that are known to reduce horsepower and torque, including carbon build-up in piston ring bands and grooves as well as sludge and varnish formation.

The company also says that it provides smoother power transfer in wet clutch applications, preventing harsh clutch grabbing and jerky engagement for more efficient and controlled clutch operation and gear changes.

"We developed EXS Synthetic Ester Engine Oil to be our best street engine oil at the time, and it still continues to be the best today," says Andrew Hodges, Bel-Ray's R&D Product Line

Manager. "No other oil on the market offers this same level of performance and protection in such a wide range of conditions - from prolonged high rpm racing to every day stop and go riding." Bel-Ray, which will be celebrating its 70th anniversary next year, say it is suited for use in all air and liquid cooled four stroke engines requiring an oil meeting API SG/SH/SJ/SL/SM standards, including motorcycles with or without wet clutches specifying a JASO MA/MA2 qualified oil. It is available in four different viscosities - 5W-40, 10W-40, 10W-50 and 15W-50, in both one and four liter bottles.

BEL-RAY COMPANY INC.
Farmingdale, New Jersey, USA
Tel: 732 938 2421
customerservice@belray.com
www.belray.com

CV choke relocation



Customizers often find they have to machine or improvise a fix to relocate the Harley carburetor choke cable to the right side, to the top of the carburetor, for a cleaner look and easier access. Barcelona, Spain based Black Duck Parts know the problem and have developed an entire parts line to provide custom solutions and fixes for the issues they encounter in the own work. This 100 percent brass CV choke bracket delivers the re-location option with a cool custom look and choice of black powder coat, chrome, satin chrome, satin brass or even a 24 carat gold finish. BLACK DUCK PARTS, Spain, www.blackduckparts.com

Deluxe/Classic micro switches

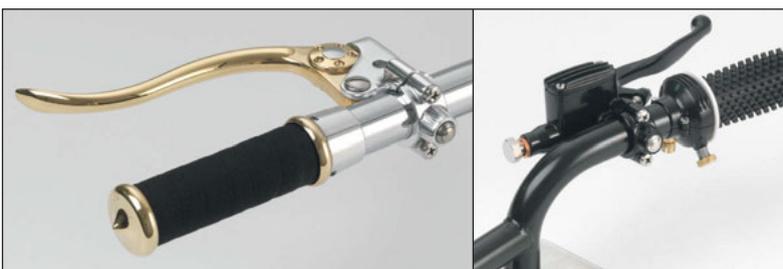


Under his Kustom Tech brand, leading Italian Harley aftermarket parts and accessory designer and manufacturer Alessandro Pacelli is offering these new stylish and fully functional forged

aluminum clamps with micro switches for his Deluxe and Classic line 1" handlebar controls programs; they are available in polished, satin raw and black anodized finishes.



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VICTORY & INDIAN PRO GUIDE

Rebound adjustable Scout shocks

Suspension specialists IKON have developed upgraded rear shock absorbers for Indian's new Scout.

IKON say that like many stock cruisers, the Scout gives a somewhat unforgiving ride, due in part to the relatively low amount of suspension travel afforded by the low-slung rear end, and also because the standard shock absorbers are set to cope with two riders plus luggage. Since they are non-adjustable for rebound, they cannot be fine-tuned to suit solo riding.

IKON's 7610 series shocks are said to offer a dramatic improvement to both the handling and comfort of the Scout.

Styled to suit the traditional cruiser look, but with "thoroughly modern features", they have a triple rate progressive spring (using a rate similar to the original) and twin tube hydraulic damping for a "consistent and comfortable ride on a variety of road surfaces."

Three-position spring pre-load and four-position rebound damping (adjustable by hand, no tools required) provides "the fine control that enables the rider to set up the machine for road conditions and load."

"Our shock absorbers are individually dyno tested before leaving the Australian factory, to ensure consistency and quality, and can be re-built and re-valved for long-life."

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'Saddle Shield' heat deflections for Indian



These new Saddle Shield Heat Deflectors from Kuryakyn are available for all '14-later Indian Chief, Chieftain and Roadmaster models. They redirect heat output from the engine and head pipes away from the rider's inner thighs to improve comfort. A reflective smoke finish is described as providing "a refined and aesthetically pleasing appearance that suits Indian Motorcycle styling." Made from durable, high-strength polycarbonate, they bolt directly to the rear tank mount using existing hardware on '14 and up Indian Chief Dark Horse, Vintage and Classic, as well as Chieftain and Roadmaster models. KURYAKYN, USA; www.kuryakyn.com

Crusher Maverick slip-ons for Scout

Described as reducing weight and increasing performance and volume, Crusher brand Maverick 2.5" slip-ons by Kuryakyn are now available for Indian Scout models.

Crusher's "flagship" Maverick Series are said to feature "aggressively styled" CNC-machined billet aluminum end caps and brushed stainless steel banding embossed with the Crusher emblem. The "unique" high-flow louvered baffle design "produces intense exhaust notes throughout the power band for a hard-hitting rumble at idle and a deep, throaty bark at full throttle."

The "aggressive" styling and "distinct" sound are said to "enhance the Scout's pavement-pounding attitude." Delivering a claimed proven 5-percent increase in horsepower without intake, header or fuel mapping modifications, they weigh approximately 14 pounds less than the stock Scout mufflers.

The 2.5-inch muffler diameter provides "a clean transition from the Scout's stock header heat shields for a slim and sexy traditional staggered dual exhaust appearance."

Made 100% in the U.S.A. from premium chrome-plated steel, they come with a mounting bracket and all hardware necessary for easy bolt-on installation on '15 - later Indian Scouts."

CRUSHER
Somerset, Wisconsin, USA
Tel: 715 247 5008
info@crusherperformance.com
www.crusherperformance.com



Seat/tank cover for Indian touring models

BikeSheath has expanded its range of motorcycle protection products to include Indian Motorcycle models with this seat/tank cover for full size seats. Indian seats are constructed of genuine leather, and the company says to keep them covered with a waterproof seat cover is "critical" to their long-term looks and durability. In inventory and ready to ship, this is the first of a series of model-specific Indian Motorcycle offerings that BikeSheath plan to introduce, with saddlebag and fairing covers coming soon.
BIKESHEATH, www.bikesheath.com



EFI fuel management for all Indian and Victory models



We recently featured Oldsmar, Florida based NightRider.com's XiED EFI fuel management system for 2015 Harley-Davidson baggers. Available in three versions, the system caters to every level of tuning requirement, from the simple to the everyday rider through to the top-end "intelligent" system for a comprehensive suite of tuning facilities.

The company has now released details of two new applications for all 2015 Indian and Victory models. The AF-XiED 15 is said to be Nightrider's most sophisticated adjustable fuel management design, with a wide 14.6-13.6 fuel mixture range and integrated air fuel indicator LEDs for "the highest degree of control over closed-loop fuel mixtures possible."

A simple plug-n-play fuel management upgrade, it works with the existing OEM O2 sensors and ECM, allowing "richer fuel mixtures than any of our other products. Riders can quickly and simply tune the closed-loop fuel mixture from the stock 14.6:1 to 14.6-13.6:1 adjustable AFR.

The adjustable AFR settings increase in 0.1 AFR steps, with a small screw driver. The integrated Air Fuel indicator simplifies exhaust readings to 4 ranges, proving LED feedback based on the actual air fuel ratio in your exhaust.

Benefits of their EFI Fuel Management Controller are said to include cooler exhaust temperatures, reduced engine temperatures, improved throttle response, less engine ping and reduced low rpm engine surge. It is recommended for stock bikes, or those with upgraded exhaust, converter removal and/or air cleaner changes.

The VI-AF-XIED-15 is available for all Victory Motorcycles with OEM O2 1-wire Bosch sensors. The second version, the IN-AF-XIED-14, is an advanced closed-loop ECM manager for all 2014 and up Indian Motorcycle models. Both are easy to install or remove.



NIGHTRIDER.COM
Oldsmar, Florida, USA
Tel: 727 420 0896
www.nightrider.com

Scout 2:1s, Victory DNT slip-ons



Bassani Xhaust 2 into 1 high performance systems for the Indian Scout "have been produced by our R&D team as a result of rider input - we have been seeing demand for a system for the Indian Scout that will not only look good, but bring them the sound and performance that the Bassani 'Road Rage' heritage is known for.

"Careful design planning went into this system with the knowledge and know-how derived from decades of tried and tested methods from our Harley product design history. The check-list of features includes stepped headers, equal length head-pipes that merge into an advanced collector system, removable baffle capability for tuning purposes, ground clearance, and made to fit with or without OEM bags. "We use a model-specific perforated baffle created to deliver an aggressive sound, but one that is not too over-the-top for everyday riding. We have two lengths available, short and long, in chrome or black finish.

Also seen here, Bassani DNT slip-ons are now available for the Victory Baggers.

The company says it has taken its "proven and

popular DNT technology and configured it for Victory Baggers - the Cross Country, Cross Roads, Hard Ball and the new Magnum.

"We recently outfitted two local test riders here in Southern California, and they say they saw the difference immediately, describing the sound as a deep and throaty rumble on throttle, but mild on idle."

DNTs come with what the company describes as a unique billet end cap - precision-machined with multiple internal flutes for a "unique signature look."

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



Seats for Indian Scouts



Mustang's new line of seats and related accessories for the Indian Scout are said to "combine the latest in comfort with the look of yesteryear. Whether opting for our all-day Touring seat or a low and lean 'RunAround', we have Indian Scout riders sitting pretty."

"We have always been partial to Indian motorcycles around here," Mustang Sales Manager Jesse Sargent says. "The birthplace of Indian motorcycles is in Springfield, Massachusetts, less than 30 minutes from the historic factory here in Three Rivers, where we are celebrating our 35th anniversary this year."

Available in black or classic brown, the Touring solos and passenger seats offer "support and comfort for the entire journey." Touring seats feature Mustang's controlled-density, proprietary foam, precisely molded to the shapes and angles needed for optimal cruising comfort. The 13" wide solo and 8.5" wide passenger seat are said to provide ample room for comfort without compromising the look of the bike.

"The cover designs are brand-new concepts developed by our designers just for the Scout," Jesse adds. Available in black or classic brown vinyl, the two-tone pattern complements the look of the motorcycle. "The center stripe ties the solo, passenger seat and the model-specific driver backrest together visually." Mustang also now offers leather seating panels exclusively for the Scout Touring solo seats.

For riders preferring to "cruise closer to home" Mustang say their engineers developed this 9.5" 'RunAround' wide solo to be "low, lean and mean" The vinyl cover features distinctive styling and is also available in black or brown. Mustang also offers replacement seats and accessories for the Chieftain, Chief Classic and Chief Vintage.

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the abnormal cycle with an extra wheel

Abnormal Cycles is a custom shop with a reputation. That reputation is for building sidecar outfits. At the 2011 AMD World Championship of Custom Bike Building, the Italian custom shop won the Modified Harley class with Union. In 2014 Abnormal returned to the Championship this time with a new outfit – Chicca – which placed third in the Retro Mod class

It is unusual to see sidecars at the AMD World Championship of Custom Bike Building, but Italian custom shop Abnormal Cycles has twice entered with these bikes. The second entry for the business came with Chicca, which placed third in the 2014 Championship.

The starting point for the build of Chicca was the acquisition of a 1970 FLH with a 74ci Shovelhead motor and four-speed transmission. Once the bike was in the Abnormal Cycles workshop it was stripped down ready to be detailed. Due to the mounting of the sidecar, changes to the bike have been minimal. Among the changes that have been made are the addition of a SU carb for the motor, an open belt primary drive and a custom exhaust system that runs underneath the bike and exits just in front of the rear wheel.

More significant changes have been made to the bike's bodywork. The front fender has been trimmed to be as minimal as possible, and the rear

fender is a custom wrap around unit with the same design employed on the third wheel of the sidecar. While the gas tank remains stock, the oil tank has been replaced with a custom brass unit.

Abnormal then found a sidecar chassis designed for use on an FLH frame. It has been set up to allow the use of the same wheel and tire combination as the bike, which means that all three wheels on Chicca are 80-spoke JoNich, wearing Firestone tires and Kustom Tech hydraulic drum brakes. However, the real star of the build is the sidecar body, built from scratch by Abnormal

Cycles, which features an interior in wood and leather. AD Kustom Furnitures took care of the woodwork, while the leather work was handled by Wild Hog. Detailing on the sidecar includes a reworked friction shock to hold the door in the



The crew from Abnormal Cycles are no strangers to sidecar builds after winning the Mod Harley class in 2011 with a similar configuration

AMD CUSTOM BUILD

open position, a centrally mounted taillight by FG Racing and a brass badge on the nose of the sidecar by Luca Braschi. The paintwork on both the sidecar and the bike was undertaken by Zuchelli Paint and is described as being "with leaf of red wine".

Given Abnormal Cycles' success with sidecar outfits in previous Championships, there was no doubt that the business would once again do well in the 2014 AMD World Championship of Custom Bike Building, and that was indeed the case as the Italian company placed third in the Retro Modified class with Chicca.



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The interior of the Abnormal Cycles sidecar was trimmed by AD Kustom Fornitures, who took care of the woodwork, and Wild Hog did the leather work



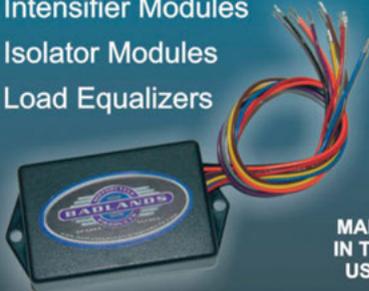
The third wheel uses the same tire, brake and fender package as the rear wheel of the bike and is made up of an 80-spoke JoNich, wearing Firestone tires and Kustom Tech hydraulic drum brakes





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NEWS BRIEFS

Polaris reports record third quarter 2015 results with overall sales +12 percent, motorcycle sales +154 percent

The long running dispute surrounding ownership of merchandising rights to the name "Sturgis" is headed for jury trial in a federal court. The dispute is between Rushmore Photo and Gift (RPG), a local Sturgis area retailer of merchandising that numbers Wal-Mart (a co-defendant) among its customers, and the City of Sturgis' Sturgis Motorcycle Rally operating company. RPG has filed counter-suit and is vigorously defending what it claims are historic rights to sell 'Sturgis' related product.

Confederate Motorcycles is seeking to make a \$1m private stock offer to raise money to produce two of its motorcycles a week by issuing 5m shares of common stock at \$0.20 a share.

In a further sign that the Rally formerly known as "Sturgis" has "gone corporate", Rod Woodruff of Buffalo Chip fame (sorry, City of Buffalo Chip!) is seeking to further enhance the power of the Buffalo Chip with corporate brands through a partnership with the annual Donnie Smith Bike & Car Show. Apparently it's all about expanding the family, strategic vision, customer brand experience and all that "right-on righteous" stuff!

Hazelwood, Missouri based international parts and accessory distributor Mid-USA continues to grow their dealer offer. Latest additions include the Bikesheath range of motorcycle covers and GearBrake's deceleration module and brake light flasher.

Polaris Industries has reported record third quarter sales for the third quarter 2015, totaling \$1,456.0 million, an increase of +12 percent over last year's third quarter sales of \$1,302.3 million. Net income was \$155.2 million, an increase of +10 percent from the prior year's third quarter net income of \$140.8 million.

"Our record third quarter results continue to reflect the efficacy of our long-term strategy and the resiliency of the Polaris organization, as motorcycle growth accelerated, ORV share gains continued and our developing adjacencies built momentum," stated Scott Wine, Polaris' Chairman and Chief Executive Officer.

"We accomplished this in a difficult environment, with the combination of weakening currencies and softening economies adding to the pressure we face from the sluggish oil and agriculture markets, all in the midst of the most competitive powersports landscape we have seen in nearly a decade."

Wine continued: "Successful innovation requires agility, in order to react quickly to ever-changing market conditions. This applies not only to

product design but also to our internal organization, which we demonstrated in the third quarter by realigning our international business structure to become more efficient and effective in response to challenging markets

Polaris buys former Lehman facility

Polaris Industries has purchased Lehman Trikes' former home at Spearfish, South Dakota, as an additional paint facility to supplement its Spirit Lake, Iowa, Indian and Victory paint capacity. Lehman left the premises when parent Champion Trikes moved production to California. Polaris plans to employ some 80 people in the 51,000 square-foot facility. A familiar sight for Sturgis Rally goers, alongside the 190, the site will no doubt also provide Polaris with a valuable base for its Rally activities.

outside North America. "Throughout the third quarter we made consistent enhancements to our Spirit Lake paint system, which helped us stabilize our operations and, by improving production output each week of September, outpace shipment goals for the first time this year. "We have a clear plan to further optimize and upgrade that system over the next six months, and with the recently acquired paint facility in Spearfish, South Dakota, we will further augment paint capacity in the latter part of the fourth quarter.

"Polaris has delivered solid financial performance in the first nine months of 2015, and despite facing stiff headwinds that show little sign of abating in the near term, our financial position remains robust and our growth opportunities plentiful."

Motorcycle sales increased +154 percent to \$160.4 million for the third quarter of 2015 compared to the same period last year due to continued strong demand for Indian motorcycles and the new Slingshot roadster.

Victory, Indian Motorcycle and Slingshot North American retail sales, combined, increased over +60 percent during the third quarter of 2015 driven

>>> Continues on page 14



THIRD QUARTER PERFORMANCE SUMMARY (in thousands except per share data)

Product line sales	Three Months ended September 30			Nine Months ended September 30		
	2015	2014	Change	2015	2014	Change
Off-Road Vehicles	\$822,894	\$801,919	3%	\$2,157,068	\$2,058,673	5%
Snowmobiles	\$185,477	\$162,652	14%	\$219,317	\$184,379	19%
Motorcycles	\$160,437	\$63,263	154%	\$459,976	\$245,258	88%
Global Adjacent Markets	\$60,845	\$55,453	10%	\$192,801	\$185,013	4%
Parts, Garments & Accessories	\$226,347	\$219,056	3%	\$584,510	\$531,325	10%
Total Sales	\$1,456,000	\$1,302,343	12%	\$3,613,672	\$3,204,648	13%

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