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## AMERICAN MOTORCYCLE DEALER

THE #1 BUSINESS MAGAZINE FOR THE AMERICAN V-TWIN AND CUSTOM MOTORCYCLE PARTS INDUSTRY

### This year's AMD World Championship entries running ahead of schedule

**E**ntries for this year's AMD World Championship of Custom Bike Building opened at the beginning of February, and as at mid-March, after just seven weeks, and including our affiliate event qualifiers, there were already 46 bikes entered by 38 competitors from 13 different countries - including entries from as far afield as Israel and Japan!

Following the success of the 2014 experiment of hosting the AMD World Championship at the 200,000 plus attendance INTERMOT Expo in Germany, the event is now slated to be held there in October this year (October 5 - 9), and also in 2018 and 2020.

Tapping into INTERMOT's ready-made attendance achieved the aim of giving the custom motorcycle industry access to the largest possible audience of potential customers yet achieved by the AMD World Championship.

The competitor community voted the 2014 experiment a success, and as a showcase to energise existing custom fans and enthuse new potential customers for the sector, the AMD

World Championship's presence at INTERMOT is a "slam dunk," according to Championship Director Neil "ShowMaster" Blaber.

"The principle of providing the custom market with a focussed presence at one of the world's largest motorcycle expos was incredibly well received by the competitors who took part," Blaber said.



"Since the 2014 event we have had time to gauge the level of wider industry reaction to the presence of the AMD World Championship grade bikes being seen in the context of INTERMOT and to take the pulse of the custom market about INTERMOT as a long-term host for the AMD World Championship. In both respects the response has been entirely positive.

"There is no perfect hosting solution for any custom event, just as there is no perfect custom show; but throwing the focus onto attracting new

customers has been exactly what the custom industry has said it needs, and the response in terms of entries for October this year, at this early stage, has been very encouraging. I can't recall ever having had so many at this early stage before."

Show organizer Koelnmesse has responded to the 2014 success by now creating a dedicated 'Show-within-the-Show' concept for the custom motorcycle market, with 'INTERMOT Customized' slated to be staged in the 235,000 sq ft Hall 10 - one of the six halls of the state-of-the-art Koelnmesse complex in which INTERMOT will be staged this year. Located very close to three of the primary public entrances to the show, visitor analysis suggested that the AMD World Championship and its adjacent exhibitors saw some of the strongest attendee traffic of the entire show in 2014 - and with the marketing muscle of INTERMOT itself now in full flow behind the 'INTERMOT Customized' concept this year, this year is expected to see possibly the largest audience ever for any custom bike competition, anywhere.

APR 2016  
ISSUE #201

### NEWS



### 2016 V-TWIN EXPO REVIEW PART II



Sturgis Motorcycle Museum Hall of Fame - Class of 2016

### PRODUCTS





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**V-Twin Expo 2016 show review part II .....23-30**

AMD presents the second instalment in its popular exhibitor news show review series of February's 16th annual V-Twin Expo



**Arch Motorcycles .....35-36**

The brainchild of Gard Hollinger and Keanu Reeves, the KRGT-1 is the first of a series of street-legal top-end customs that Arch Motorcycles intends to sell

**PRO GUIDE: The new, the best and the must-haves .....39-55**



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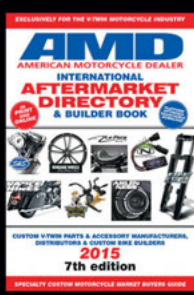
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# Harley share price in 30 percent, 60-day rebound

**T**he news about Harley's recent share price performance should be as much of a relief to those of us in the aftermarket as it no doubt is in Juneau Avenue!

After having bombed in the lead-up to release of their 2015 full-year fiscals in January, Harley-Davidson's share price has rallied strongly in response to the dividend and additional share-buy back announcements that were made in early February.

From a more than 4-year low of around \$37.50 the day before their annuals were released (the price had been around \$55.00 some three months earlier), the price started to gain ground dramatically a week or so after they announced an increased dividend for the quarter - it had improved steadily to stand at around \$49.00 as this edition of AMD Magazine went to press just before Easter.

That dividend increase, to \$0.35 per share for the first quarter of 2016, represented a 12.9 percent increase compared to the \$0.31 being paid out in 2015 and took Harley's dividend to record levels - surpassing the previous high of \$0.33 seen in 2009 before the company slashed its dividends for the following years in response to the downturn.

Rather than any single factor, there is a combination of factors driving the improvement - the share buy-back program, board approval for another 20m shares to be bought back in addition to the June 2015 authorization, and "value sentiment" are probably just as powerful in providing upward momentum as the dividend increase has been.

**B**ack in December, following a one-day share price spike on heavy volume, there were renewed rumors that the company had been approached for a leveraged buy-out. Harley rebuffed the rumors with their usual refusal to comment either way, and the drama, if indeed there had really been one, went away.

With a relatively low debt-to-equity ratio of around 50 percent there is headroom for any buyer to add debt to complete a buy-out, which is for sure why Harley has been opting to fund the share buy-backs with debt rather than cash - doing so delivers a double virtue of being seen to be in the market to return value to its shareholders while simultaneously eating into that ratio.

The increase to record levels of dividend following results that saw profits grow on reduced sales and market share is a statement of intent, a 'stake in the ground'.

It is designed to send a positive message - a message that says that Harley-Davidson is not in need of rescue, as such, having acknowledged, implicitly, that it needs better bikes, or at least better production responsiveness, better foreign exchange rates and better marketing!

In dispensing with the services of its head of marketing just as he announced a massive injection of additional marketing budget (in October last year), company CEO and President Matt Levatich was clearly sending additional and rather more subtle signals than just those though - he was signalling that he was in the market to respond, in the market to do so, using Harley's own resources and in the market to prevent the company being bought-out, if he could possibly help it.

In October last year he admitted that the 3 percent of market share they lost in 2015 had seen "everyone taking a little bit of our share," but clearly believed that despite

the competitive pressures, despite the work to be done in production and marketing terms, the company's stock was undervalued - despite earnings per share falling short of analyst expectations.

**T**he steps taken this year are a clear signal that the company still believes this to be the case, and it would appear that they have finally managed to kick-start that "value sentiment" and get it moving back in their direction.

Levatich has spoken of Harley having to "up its game" and back in September gave a speech in which he addressed changes in production timing (relative to demand) and the need to be "responsive and flexible," deploying what he described as "surge" to produce fewer bikes when demand is at its lowest, while still being able to pick it up when demand is strongest. He said that they need to be able to respond to that demand by building "the motorcycles that are in demand and build them for markets where sales are happening, not for markets where they're not."

Levatich described it as being "as close to consumer demand as we can be" and being able to "read the market and build what customers want, not have them buy what we built six months ago."

Laudable aims that will, possibly, allow them to bridge themselves to new platforms, but as Harley's "new and improved version 2016" marketing campaign gets underway, it doesn't appear to have stopped them still trying to persuade consumers to cherish the past rather than get excited about the future. Legacy, heritage and emotion

remain the name of the game, not handling, performance, reliability, safety, value or the kind of forward facing new-gen expectations of the ownership and riding experience that are fuelling the growth their competitors are exploiting - the message appears to be "never mind the metal, feel the love."

Indeed having seen some of the visuals and the new films, it is hard not to judge the "new" marketing as being the same as the "old" marketing - in terms of current market opportunities, developments and trends it is pretty "low octane" stuff.

If this year's MY2017 announcement is more fine-tuning of existing platforms, more paint and power for existing product offerings rather than new platforms for new customers, then regardless of how assiduously Harley tries to court its core customer base (which is anyway what Wandell said they should be doing in 2009, rather than trying to chase new riders with old product), it won't meet Levatich's stated aim of expanding the base.

Regardless of investor sentiment and balance sheet performance, they will still be running the risk of self-combustion rather than be igniting the new passions required for "Live the Legend" to have 21st century meaning.

the new marketing is low octane stuff

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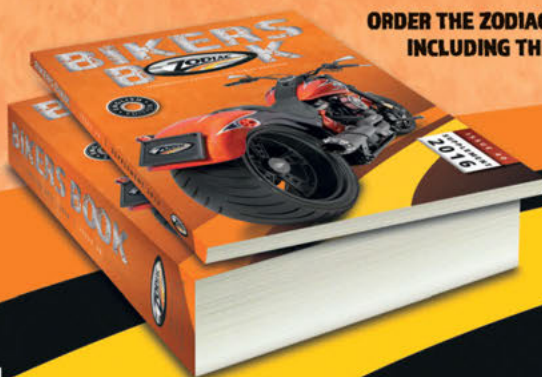
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## Sturgis Motorcycle Museum Hall of Fame - Class of 2016

"From pioneers and innovators to customizers and dealers, the 2016 inductees into the Sturgis Motorcycle Museum Hall of Fame represent every aspect of what makes motorcycling great." That is what Tigra Tsujikawa, Marketing and Development Director for the Sturgis Motorcycle Museum & Hall of Fame, says in announcing this year's inductees.

The Museum was chartered back in 2001 to recognize individuals or groups who have made a long-term positive impact on the motorcycle community. Arguably the most diverse - and deserving - group ever inducted into the Hall of Fame, the Class of 2016 will be honored during the annual Rally on August 10, 2016.

Chartered in 2001, "The Hall of Fame's mission is to honor those who have made a positive and significant impact on the sport and lifestyle. It honors the men and women who have dedicated much of their lives to improving, promoting and advancing motorcycling."

"Having a living off-road legend like John Penton demonstrates that the Hall of Fame recognizes all aspects of our great sport," says Tsujikawa. "Many consider John to be the godfather of the dirt bike industry, and his pioneering of small, lightweight 2-strokes changed the world of off-road motorcycles," not to mention shaping and defining KTM to this very day.

### The five inductees for 2016 are...

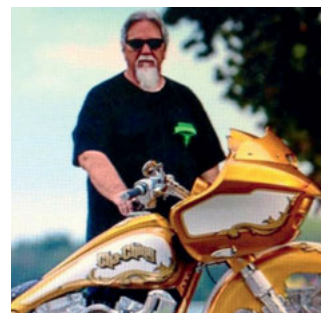
**BERT BAKER** - V-Twin motorcycle drivetrain innovator, businessman and patriot, Bert Baker is committed to



using materials, labor, creativity, know-how and grit born of America.

**JERRY COVINGTON** - Whether it is on TV or the cover of virtually every biker magazine in the world, it is hard

to miss custom builder Jerry Covington. What does get overlooked is Covington's behind the scenes commitment to the motorcycle



community, and his selfless donation of time and resources to those less fortunate through his various charity projects.

**JOHN PENTON** - One of the most influential figures in off-road motorcycling in the world, John Penton developed a legendary brand of motorcycles that bore his name (better known as KTM today). He also founded Hi-Point, an accessory and distribution company that had 50% of aftermarket sales in the U.S. and set the mold for modern distribution powerhouses like Parts Unlimited, Tucker Rocky and WPS.

**GARY SPELLMAN** - Using motorcycling as a means to further charitable causes, philanthropist Gary Spellman has been effective in utilizing motorcycles to raise money for charities, benefiting first responders and their surviving families. He has also brought major business owners into the family of motorcyclists as well as creating the Peace, Love and Happiness Charity Ride with fellow Hall Of Famer John Paul Dejoria.

**BUDDY STUBBS** - Talk about being born into the business, Buddy Stubbs was raised in his father's Harley dealership in Decatur, Illinois, and has spent his entire life in and around dealerships, including opening two of his own in the greater Phoenix area. This year marks his 50th year as a dealer, and more significantly as an ambassador to the motorcycle lifestyle.

**The 2016 Sturgis Motorcycle Museum & Hall of Fame 2016 Induction Breakfast will be held August 10, 2016 at the 'Lodge at Deadwood' in Deadwood, South Dakota.**

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



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# NEWS BRIEFS

Polaris is to move production of its 'Slingshot' three-wheeler to its new Huntsville, Alabama factory when it is completed later this year, leaving their 400,000 sq ft Spirit Lake, Iowa plant entirely dedicated to production of Victory and Indian motorcycles. With some 1,000 employees, Spirit Lake is expected to see motorcycle production "level-off" at around 900 units a week once the transition is complete. The plant originally produced personal watercraft when it opened in 1994.

The entire production run of the Limited Edition Jack Daniel's Indian Springfield and Indian Chief Vintage models was sold in just one day. The first-ever production vehicles to feature Jack Daniel's livery were created to commemorate the 150th anniversary of the Jack Daniel Distillery, with a maximum of 150 total units. Of the 149 units sold, 97 were purchased by customers in the U.S., and 38 found a home with international customers. The final unsold unit, #1 of the limited edition series, an Indian Chief Vintage version that was the custom painted prototype built by Klock Werks, will be auctioned at Las Vegas in October with all monies benefitting Operation Ride Home. Designed in conjunction with Brian Klock, Jack Daniel's and Indian Motorcycle have partnered to give Brian Klock the last motorcycle of the limited edition run - the Jack Daniel's Indian Springfield #150.

## Bates Footwear available through Biker's Choice

Rockford, Michigan based Bates Footwear has announced a new partnership with Tucker Rocky/Biker's Choice to distribute their 2016 'PowerSports Line'.

"We are extremely pleased to be joining forces with Tucker Rocky/Biker's Choice," said Julie McCauley, Bates Footwear Marketing Manager. "Since the launch of our PowerSports footwear in late 2015, we've been working to develop our dealer network to get our products in front of more motorcyclists. To secure distribution at this level not only helps us achieve that goal, but also makes a strong statement that we are

committed to this industry and we're here to stay."

The full Bates PowerSports Line, which includes the Adrenaline, Beltline, Taser and Marauder boots, will be available through Tucker Rocky/Biker's Choice dealers beginning of March 2016. Bates says it drew upon its experience making tactical and military footwear to create a line of motorcycle boots



that not only offer performance and protection, but also all-day comfort on and off the bike.

[www.bikerschoice.com](http://www.bikerschoice.com)  
[www.batesfootwear.com](http://www.batesfootwear.com)



## Mustang signs Fred Kodlin

Motorcycle seat maker Mustang Motorcycle Products, of Three Rivers, Massachusetts, has entered into a design collaboration with German custom bike and parts designer Fred Kodlin to sell Kodlin "Signature Series" seats by Mustang. Europe's most famous father-son custom bike team, Fred and Len Kodlin have "combined their design vision with the handcraftsmanship of Mustang to create exceptional new seat styles. Whether you ride a Dyna, Sportster, FL or a Softail Breakout, you can now

complete your custom look with a truly extraordinary, one-of-a-kind seat from Kodlin and Mustang."

Mustang says that Fred Kodlin seats feature distinctive panels of luxurious Alcantara, described as a high-end material with a suede-like texture and appearance, but offers ultra-durability. It is coveted for use in luxury automobiles as well as space vehicles. "Each



new seat is available in a two-tone look that features center panels of soft black or maroon Alcantara with matching or contrasting black or brown vinyl side panels." They are available in a solo style for Dyna and Wide Glide 2006-up and for Sportster 2004-'06 and 2010-up. In addition to the solo seat, there is an optional matching passenger pad for Softail Breakout models. The Kodlin style seat for 2008-up FL models is described as a distinctive one-piece, two-up style.

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



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# NEWS BRIEFS

Lexington, North Carolina based C&S Custom and Garwood Custom Cycles are to sponsor the 2016 drag racing ManCup Street E.T. series. Open to street legal bikes and run in an E.T. bracket racing format, the class is specifically designed for the novice racer to become competent and gain valuable racing experience. The 2016 schedule covers five races over the South and Southeast.

**Construction of the long - awaited and (locally) controversial I-90 access road to the Sturgis Buffalo Chip has finally begun. The 1.5 mile route connects the northern and southern dead ends of Fort Meade Way through historic countryside. The freshly carved roadway will form the missing part of a 5.6-mile shortcut from I-90 exit 37 to the front gate of the Buffalo Chip.**

The AMA Dirt Track Grand Championship is to take place July 1-6 in Du Quoin, Ill. AMA National No. 1 plates are awarded to the racers in each class who have the highest point totals across all four disciplines of dirt track racing. Competitors ride both traditional dirt track motorcycles and DTX motorcycles, which begin as stock motocross bikes that are fitted with dirt track tires, suspension and other modifications.

## Kuryakyn Road Thunder audio by MTX

Kuryakyn has announced its partnership with MTX Audio of the MiTek Electronics and Communications Group. The all-new RoadThunder by MTX line is a collection of high-performance motorcycle audio products that will be available exclusively through the Somerset, Wisconsin based parts and accessory specialist. Unveiled at the V-Twin Expo, the Kuryakyn RoadThunder by MTX series "showcases MTX's proven audio knowledge and innovation alongside Kuryakyn's aesthetic motorcycle design and styling expertise, said Kuryakyn

## KURYAKYN ROAD THUNDER

VP of Brand Management Steve Veltri.

Initial products in the line will include handlebar-mount, self-amplified sound bars and 3-inch speaker pods that deliver "powerful, distortion-free sound" with universal mounting for bars sized 7/8" to 1-1/4" in diameter. The speaker pods will be available with or without the Bluetooth audio controller for

convenient pairing to any Bluetooth-enabled smartphone or mp3 player.

The line also includes a high-powered direct replacement fairing speaker kit that includes two 120W 6.5" coaxial speakers and a 400W all-weather amplifier for select Harley-Davidson Electra Glide, Street Glide and Trike models.

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

## Spectro celebrates 50 year anniversary

March 2016 marks a great milestone for Brookfield, Connecticut based specialist Spectro Oils of America, as they celebrate their 50th anniversary. In 1966, Spectro was founded in Connecticut by Robert H. Wehman, where the company has remained family owned and operated for 50 years. Spectro was one of the pioneers in the 2-stroke motorcycle oils industry, which gained traction during the 1960s. The company has grown substantially over the years, and is one of the most respected names in the powersports industry worldwide. "All products are batch blended in-house with precise attention to detail at Spectro Performance Oils' headquarters in Brookfield, CT," says company President Alexander L. Josefson. "The Spectro philosophy is simple - use the best ingredients to produce unmatched product performance."

Spanning six decades, the Spectro product line has reached far beyond the 2-stroke market, to include full-synthetic, semi-synthetic and petroleum lubricants for a wide range



of applications. Spectro offers lubricants for nearly every niche of the powersports market and is especially well known for its 'Golden' heavy-duty 4-stroke oils blended specifically for the very particular demands and characteristics of the air-cooled V-twin.

In addition, Spectro offers a number of custom blends and a full line of suspension and brake fluids, as well as air filter cleaners and oils. Spectro has also formed a number of strategic partnerships with well known V-twin and wider powersports industry leaders, providing them with a private label blending program for their customers' specific needs.

[www.spectro-oils.com](http://www.spectro-oils.com)

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# Danny Gray seats brand quits Harley and TR

Owned by Santa Ana, California based High End Products, the Danny Gray seats brand's 17 year relationship with Harley-Davidson as a custom seat vendor has been terminated, and following withdrawing distribution through Tucker Rocky, the brand will be sold through Western Power Sports/HardDrive and Parts Unlimited/Drag Specialties - its two remaining distributors.

John Strahl, VP Sales & Marketing for the brand, said that "we're going to be advertising in all of the leading publications and on several social media platforms this year and are planning an aggressive PR campaign that will help us achieve our goals." "We have also developed a new, nationwide dealer direct program that will help them strengthen customer relationships and sell more custom seats." A "Build Your Own" custom seat program is scheduled to launch in early spring.

High End has invested heavily in the Danny Gray brand, including the R&D and tooling that resulted in the 2014 launch of their IST (Independent

Suspension Technology) line of motorcycle seats - a system designed to eliminate the compression and shock the body receives from riding on a traditional solid seat pan.

That technology was itself a spin-off from the 2011 High End Seating Solutions joint venture established with the Bellville, Illinois based medical equipment industry specialist ROHO Group. HESS was established to leverage ROHO's Airhawk brand 'Dry Floatation' seat cushion technology. High End had been a long-time seat maker for Harley-Davidson and operates from a 25,000 sq ft facility at Santa Ana.

HESS owner Don Mahoney went on to fully acquire the Airhawk brand from ROHO last year. Danny Gray got his start in the motorcycle seats business in the early 1970s, selling initially to Arlen Ness. Gray and High End teamed up in 2004.

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



## 2016 Indian Springfield



Described as being "The Pure, Essential Touring Machine", Indian Motorcycle has announced an addition to its 2016 line-up - the Indian 'Springfield'.

The company says that "simplicity and versatility are the hallmarks of this minimalist touring powerhouse that converts to lean urban cruiser in minutes, featuring class-leading power, handling and comfort."

Named for the birthplace of Indian Motorcycle and designed for a "pure riding experience", the Indian Springfield is a "soulful and versatile new addition to the 2016 line-up. It features true, authentic American craftsmanship, superior refinement and only the most essential touring features for the ultimate in open road touring without distractions."

Designed to be quickly converted into a cruiser with the quick-release windshield and saddlebags removed, or transformed into a high-capacity touring model with Genuine Indian Motorcycle accessories, "the Indian Springfield makes its own distinctive mark in the bagger and touring category. While related to the iconic Indian®

Chief® family, the multi-faceted Indian Springfield hard bagger was developed with a unique new trunk-compatible chassis for higher loading capacity and a premium touring experience without sacrificing handling prowess."

"The new Indian Springfield wasn't designed to fill a space in our line-up; it was built to fill a space in the hearts of riders who value the rich heritage and fine craftsmanship of Indian Motorcycle, and who want both a pure touring bike and a sleek urban cruiser," said Steve Menneto, President of Motorcycles for Polaris Industries. "The Springfield's unmatched versatility will win the hearts of motorcycling purists around the world." Powered by the 119 ft./lbs. of torque Thunder Stroke 111 engine, its new chassis concept was designed to handle a wide load range - cartridge forks and an air-adjustable rear shock with 4.5 inches of travel are said to mean that it can carry up to 533 lbs. The new model starts at \$20,999, including a two-year unlimited mileage factory warranty and one year of free membership in the Indian Motorcycle Riders Group.

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

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# NEWS BRIEFS

Harley-Davidson has renewed its sponsorship for the 2016 AMA Pro Flat Track season - the Harley-Davidson GNC1 presented by Vance & Hines class. Over the course of the season, Harley pay out a per-race contingency totalling \$96,000. The top five competitors in each race will receive a payout, regardless of the brand of motorcycle entered. As a bonus to motivate the top rider racing for the Milwaukee-based marque, the Harley mounted rider with the highest points total at the end of the season will receive a year-end bonus of \$25,000. The series was formed in 1954.

Arctic Cat reported a net loss of -\$2.4 million on net sales of \$166.0 million for its 3rd quarter to the end of December 2015. For the 3rd quarter of its previous financial year it had made +\$7.5 million on net sales of \$193.7 million.

The 2016 AMA Hillclimb Grand Championship will be held July 29-31 in Neoga, Ill. In addition to chasing AMA National Champion status, racers will contest for AMA Hillclimb Racer of the Year, AMA ATV Hillclimb Racer of the Year and Youth Hillclimb Racer of the Year. The King of the Hill award also will be given to the fastest competitor in a run-off. Hillclimb is one of the AMA's oldest racing disciplines, dating to the early 1900s.

## Azzkikr's Indian 'Frontier 111' Custom Springfield

Indian Motorcycle has unveiled its first custom edition of the recently announced Indian Springfield - "Frontier 111" - designed for them by Len Edmondson of Phoenix, Arizona based Azzkikr Custom Baggers fame.

Continuing Indian's commendable program of engaging with leading aftermarket custom motorcycle and parts designers and manufacturers, Indian describe this bike as combining Edmondson's "acute attention to detail and outrageous craftsmanship" to "offer a truly show-stopping example of a thoroughly modern retro bagger that features classic lines via contemporary artistic flare."

The Frontier 111 has obvious salutes to pedigree by incorporating the heritage of the Indian brand's skirted front fender, a leaf-spring equipped springer front end, jockey shifter with foot clutch, and historically inspired color palette, surrounding Indian Motorcycle's powerful Thunder Stroke 111 engine.

"We have been working on the cutting edge of the custom bagger movement for years now" says Edmondson "but it's not often that you get to reveal a custom based on a motorcycle the factory just introduced.

"From day one, we wanted something that reflected the big front wheel trend, but still spoke to the heritage and style that is uniquely Indian.

"Everything on the bike aside from the triple tree [custom made by KewlMetal] was hand-made or manufactured in our shop to an OEM quality standard to fit on the Springfield's stock frame, so nothing on it makes any actual changes to the engineering of the present bike. In other words, if I wanted to send parts to someone to reproduce this bike with a new Springfield, they could put it together using the same bolt patterns. That makes this build truly revolutionary."

"The Indian Springfield is a touring bike that is meant to be ridden, and by building an extreme custom around the stock frame, the Frontier 111 stays true to the spirit of the motorcycle," commented Reid Wilson, Marketing Director for Indian Motorcycle. "Len and his team did an amazing job with this build and it was very exciting to unveil this bike at the 75th Anniversary of Daytona Bike Week."

See more about Azzkikr's Frontier product line for Indian motorcycles at:

[AzzkikrCustomBaggers.com](http://AzzkikrCustomBaggers.com)



## Polaris acquires Taylor-Dunn to expand its Work & Transportation unit



Polaris Industries Inc. has acquired Anaheim, California based Taylor-Dunn, a provider of industrial vehicles, serving a broad range of commercial, manufacturing, warehouse and ground-support customers.

Taylor-Dunn, a privately owned company, joins prior acquisitions GEM, Goupil, Mega and Aixam, as well as Polaris Commercial Off-Road Vehicle (ORV) Sales, in Polaris' Work & Transportation division, part of Polaris' Global Adjacent Markets business.

"While Polaris is best known for our leadership in powersports, adjacent markets are an important aspect of our growth strategy, and industrial vehicles are a natural extension for us," said Dan Chumbler, General Manager, Work & Transportation, Polaris.

"Taylor-Dunn is a leader in light industrial and commercial vehicles and has a deep understanding of industrial customers. They've earned a stellar reputation over the last 60+ years of providing application-specific solutions that are reliable, efficient and economical. With Taylor-Dunn joining our portfolio, we look forward to offering an expanded product portfolio and enhanced commercial sales and service to a larger customer base."

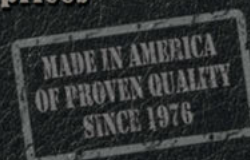
Taylor-Dunn will become a wholly owned subsidiary of Polaris. It will continue to be a distinct brand and operate from its current headquarters and manufacturing facilities. Polaris Industries reported annual sales of \$4.7 billion for 2015.

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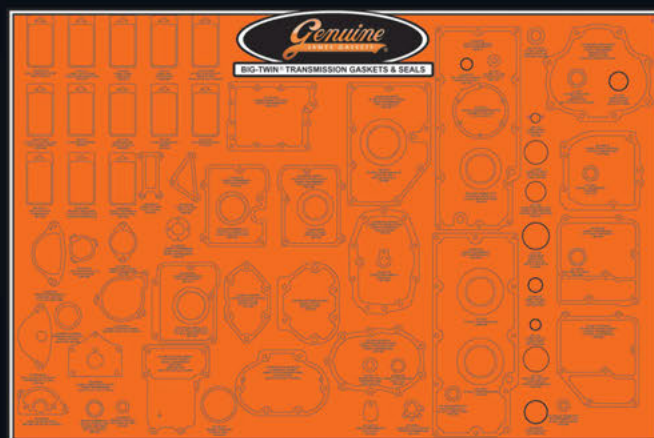


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# ThunderMax Premier Dealer Programme includes training course

Founded in 1995, Thunder Heart Performance entered the EFI tuning market with their ThunderMax program in 2003 and has continuously updated its product line and worked hard to develop new technologies for Harley tuning, but has always understood the importance of dealer education and training.

The V-twin industry's transition to fuel injection and electronic engine management has been a very different one to that encountered by dealers in the mainstream of the street and sportsbike markets.

The air-cooled V-twin market already had many decades of experience and heritage in its locker, squeezing the best from normally aspirated engines, whereas in the 'metric' motorcycle industry it was the advent of electronics that actually opened up a market for advanced tuning that really hadn't been there previously, or at best was confined to the paddock or



In addition to two days of training, Premier Authorized ThunderMax dealers get advanced TMax Thunder Software and direct factory support

routine service intervals.

Air-cooled V-twins represented a whole new series of obstacles and opportunities where tuning was concerned, and having been at the vanguard as EFI engineers and

emissions compliance consultants to many of the then burgeoning number of new OE custom bike brands, the Thunder Heart operation was ideally placed to be an early entrant, and with that came the birth of what we now know as one of the market's most simultaneously sophisticated and advanced, but also real-world-riding and user-friendly product lines.

ThunderMax took away a lot of the smoke and mirrors that appeared to shroud EFI tuning in a cloak of mystery and made it accessible to consumers. V-twin industry dealers on the other hand enthusiastically embraced the business opportunities that the fuel injection revolution represented right from the get-go, and to help them do



so, ThunderMax was one of the vendors who pioneered fuel injection and tuning training at trade shows around the world, and were among the first to develop a structured program of training.

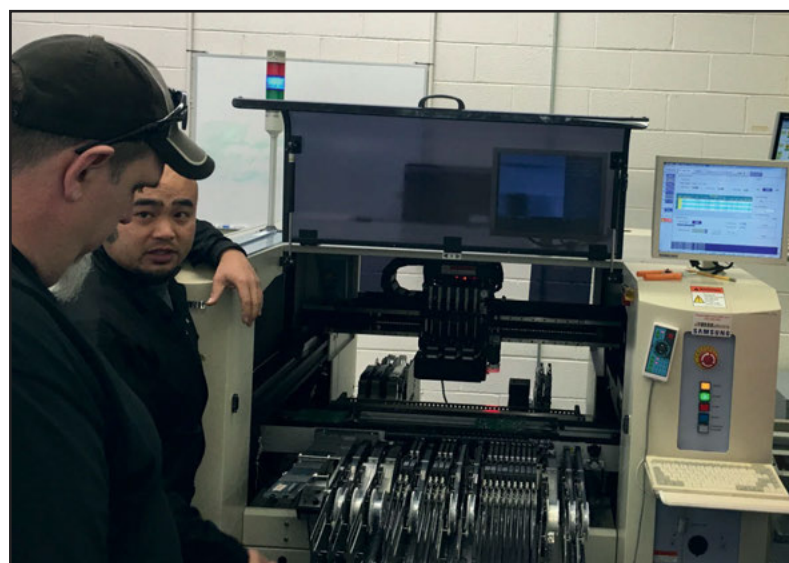
Their Authorized Premier Dealers are able to tap that experience at the company's White House, Tennessee, worldwide headquarters in the shape of an in-depth two day and hands-on tailored ThunderMax training classes that are designed for small groups of 4-6 participants.

Additional benefits of their Premier Dealer program include direct ThunderMax factory support, advanced TMax Tuner software, direct referrals from ThunderMax web, rally and support inquiries, cohesive information partnership with 360 degree support, First-to-Know new product feature, software, firmware and tech support updates, discounts on services and support items available through ThunderMax, marketing tools and sales materials, including literature and informational kiosk programs, and dealership listing as a ThunderMax Premier Authorized Dealer on the high-traffic TMax site.

[www.thunder-max.com](http://www.thunder-max.com)



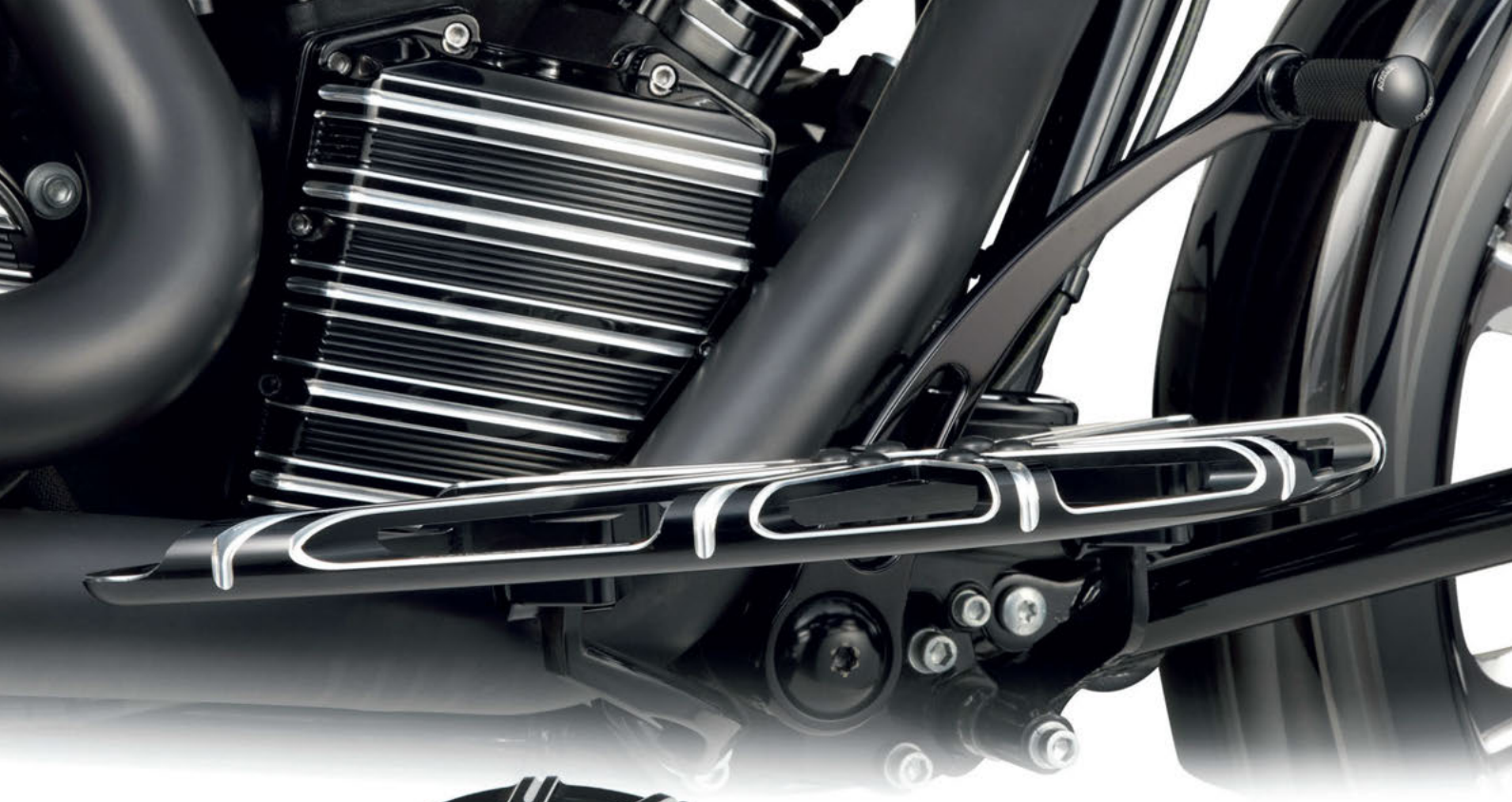
ThunderMax was one of the vendors who pioneered fuel injection and tuning training at trade shows around the world, and were among the first to develop a structured program of training



ThunderMax print and pot their own circuit boards in-house. Authorized Premier Dealers are able to tap that experience at the company's White House, Tennessee, headquarters

ThunderMax took away a lot of the smoke and mirrors that appeared to shroud EFI tuning in a cloak of mystery and made it accessible. V-twin industry dealers enthusiastically embraced the business opportunities that the fuel injection revolution represented





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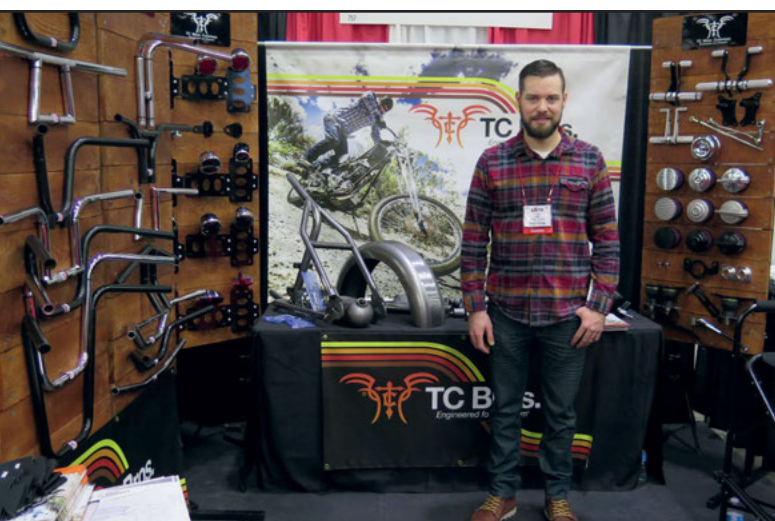
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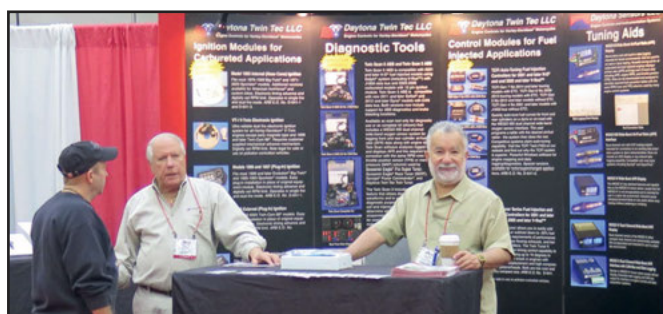
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**KOSO:** The new 6 piece gauge package for touring models is described as a plug and play for FLHT, FLHX and FLTR from 2004 to 2013. It fits OEM housing and connectors; [www.kosonorthamerica.com](http://www.kosonorthamerica.com)



**KIBBLEWHITE PRECISION MACHINING:** The Californian valvetrain specialist (owner Will Kibblewhite, left, with engineer Mike Perry) continues to invest heavily in manufacturing technology and materials research. Recent new products include new heat-treated, reduced mass steel retainers developed using new finite element analysis software, and redesigned with weight savings of up to 28 grams per set. Available for Shovelhead, Knucklehead, Panhead, Evolution, Sportster, Twin Cam and Sportster 833cc valvetrains; [www.kpmi.us](http://www.kpmi.us)



**ACTIA/GRIFFIN:** The Czech manufacturer of the DIAG4BIKE range of fuel injection tuners and diagnostic scanning tools returned to V-Twin Expo this year as a seminar presenter and in collaboration with Griffin Tools & Supply of Carpentersville, Illinois, who are importing and supporting the product line. DIAG4BIKE is also being sold by HardDrive, who also displayed the range during V-Twin Expo; [www.diag4bike.eu](http://www.diag4bike.eu); [www.actia.cz](http://www.actia.cz); [www.griffintoolsandsupply.com](http://www.griffintoolsandsupply.com)



**GOODRIDGE:** Founded in 1969, the brake line specialist says it is a "world leader in fluid transfer systems" and that every one of its brake lines is "individually 100 percent pressure tested, guaranteed to be leak-free and gives an improved braking experience"; [www.goodridge.net](http://www.goodridge.net)



**ENERGY ONE CLUTCHES:** Kent and Nancy Foltz have over 30 years of experience in the high performance motorcycle clutch industry. Their Big Twin clutch upgrade kits include a full set of performance friction plates with a "maximum groove pattern for heat dissipation and fluid circulation and race proven friction material"; [www.energyoneclutches.com](http://www.energyoneclutches.com)

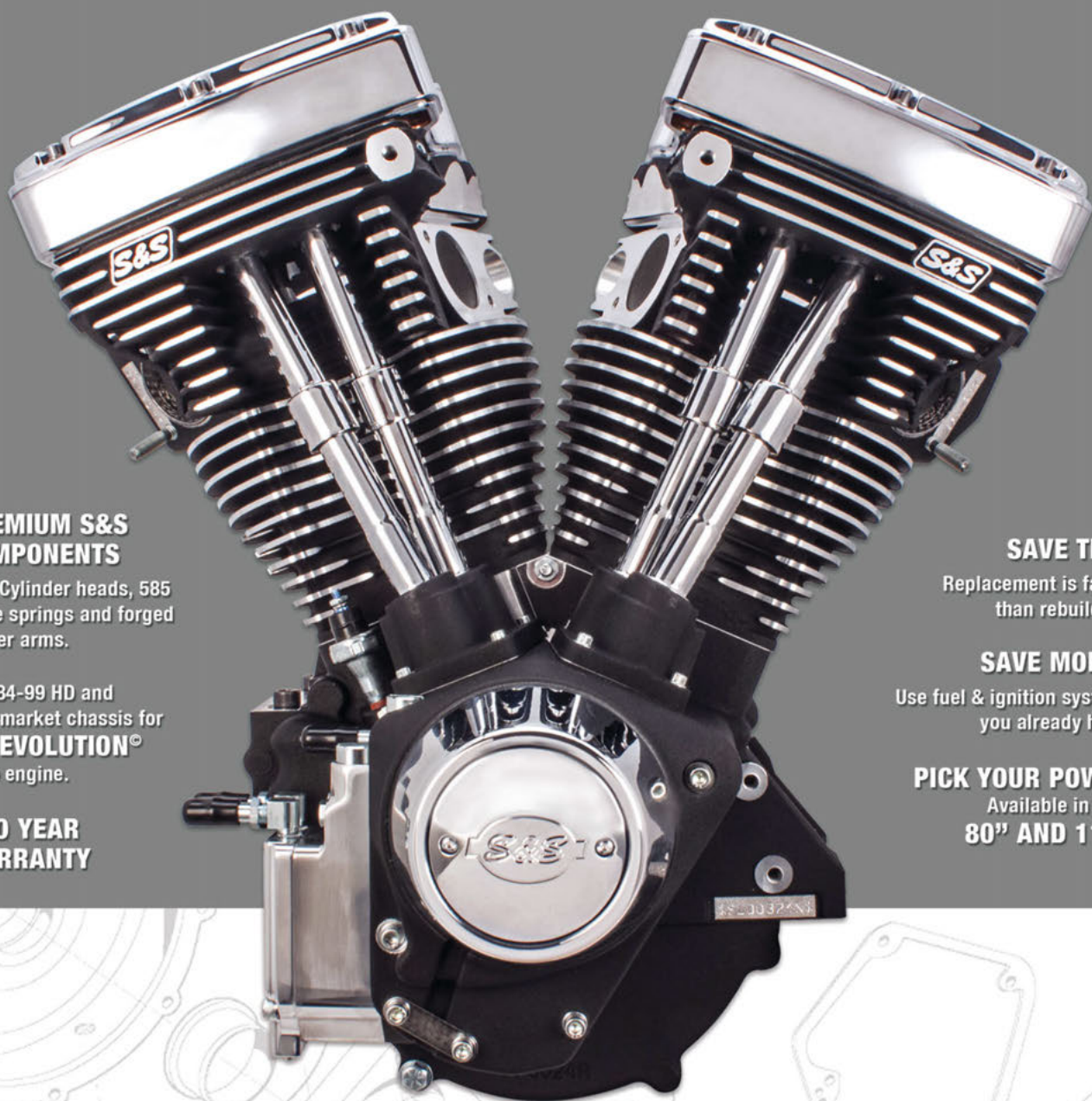


**CYCLE ELECTRIC:** Charging system specialist Roxanne and Karl Fahringer's American made Cycle Electric program is legendary for its range and durability - from regulators and rectifying regulators to stators, 46 complete charging systems to cover from 1936 to present day models; [www.cycleelectricinc.com](http://www.cycleelectricinc.com)

**CUSTOM CYCLE ENGINEERING:** Sometimes it is the simple things that make all the difference to motorcycle handling - such as CCE's recently launched Engine Equator II for all 2009 and up tourers (FLHs and FLT), a billet aluminum replacement for the stock forged engine bracket that allows riders to correct chassis misalignment; [www.customcycleengineering.com](http://www.customcycleengineering.com)



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**DESIGN ENGINEERING INC:** Their next generation flexible heat shields "work great as OEM replacements, over exhaust wrap, or even doubling up existing metal heat shields," says DEI's thermal barrier specialist Brian VanKoeveering. Also check out their new titanium 'Protect-A-Sleeve' critical hose and wire protection that adds a stylish custom touch; [www.deipowersports.com](http://www.deipowersports.com)



**ANTIGRAVITY BATTERIES:** The Los Angeles, California based lithium-ion battery specialist says its American made ultra-compact and lightweight YTX12 24-cell lithium ion motorcycle battery is the "highest power in a small battery you can get." At just 5 lbs, it is said to deliver a weight saving of up to 11 lbs, and despite its compact 5.82" x 3.4" x 5.12" size, it can produce a massive 720 cranking amps to turn over largest V-twins easily. The high power, light weight and small dimensions makes it "perfect for custom builders who don't want a massive lead/acid battery ruining their great design"; [www.antigravitybatteries.com](http://www.antigravitybatteries.com)



**ZIPPER'S PERFORMANCE PRODUCTS:** From engine upgrade "muscle" kits to Red Shift cams, T-MAX fuel injection management and "Zip kits", there's 35 years of experience behind the Zipper's name - check out their new cushion-drive chain conversions kits for 2009 and up Touring models; [www.zippersperformance.com](http://www.zippersperformance.com)

**RUSH RACING:** Headquartered at Merrillville, Indiana, and exhibiting at V-Twin Expo as a guest of Biker's Choice, one of their US distributors, Rush Racing are known for their 'Big Louie' mufflers, 'War Horse' slip-ons with proprietary interchangeable baffle technology and 3-step, 2-into-1 design 'Wrath' headers with 2.5 or 3" collectors. Rush emphasize the results their design and manufacturing technology achieves - "our high-output performance pipes that will produce more horsepower and torque than any other conventional true dual through increased exhaust scavenging" with inside and outside ceramic coated headers with torque chamber technology. Recent new products include true duals for select Indian model slip-ons for the Indian Scout; [www.rushracingproducts.com](http://www.rushracingproducts.com)



**JIMS USA:** New 2016 products from the Californian ISO9001 certified performance and tools specialist include a remote fuel supply for fuel-injected motorcycles, a motorcycle lift tool and lubricant tray, late model neck bearing tool, a shifter mechanism sleeve remover and installer and a vacuum tappet "pump up" tool that takes the bleed technology that is found in the JIMS brake bleeding tool and applies it to hydraulic lifters, plus a line of "essentials" for Indian and Victory models; [www.jimsusa.com](http://www.jimsusa.com)



**LEPERA ENTERPRISES:** Craftsman made motorcycle seats don't come any better than their popular line of seats, from the thin low sleek look of the Bare Bones to the comfortable and stylish Outcast GT. Founded 44 years ago and still family owned and operated, LePera continues to make their seats exclusively on steel 16 gauge base plates by hand; [www.lepera.com](http://www.lepera.com)



**BELT DRIVES LTD:** From BDL branded open and closed belt drives and clutches to the popular GMA brake caliper and forward controls program - authentic Californian parts and accessory manufacturing, all in house from foundry to CNC machining; [www.belt drives.com](http://www.belt drives.com)

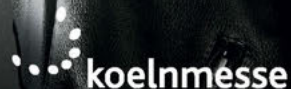


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**TWIN POWER:** The Twin Power brand was first established as a line of high-quality replacement motor parts by Jim Thompson, Charlie Hadayia Sr. and others for NEMPCO (The New England Motor Parts Company) in 1982. Tucker Rocky went on to buy NEMPCO (in 1992) rebranding it as Biker's Choice (itself originally a NEMPCO own brand) in 1998. Fast forward to 2016, and the Twin Power program is now headed up for TR by former S&S Cycle and Baker Drivetrain man James Simonelli - in a curious case of what goes round, comes round, Simonelli was hired for TR by another former S&S Cycle man, no less than Charlie Hadayia Jr., who is now a Senior Brand Segments Director at TR. With so much industry knowledge behind it, look for the Twin Power line to flourish in the years ahead - first fruit of that experience and a clear marker for the brand's direction has been the launch of a well received new line of Twin Power lithium-ion batteries and technical components such as replacement primary chains, cam chain tensioner shoes and a 34-tooth compensator eliminator sprocket; [www.twinpower-usa.com](http://www.twinpower-usa.com)



**VANCE & HINES:** Prolific is the only word to describe the California manufacturer's ongoing new exhaust fits and design program, but leveraging the Vance & Hines motorsports heritage to enter the valve train components market has been a particularly eye-catching development. Initial offerings in their "Race Shop" program are valves and spring kits with cams, pistons and a 30 + HP kit for Harley Touring models; [www.vanceandhines.com](http://www.vanceandhines.com)



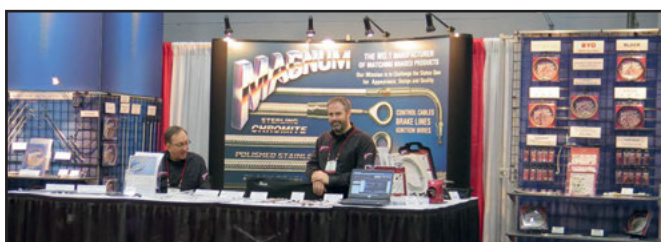
**NAMZ:** The Namz range of OEM harness and electrical component designs and assemblies includes ready to install and do it yourself kits, custom or OEM replacement wiring harnesses, stainless or copper braiding, battery cables, braided oil and fuel lines and more connector and terminal options and fixes than you can shake a Twin Cam loom at! [www.namzccp.com](http://www.namzccp.com) [www.badlandsmotorcycleproducts.com](http://www.badlandsmotorcycleproducts.com)



**MIDWEST MOTORCYCLE SUPPLY:** The fast growing Ultima Products line includes new "King Spoke" wheels, polished silver and black T-VO 113 and 127" cubic engines, a Twin Cam engine rebuild program, 2" late model primary belt drives for '06 to present Dyna and '07 and up Softails and black 2" and 3.35" belt drives. Hot news from the show was that Ultima Manhattan and Kool Kat wheels will soon be available in black, prototypes were on display; [www.midwest-mc.com](http://www.midwest-mc.com); [www.ultimaproducts.com](http://www.ultimaproducts.com)



**RIVERA PRIMO:** A slew of new product initiatives in the past 18 months for the Californian manufacturer and distributor and now "new digs" - a move from their long-time Whittier facility to a new 70,000 sq ft warehouse and manufacturing complex at Goleta (Santa Barbara) and corporate headquarters, sales and tech support center at Paramount, near Los Angeles; [www.riveraprimo.com](http://www.riveraprimo.com)



**MAGNUM SHIELDING:** Manufactured with an enhanced construction and designed to be compatible with Harley-Davidson ABS requirements for stock and alternate length brake lines, Magnum's "Designer Series" braided ABS front brake line kits consist of a direct fit lower assembly used in conjunction with alternative length upper lines. The kits fit most models (Touring, Softail, Dyna and Sportster) and come with a 3-AN connection to bridge the two for easy installation. PTFE tubing braided with Kevlar reinforcement provides the ultimate in high performance by greatly reducing line expansion. Manufactured in the USA, Magnum brake lines exceed all DOT FMVSS-106 requirements; [www.magnumshielding.com](http://www.magnumshielding.com)



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## **Road Glide Engine Guard Eliminator Brace**

When removing your stock engine guard add styling and strength to your 2015 and later Road Glide with this HHI-designed support brace in Chrome or Black Powder Coat.



## **Fairing Support Bracket**

This New HHI Adjustable Fairing support bracket comes in Late and Early model kits, complete with hardware in Black Powder Coat or Machine Finish.



## **HHI Speed King Handle Bars**

Now shipping in 7, 9, and 11 inch sizes. These exciting New Bars are available as a Bar only Kit or as a Complete HHI Handlebar System with HHI Custom Hand Controls pre-wired for a direct bolt-on installation. Speed King Bars are available for Road Glide and Road King bikes and come in both Chrome and Black Powder Coat.

## **Softail Neck Rake Kit Now Shipping**

Building a full-on CUSTOM Softail... Now you can professionally add a 26 inch wheel to your bike with HHI's New Softail Builder's Kit that includes a unique weld-on Neck Rake Kit and FL-style Short Neck Triple Tree to finish off the installation.





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## **V-Rod Inverted 55mm Triple Trees**

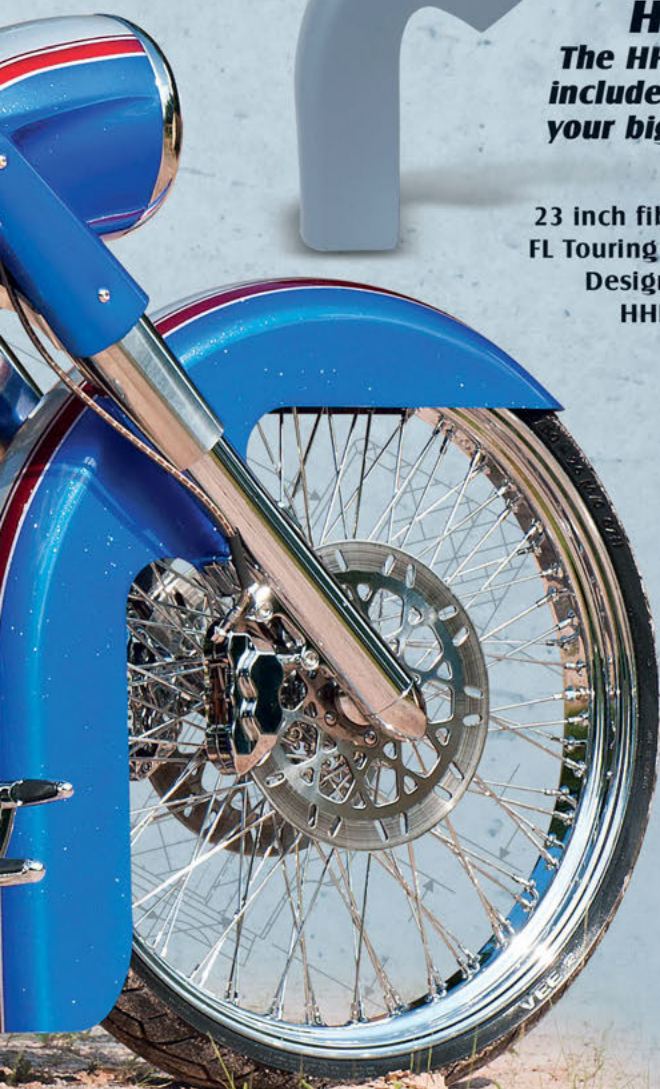
These New HHI Triple Trees come in 4, 6, & 8 degree rake configurations for the Inverted Front End V-Rod. Available in Black Anodize, Machine or brilliant Chrome finish, they are designed for Trike, 23 inch and 26 inch wheel conversions. 49mm conventional Fork Models for V-Rod also available.



## **HHI Fenders** *The HHI Fender family now includes FL Style Fenders for your big wheel conversions -*

23 inch fiberglass FL style fender for all FL Touring models from 1984 to present. Designed to work best with the HHI X23 triple tree install.

New 26" Steel Classic  
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## **Blaze Red 4 & 6 Piston Calipers**

Looking to make a statement on your next build? HHI is now delivering stunning Blaze Red 4 & 6 piston calipers as well as our classic Show Chrome, Black Anodize, and Blaze Red. Call us if you need a special color.



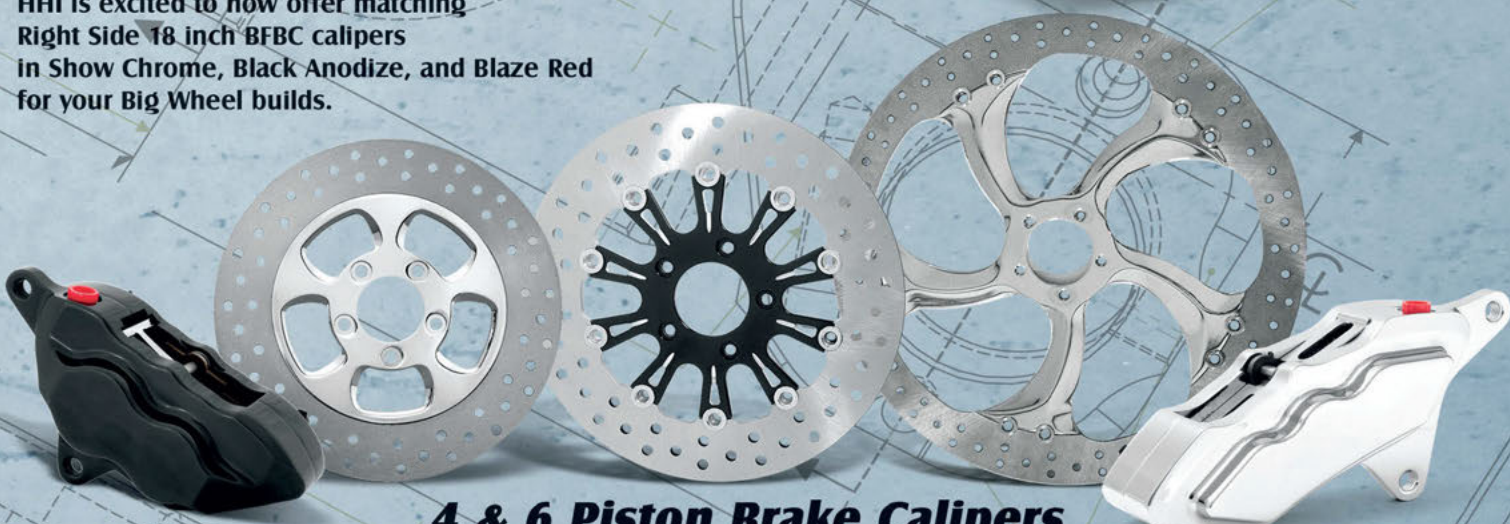
## **Direct Bolt-On Calipers**

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



## **18 Inch Right Side 6 Piston Calipers**

HHI is excited to now offer matching Right Side 18 inch BFBC calipers in Show Chrome, Black Anodize, and Blaze Red for your Big Wheel builds.



## **4 & 6 Piston Brake Calipers and Floating Rotor Kits**

- 11.5", 11.8", 13", and 18" Rotors in HHI Pin Drive and Cog Drive Styles
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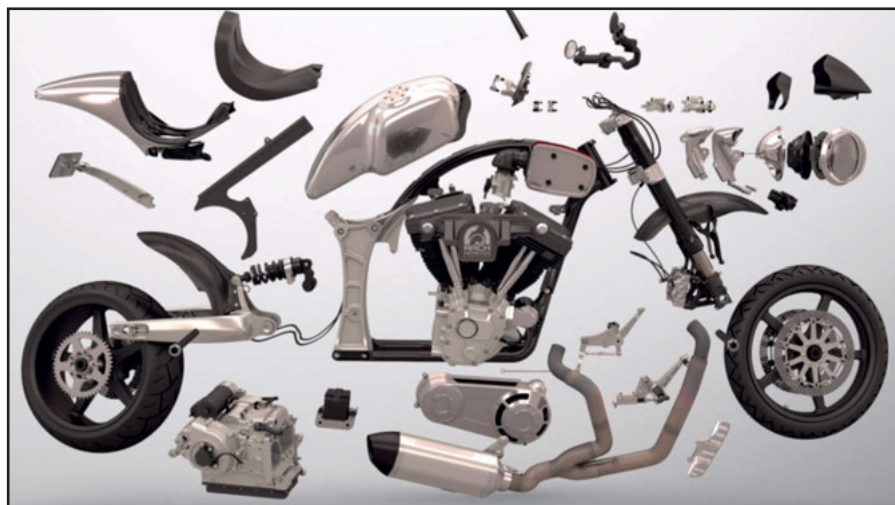
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# The Arch KRGT-1 gets EPA/CARB approval

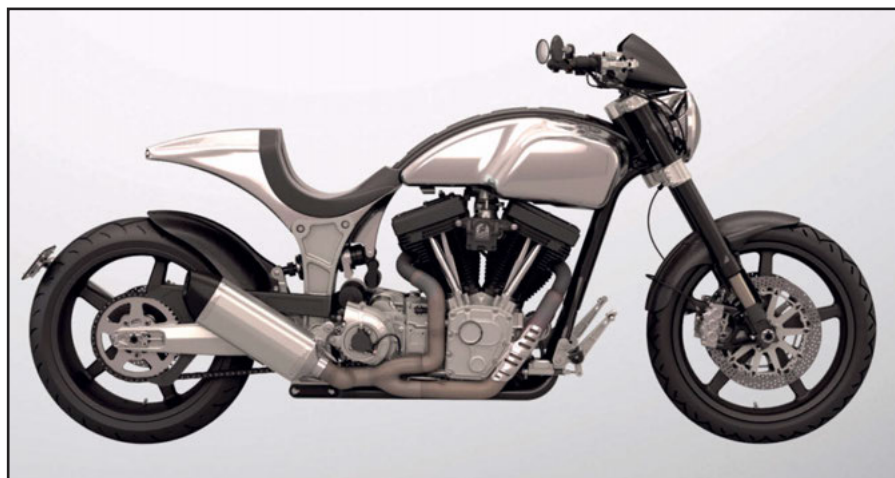
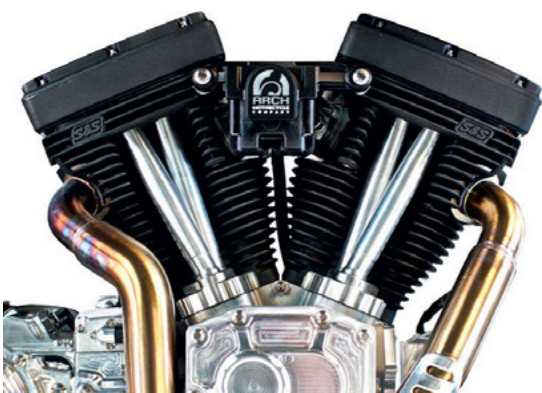
**A**rch Motorcycle, the "ultra-premium" American V-twin manufacturer co-founded by Gard Hollinger of LA County ChopRods fame with Hollywood actor Keanu Reeves, has had its first production model certified as emissions compliant by the Environmental Protection Agency (EPA) and California Air Resources Board (CARB) in the United States. This means that their KRGT-1 is now road-legal for sale in all 50 states. Powered by a proprietary S&S Cycle T124 Twin Cam style 124 ci/2,032cc 45 degree downdraft, fuel injected V-twin, Arch Motorcycle is no "celeb-fest" boutique bike building ego trip - this is serious contemporary production V-twin motorcycle design and engineering from the top drawer. With the help of S&S Cycle and other collaborators, Arch Motorcycle is doing it, and doing it right. Ever since its unveiling last year, the KRGT-1 (the first of a series of designs) has won admirers with all who have ridden it; indeed with up to 100 planned for production, although the \$78,000 price tag places the bike outside of mainstream consideration, it is far from excessive for the quality and originality that Hollinger and Reeves' decade long collaboration has



produced. Be under no illusion - the KRGT-1 is an achievement worthy of recognition. Working in conjunction with S&S Cycle, Arch have developed a new downdraft induction system that is positioned between the two halves of the "fuel cells" (gas tanks to you and me). "Shaped and efficient" intake air dams collect and deliver the air, and the multi-function design allows the dams to support

the frame and the billet aluminum headlight housing. Each of the two halves of the gas tank have no less than 66 hours of machining in it (!) to reduce 534 lbs of aluminum to two 9 lb 'cells', which are then custom-finished and joined. The right 'cell' interior has been designed and reinforced to act as an aluminum structural chassis member - with the entire Arch downdraft system

>>>





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\*Motorplates can be supplied with a 2" or 3" Cyclone Primary Drive

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contained between the two 'cell' chambers and the tube and billet steel frame. A multi-functional oil pan/transmission mount and a cross-member/battery tray have been designed in-house and made, in the company's own words, "by carefully chosen outsource partners". S&S have also collaborated to develop the Arch "Unitized" drivetrain - a compact unit that is said to provide a "strong, serviceable, proprietary system that streamlines and balances" the KRG-T1.

An Arch "cove reflective taillight embodies design elements that challenge expectation - the multi-function LED unit sits inverted and hidden within the reflective aluminum rear cowling, eliminating the need for traditional plastic lensing. "The Arch modular billet aluminum swingarm requires over 17 hours of machining. Hidden behind its strong sculpted exterior, pocketing and wire channels reduce weight by 55 percent. Titanium adjusters and a hollow chromoly axle complete the assembly."

Front suspension is a 43mm fully adjustable Ohlins inverted set-up with a fully adjustable piggy-back reservoir Race Tech single shock with hydraulic preload adjustment at the rear. Customer options include 2" or 3" handlebar pull-back risers, narrow or wide mounted footpegs and forward or mid controls in a "limitless array of unique finishes" - over 200 parts for the KRG-T1 are said to be being manufactured in-house.

The transmission is an Arch proprietary 6-speed with custom compact high torque main shaft, and an Arch Bandit dry belt with compact clutch

basket with a right side 530 O-ring chain final drive.

The wheels are ultra-light BST South African manufactured carbon fiber items - 3"x19" front, 8"x19" rear; the brakes are Swedish made ISR 6-piston monoblock radial mount calipers with dual ISR floating dampened discs.

The KRG-T1 weighs in at 538 lbs dry and has a 5-US gallon tank for a range of around 200 miles, a 68" wheelbase, 30 degrees of rake, 5" of trail and 27.8" seat height.

Historically, not every bike offered in this price range has warranted the ticket; indeed there are plenty who would argue that short of the rarefied air of the MotoGP paddock, no bike warrants this kind of price tag, especially in a post-Lehman custom motorcycle market characterized by garage-builds, and a long overdue return to "roots". However, there will always be top-end projects, regardless of the economic and build cycle, and in the Arch KRG-T1 the market has a motorcycle that is aspirational and innovative in equal measure - the craftsmanship, styling and engineering screams "ride me", not just "own me".

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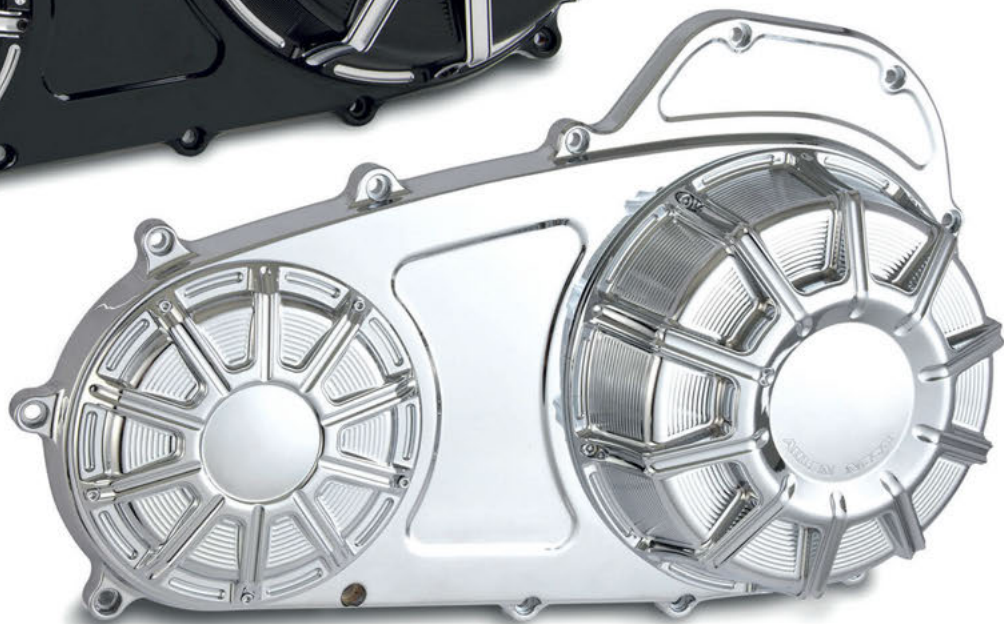
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[www.ARLENNESS.com](http://www.ARLENNESS.com)





## Cam and primary chains

Twin Power has added these cam and primary chains for V-twin motorcycles - exclusive to Twin Power and available to dealers through Tucker Rocky/Biker's Choice. Described as an alternative to costly O.E.M. chains, each set



features solid rollers and precision-ground side plates for smoother operation and less wear on the tensioners. They are said to be lower stretch and longer lasting than stock chains, exceeding all O.E.M. specifications and providing a longer service life.

Made in Japan, these chains "have the highest tensile strength available" and are offered for all 1936-2016 Big Twin and 1957-2016 Sportster models; the cam chains are also offered for all 1999-2016 Twin Cam Big Twin models.

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[www.bikerschoice.com](http://www.bikerschoice.com)  
[www.twinpower-usa.com](http://www.twinpower-usa.com)

## Twin Cam 2-piece motor plate with 2" wide open belt drive

BDL's new TC2PB-2 (Baggers) and TC2PS-2 (Softails) open belt drive systems feature a 2-piece motor plate design with 2" belt and were developed specifically for use on both Softail and Bagger models from '07-up.

The kits fit '52-'69 pulley combinations for a 1.32:1 drive ratio. However, the belt profiles are unique to each belt, so matched pulleys are required. The front pulley face and spring collar have matching patterns and the front pulley is counter-bored for a "super clean open appearance." The 6-bolt diaphragm clutch configuration is new, providing a slightly different, firmer feel while improving the appearance. Kits come with a custom side and top guard, which "provide for that aggressive open dome look."

Additionally, the spring and collar have been enhanced in order to provide more positive lock-up when used with big inch and high horsepower



engines. The kits come in black, chrome or polished, with either a 2014-up hydraulic or standard ball bearing pressure plate.

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## Big Twin forward controls

Hazelwood (St Louis), Missouri based distributor MID-USA's V-Factor billet forward controls for 4-speed frames with hydraulic rear brake and 1986 - 1999 Softails are CNC-machined from anodized billet.

They feature rubber inserts in the footrests, brake and shifter pegs and are available as standard length kits in 3/4" or 5/8" bore, with master cylinder rebuild kits separately available.

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[midusa@mid-usa.com](mailto:midusa@mid-usa.com)  
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Peg profile - rubber inserts in the footrests, brake and shifter pegs; matching grips available

Available in 3/4" and 5/8" bore



V-Factor CNC-machined black anodized billet forward controls for Big Twins/4-speed frames





# OptiMate USB chargers, designed for power sport!

# OptiMATE

Purpose-built for motorcycle and all powersports vehicle applications, OptiMate 2.1A USB chargers are 100% true power rated, with a continuous 2.1A delivered to power hungry devices such as tablets and phones. The built-in Apple 'handshake' guarantees your iPhone or iPad is going to charge at the appropriate maximum - for example the iPhone 6 will charge to 70% in one hour.

The in-line sealed design protects the electronics against rain or snow and the charge socket's rubber boot and sealing cap removes easily to shake out accumulated dirt or water. If the charger is left hooked-up when the bike is parked, the built-in vehicle battery protection shuts off when the battery voltage drops to 12.5V.

These days a USB charger has become an essential piece of kit for riders, but the problem is that there is more to USB charging than simply the maximum charge current rating. Many shop-bought USB chargers just don't cut it where the rigors of the motorcycle electrics or the riding environment are concerned.

A smart phone or tablet has to 'qualify' the USB charger before it will hook-up to take a charge. First it checks the voltage (5 volts is the USB standard), then it verifies what the maximum current is that the USB charger claims it can deliver. If it gets the wrong signal, you might see the 'Not charging' message pop-up or the phone limits the charge current - in other words, it charges a lot slower than it should, even if the product claims it can deliver more and faster.

The OptiMate range of motorcycle compatible accessories is extensive. The O-103 comes with the DC 2.5mm plug that is commonly used in all heated apparel - the ideal companion for tankbags fitted with the OptiMate O-30 tankbag power entry; the

O-104 comes with a molded BIKE (DIN) 'Hella' plug that fits all BMW, Triumph and Victory OEM sockets; and the O-107's SAE connector fits all industry standard SAE connectors.

The OptiMate O-100 SAE 'stubby' and sealed O-102 with 40" cables both deliver 1000mA and shut off before the battery voltage drops into the 'difficult to crank' level, and the O-110 USB splitter allows a rider to simultaneously charge two devices, such as the GPS and a camera.

The OptiMate range is available through Parts Unlimited or Drag Specialties in the United States and other approved distributors worldwide, including Parts Europe.

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# Ironhead Sportster ribbed primary covers



French manufacturer EMD now offers its ribbed primary covers for '71-'76 and '77-'90 'Ironhead' Sportsters. Made from cast aluminum with CNC-machined gasket surfaces, these primary covers feature a raised rib design. They bolt in place of the OEM covers to "give any Ironhead Sportster a very 'analog' Old School look." Original hardware and gaskets can be used. Note that the '71-'76 primary cover is not compatible with bikes equipped with a compensating sprocket; the '77-'90 primary cover comes with an additional early release ramp clutch kit that's provided for use on '77-'84 XLs. The '77-'90 primary cover can also be installed on early '86-'90 EVO 4-speed XLs where separately available clutch cable, Allen screws set, shifter axle, left crankcase chain tensioner and footpeg studs are also installed. Available in raw,



black, black cut and semi-polished finishes.

**ESTEVE'S MOTORCYCLE DESIGN**  
St Chély d'Apcher, FRANCE  
Tel: 33 (0)6 07 58 19 35  
[esteves5@wanadoo.fr](mailto:esteves5@wanadoo.fr)  
[www.estmd.com](http://www.estmd.com)  
[www.emd-part-usa.com](http://www.emd-part-usa.com)

# Scorpion clutch for '41 to early '84 Big Twins

This Barnett Scorpion billet clutch for '41 to early '84 Big Twins features a precision-machined aluminum pressure plate, increased clutch plate surface area, six coil springs and a steel inner hub for a smoother, more progressive clutch engagement and increased capacity.



Multiple spring sets are included to provide a wide variety of spring pressure options, making it ideal for all applications from stock to heavily modified motors.

The Scorpion also features a double roller bearing to eliminate the 'wobble' that is common with the OEM clutch. It can also be run wet or dry, and is designed to fit into the stock-type clutch basket; a lock-up version is also available.

**BARNETT CLUTCHES & CABLES**  
Ventura, California, USA  
Tel: 805 642 9435  
[info@barnettclutches.com](mailto:info@barnettclutches.com)  
[www.barnettclutches.com](http://www.barnettclutches.com)

# OEM replacement rectifier/regulators

Noted motorcycle electrics specialist Rick's Motorsport Electrics' high-performance rectifier/regulators are new (not exchange or re-conditioned items) and built to exceed OEM specifications as high-quality, cost-effective replacements. A direct replacement for the stock item on '88-'99 Evo Big Twins and '84-'89 Big Twins, they come with the factory plug ends for an easy install. Part of their market-leading 'Hot Shot' series, they feature MOSFET (metal oxide semiconductor field effect transistor) technology, so they run cooler than OE, which equates to a longer lasting, more durable design. DRAG SPECIALTIES, USA, [www.dragspecialties.com](http://www.dragspecialties.com)



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# ASA Jensen brand replacement stereo and speaker upgrade options

When ASA Electronics of Elkhart, Indiana, introduced the JENSEN Heavy Duty HD1BT two years ago, it was (and as far as we are aware still is) the first true Plug 'n Play replacement radio made specifically to fit into Harley-Davidson factory openings.

Built to deal with the unique environmental stresses that motorcycle audio products are subjected to day-in, day-out, it features Bluetooth technology and installs without the need for any special mounting kits, brackets or adapters with the factory harness plugging directly in to the back.

The rugged construction includes features such as the



power (50 watts x 4 channels) prove insufficient. The USB and AUX-in is accessible by adding the optional JEN-AUX, which can be mounted somewhere on the dash or, with the 9ft cable, be tucked away in a saddlebag or tour pack.

Also available are high performance water-resistant, sealed design 50 watts peak power (25 watts RMS) 5.25" speakers that are a direct replacement for the stock speakers in 1998-2013 FLHT/FLHX/FLTR fairings and are said to provide an excellent frequency response along with great cosmetics.

Also seen here, these 60 watts peak power (30W RMS) 6.5" speakers are said to deliver more bass and bigger sound than the 5.25" speakers and they mount into the smaller existing holes in 1998-2013 Harley-Davidson Electra Glide and Street Glide fairings and ship with two adaptor rings that allow these larger speakers to be mounted into 5.25" factory speaker holes.

Both sets of speakers are matched for, and can be packaged with the HD1BT replacement stereo and match all the factory connectors.



The HD1BT accepts the factory harness



6.5" speaker shown with 5.25" adapter ring

face of the unit being waterproof rated to IPX6 (Powerful Jetting Water) for safe hosing down during cleaning, with the rear chassis rated at IPX5 (Jetting Water).

The stereo's features include Bluetooth streaming audio (A2DP) and source control (AVRCP), plus iPhone and iPod compatibility with control and charging from the USB. The unit includes AUX-in, AM/FM and weather band, along with S.A.M.E. weather alert. It is also SiriusXM ready to allow an upgrade to a hidden SiriusXM satellite radio tuner and antenna and have total control from the face of the unit.

The tuner features auto-store, seek tuning and RBDS, and front and rear line outs for adding amplifiers, should the standard output of 200 watts maximum

**ASA ELECTRONICS**  
Elkhart, Indiana, USA

Tel: 574 264 3125

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

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



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# Zodiac adds seats and brakes for 2016

Massive expansion of Biltwell seats at Zodiac International



Zodiac has added 12 different styles of Biltwell seats for Sportster, Dyna and universal applications. The range includes solo and two-up seats in classic, café and other great looking designs which can be found in the online catalog at [catalog.zodiac.nl](http://catalog.zodiac.nl). Biltwell seats feature vacuum formed ABS plastic or stamped steel seat pans, molded polyurethane foam and rugged hand-stitched vinyl covers in a variety of stitching patterns.



## Biltwell 'Sporty-8' for Sportsters

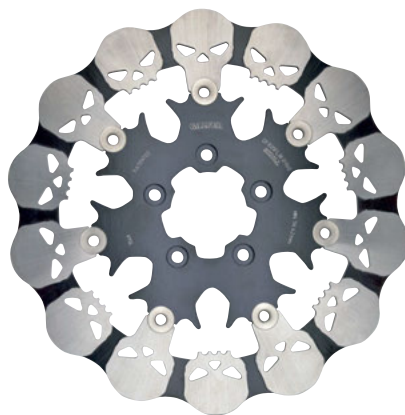
This Biltwell 'Sporty-8' is a "leaner and cleaner" version of the stock solo seat found on XL Forty-Eight models, and a direct bolt-on replacement for the stock seat on all other 2010 to present Sportster models; no springs or hinges are required - measures 13 1/4" (33.6 cm) long and 10 1/4" (26 cm) wide. Available in Smooth, Checkerboard, vertical Tuck 'n Roll and horizontal Tuck 'n Roll finish.

Atomizer nozzle for S&S Super E and G carburetors



Available as an upgrade for any S&S Super E or G carburetor, instead of pouring droplets of fuel into the intake, this atomizer nozzle creates a very fine spray of fuel, which is said to result in a much better combustible air/fuel mixture - improving fuel economy, torque and horsepower.

## Galfer 'Skulled' disc brake rotors



Manufactured in Spain by Galfer, these 'Skulled' disc brake rotors are said to combine race-proven brake technology and a "stellar design into the ultimate stopping power." Available as full floating or rigid mount for most applications, the discs come in 10" (254mm), 11.5" (292mm) and 11.8" (300mm) diameter, are TÜV/KBA approved and available for most 2000 to present Harley models. Can also be fitted to most 1984 thru' 1999 Harleys when installed with a retrofit disc adapter (separately available).

**ZODIAC INTERNATIONAL BV**  
Mijdrecht, NETHERLANDS  
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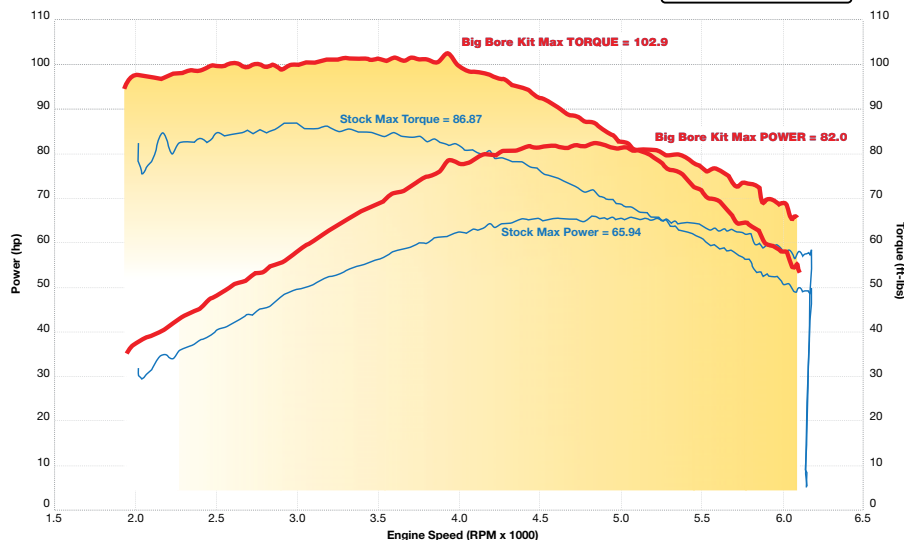


## RevTech 97" and 106" Big Bore kits



Custom Chrome has released two new RevTech brand Big Bore kits with forged and coated KB pistons - 97 and 106 inchers - for Twin Cam 96" from '07-'14 and Twin Cam 88" from '99-'06.

Working on the basis that there's "no replacement for displacement", these Big Bore cylinders increase the displacement of an 88" Twin Cam to 97" and raise a 96" Twin Cam to 106" with no case machining. Each piston and cylinder are measured out, then sized to match and finished honed, ready to be installed. Both kits give a 10:1 compression ratio. Available in black and



natural finishes, each kit includes RevTech 3.928" cylinders with machined fin edges in black wrinkle or natural finish; KB forged pistons with anti-friction skirt coating and moly rings and multi-layer steel head gaskets. Custom Chrome says that for best performance results new cams and a carb/EFI upgrade can be added; a choice of

replacement ring sets and head gasket is available.



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## J&M 'Rokker' XX Extreme speaker kits



Available from Drag Specialties, Tucson, Arizona based audio and rider communications specialist J&M Corporation's 'Rokker' brand audio components and accessories are among the best selling and most durable on the market. Their XX Extreme 330 watt 2-speaker install kits, seen here, feature two fully weatherproof 6.65 inch 'Rokker' XX speakers, mesh grills, tweeter rings,

wiring harness and their XXR 330-watt RMS amplifier.

The in-fairing mounted 2 channel amp is rated at 165 watts per channel and has settings that have been dialed-in and optimized to the exact speaker configuration to "provide optimal on-highway volume, clarity and overall performance."

The custom designed, ring-mounted dome tweeters are weather and shock proof for durability. The system provides two signal sources for enhanced speaker clarity and a deep bass that is said to rival many of the so-called high-end audiophile component systems.

Engineered to be 100 percent plug-and-play, they are described as maintaining the integrity of the stock internal wiring harness and are available for '14-'16 FLHTCU, FLHX and FLHTCUTG and '15-'16 FLTRX models.

**DRAG SPECIALTIES**  
Janesville, Wisconsin, USA  
Tel: 608 758 1111  
[drag@dragspecialties.com](mailto:drag@dragspecialties.com)  
[www.dragspecialties.com](http://www.dragspecialties.com)

## 2015 and up 5-hole derby cover

New from Lake Havasu City, Arizona based manufacturer Joker Machine, this new 5-hole derby cover for 2015-up FL touring models with the new primary case is a stock replacement available in black anodized or chrome-plated finishes. Requiring the use of a new aftermarket gasket, it is made from 6061-T6 billet aluminum in a choice of finned, smooth and CNC engraved flame styles, designed to be a match for Joker Machine's popular master cylinder cover and point cover product lines.

JOKER MACHINE, USA, [www.jokermachine.com](http://www.jokermachine.com)



## 5-spoke style intakes

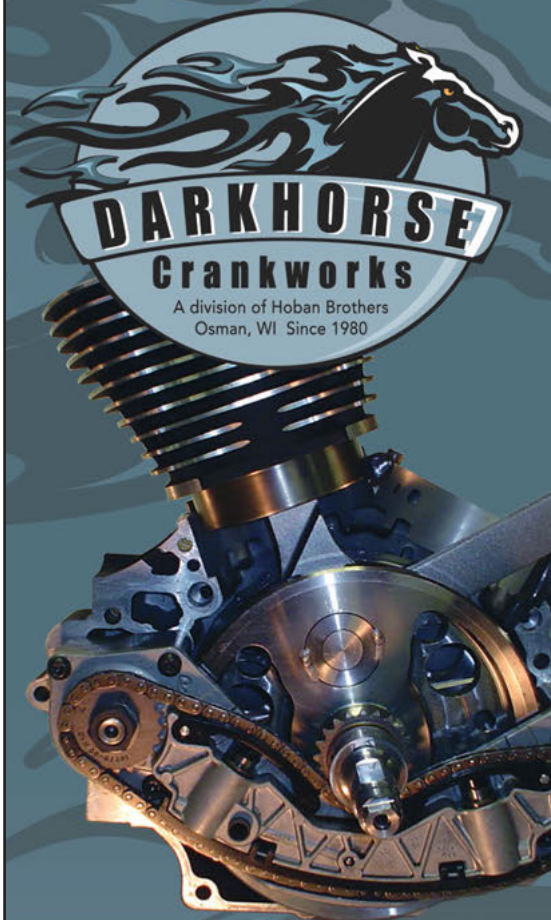


Another popular production piece seen on Kenji Nagai's one-off, award-winning customs is this Ken's Factory 5-spoke intake for Twin Cam, S&S Super E and Harley CV style carbs and stock RFI set-ups.

Offering "a fresh, new look to the existing options out there," this "highly detailed" velocity stack features a metal mesh filter air input element. "It is not only designed to turn heads, but to breathe well at speed," says Kenji.

Available in polished or black anodized aluminum, they match the Ken's Factory 5-spoke derby covers.

**KEN'S FACTORY**  
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## Short 'Hi-Output' and 'Upsweep' 2-into-1 full systems

New for 2016, this Hi-Output family of full systems from Vance & Hines expands their popular line with an aggressively stout 2-into-1. Engineered to be a compact version of their signature stepped megaphone, the Hi-Output 2-into-1 Short is "perfect for the rider who demands the performance of a 2-into-1 and the distinctive sound of the Hi-Output." It is available in chrome or black for 2006-2016 Dynas and 1986-2016 Softails (except for Rocker models and CVO Softail).

Also seen here is Vance & Hines new 2-into-1 Upsweep Full System. "New for 2016, this all new 2-into-1 captures the essence of the urban scene. With a sculpted collector design covering the heart of this dyno tuned 2-into-1, it delivers street focused power and improved cornering clearance."

Featuring a CNC-machined end cap, optional quiet

Vance & Hines  
2016 American  
V-twin catalog

baffle and sculpted collector heat shield, it is available in chrome or black for 2006-2016 Dynas and 2004-2016 Sportsters with mid controls (will not fit models with forward controls).

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



Short



Upsweep

## Scout fender options

Said to be styled to be reminiscent of the '20s and '30s Indian fender styles, these bolt-on front fenders are designed for a "more slammed, lower profile look," according to Mitchell, South Dakota based Klock Werks President Brian Klock.

"The 'Klassic' gives timeless style, the 'Benchmark' is a more slammed, lower profile look, and the 'Outrider' is a tire-hugging, direct bolt-on replacement complete with built-in mounting tabs threaded to match the factory hardware. All our fenders are stamped from 14 gauge steel using precision deep-draw stamping technology that ensures a consistently smooth and flawless finish

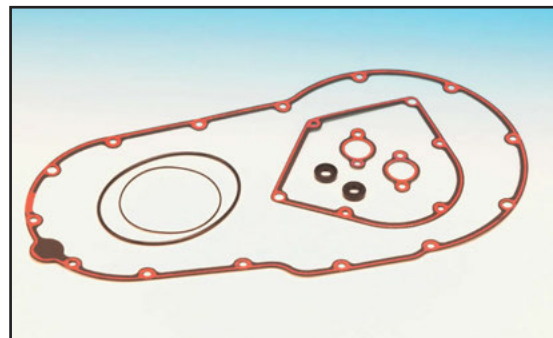
that minimizes bodywork.

"They are then e-coated to prevent rust and corrosion from manufacture to paint booth and beyond - so they can continue to resist rust after paint. Precision laser-cut technology ensures accurate fitment." Rear fender option and other Scout accessories are also available.

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



## Victory primary gasket and seals kit



Dayton, Nevada based specialist James Gaskets is well known for offering dealers access to the most comprehensive gaskets and seals program for Harley applications, going back as far as 1936.

However, seen here is James' primary gasket kit for Victory models from 1999 to present. The comprehensive kit features beaded Foamet primary, cam, chain tensioner and derby cover gaskets, and all necessary o-rings and seals.

Precision manufactured in stiff chemical and heat tolerant aluminum, the cross-linked Foamet Nitrile synthetic rubber is chemically blown to create a soft, conformable layer that is permanently bonded to the SAE 5052 H38 aluminum core. The Foamet compresses, providing excellent torque retention and sealability, with no additional sealants required. Founded in 1979, and still under family ownership at its 46,000 sq ft, Dayton, Nevada facility, James Gaskets has always been well known for its investment in materials research and use of the best available metals and sealant techniques for the applications concerned.

In the case of James Gaskets' Nitrile Foamet technology (or Nitrile Butadiene Rubber - NBR - to give its full technical name), it delivers good overall resistance to oils and the chemical 'packages' usually included in modern day oil formulas. It also delivers excellent heat resistance with the added advantage of superior conformance to the sealing surfaces found in OE and aftermarket V-twin primaries and improved tolerance of the lower clamping loads used in V-twins.

**JAMES GASKETS**  
Dayton, Nevada, USA  
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# Garwood signature wheel designs



Lexington, North Carolina based Garwood Custom Cycles has added three new custom billet wheel designs to its 'Signature Line' collection. Named 'Dane', 'Game' and 'Zion', they are offered in nine finishes - red, blue, green, purple, gold and orange, contrast cut, chrome and black polished finishes - and backed by a full 3-year chrome warranty. The wheels fit most manufacturers and models and have been in development for over a year,

Dane



with rigorous testing and precision manufacturing quality control processes developed to "ensure quality design, fit, finish and function."

"We are excited about coming out of the gate with three new wheel designs. Each one provides a striking impact," said Steve Garwood, Operations Manager. "At Garwood Custom Cycles, we are focused on visual impact as well as on quality, and that's why we run our products through significant testing before they are ready for prime-time."

Wheels are available in sizes from 17" to 30". Custom wheel manufacturing is 2-3 weeks; custom colors are delivered on a 4 week turn-around. The wheels utilize military aircraft quality 6061-T6 aluminum.

Members of the Garwood Custom Cycles team have been building custom bikes for over 20 years and they bring their understanding of design, custom finishes and market trends to the custom wheel program.



**GARWOOD CUSTOM CYCLES**

Lexington, North Carolina, USA

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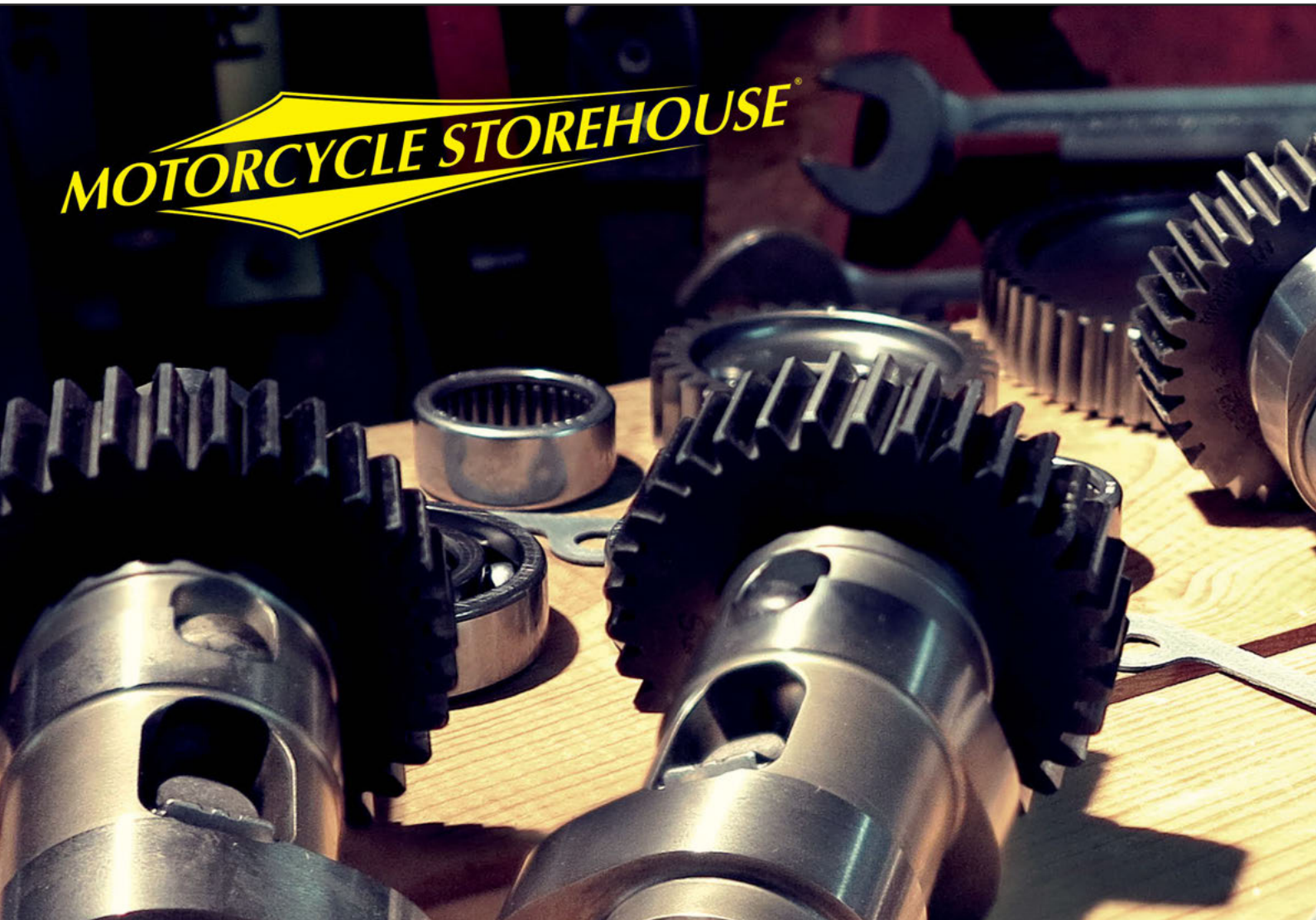


Game



Zion

## MOTORCYCLE STOREHOUSE





## Preload adjusters

These Speed Merchant front end preload adjusters replace the stock fork caps and allow

fine-tuning of the front suspension with almost an inch of preload adjustment. CNC-machined from 6061 billet aluminum, they allow the front end preload adjustment to be dialled-in without having to remove the stock caps and modify spacers. Gold finished, they come ready to install with O-rings.

Also seen here are Speed Merchant's 'Speed grips' – CNC-machined from 6061 billet aluminum for 1 inch bars, they are sold as a set. Available through Drag Specialties.

**DRAG SPECIALTIES**  
Janesville, Wisconsin, USA  
Tel: 608 758 1111  
[drag@dragspecialties.com](mailto:drag@dragspecialties.com)  
[www.dragspecialties.com](http://www.dragspecialties.com)



## Namz TBW and Delphi style connectors

Celebrating their 17th year in business, Oreland, Pennsylvania based Namz Custom Cycle Products are a leading "go to" source for all things Harley electrical, but as owner Jeff Zielinski readily admits, even they can't always get every contingency covered.

"Ever since 2008, when the factory began using throttle-by-wire, we have continuously come out with harnesses to support the new technology," explains Jeff.

"But there was one part that we had a hard time bringing to market and that is the 6-position Molex connector attached to the throttle actuator motor. This elusive connector was always available, but the minimums were through the roof!"

However, as seen here, Jeff says they do always have the original single row connector in stock and ready for shipping.

Another important part that Namz has in stock is the Delphi 36-pin ECM connector, also seen here. Jeff says that "since the early days of fuel injection, this connector was used beginning in 2000 and is found on motorcycles all over the world. However, ours is unlike the factory version... it is packaged as a kit and comes with all of the materials needed to install it - terminals, strain relief, retaining lock, and seal and cable tie round out the kit."

The full range of NAMZ/Badlands products are available through Drag Specialties, Parts Unlimited, Tucker Rocky, Mid USA, V-Twin, Parts Canada, Motovan, Les Importations Thibault, Parts Europe, Custom Chrome Europe, Motorcycle Storehouse, W&W Cycles, Zodiac, Rolli's Speed Shop, Wildrider



The original single-row connector for Harley throttle-by-wire harnesses

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The Delphi 36-pin ECM connector from Namz comes fully packaged as a complete install kit

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## Latest W&W additions

### 6V Antigravity Li-Ion



This 6-volt 8-cell Antigravity lithium-ion battery is lightweight and small enough to fit all horseshoe type oil tanks or early battery boxes. Made for those who ride classic older bikes that run the 6-volt system, it is a very reliable compact replacement for the heavy, large 6-volters of the past. It can hold a charge for up to a year provided there are no drains and can be installed in any orientation; it is only meant to power the ignition, not to run a starter motor; 110mm wide x 85mm high x 60mm deep; net weight 700 g; 55.2 Wh energy rating; adhesive backed foam mats.

### Bates 'BattBoy' battery box



Modern gel or Li-Ion batteries offer a significant advantage - they are leak-proof. Those who ever experienced spilled acid in their horseshoe oil tanks will appreciate this fact. On the other hand, owners of classic bikes do like the looks of their original energy store and the corresponding cover and mounts. With a Bates 'Battboy' battery jar you can have the best of both worlds, because what looks like a period type HM5 6V accumulator on the outside can house a safe, modern battery within. Just hook it with two eyelet wires to the terminals on the bottom of the lid and you are all set. Perfect also for 6 to 12 volt electrical system conversions. When using suitable Antigravity versions you even have some storage room left for a few small spare parts. Made in lightweight, durable ABS plastic it is available for OEM style horseshoe oil tanks, for

singles 1929-1936, 750cc 1929-1963, OHV Big Twin 1936-1964, SV Big Twin 1937-1948.

### LC Fabrications battery trays



Polished, universal mount battery carriers for Antigravity lithium-ion batteries, machined from 6061 billet aluminum to withstand vibrations. Mount anywhere you choose, in any position, using the supplied screws.

### Bates fuel valve conversion kit



This period look fuel valve conversion kit for the 1940-1965 thru-the-tank gas valve is made in Germany in cadmium plated steel and helps prevent the fuel valve leaks that often occur due to distorted tanks and misaligned fuel valves on classic gas tanks. The insert replaces the stock valve seat and accepts most 1/8" NPT petcocks on the bottom,

including the early factory version. The rod is omitted, the crossover line can be retained; with the included cap you can close the top of the tank.

### Vance & Hines Power Dual headers

With integrated V&H Power Chamber to generate more horsepower and torque than stock, they feature full heat shielding with 220° coverage. The right-side design eliminates the left-side passenger heat issues, routing hot exhaust gases below the footpeg and protecting vital engine components and side covers. Fitted with 12/18mm oxygen sensor ports for a seamless stock upgrade, they are available black, ceramic-coated or chrome-plated for 2009-2015 Touring models.



### HMB shifter ratchet

Available for stock 3-speed or custom 4-speed transmissions, this shifter mechanism allows conversion of 45 cui 1937-1973 Flathead hand shifters to foot shift or to a Jockey shifter. Made in Germany in zinc plated steel, it basically works like a ratchet-top on Big Twin models so that after each shift all involved levers return to their home position



ready for the next gear change. In addition to the ratchet, each kit comes with a ball joint, clevises and various mounting parts (shifter rods and shift levers not included).

### Belt optimizer pulley



Introduced by the factory in 1980 on the Sturgis model, the belt optimizer pulley has a great advantage over solid pulleys. The integrated rubber cushions of the 1-1/2" belt optimizer pulley are shock compensating and reduce the stress on the belt under hard acceleration, when riding slow in high gear or when downshifting - extending the service life of the primary belt. This 41-tooth 1-1/2" aluminum, steel and stainless steel replacement and upgrade kit for 1955-1999 Big Twins comes with stainless steel guard disc, 46 mm sprocket shaft nut and puller tool.

**W&W CYCLES AG**  
Wuerzburg, GERMANY  
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[sales@wwag.com](mailto:sales@wwag.com)  
[www.wwag.com](http://www.wwag.com)

**VANCE  
HINES**



## Lowbrow covers

These cast aluminum air cleaner covers from Brunswick, Ohio based Lowbrow Customs fit S&S Super E or G carburetors using the stock backing plate, air filter element and stock hardware.

They are available in polished aluminum or black in Finned, Fish Scale or Smooth designs.

Also seen here, Lowbrow Finned rear master cylinder covers fit '04-'14 Sportsters.

They utilize the stock gasket and hardware and are available in semi-polish or black electroplate aluminum with a finned design.



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## Road Rage III for Dyna; new 2x2 cross-over for Dressers

Bassani Xhaust has announced "a very important new system for the Dyna platform. We have taken our best selling pipe and made it even better. This system has everything an avid Dyna enthusiast would want."

The Road Rage III 2-into-1 for Dyna (available in stainless, chrome or black) features stepped 1-3/4" to 1-7/8" equal-length head pipes with advanced merge collector designed for maximum performance, stainless steel 304 construction, brushed finish with precision TIG welding and rear upper heat shield.

"We were able to bring the head pipes up more under the controls, for better ground clearance. The short megaphone muffler has an aggressive upsweep, also allowing for better clearance." Removable baffle and end cap and 18mm O2 ports with 12mm adapters and plugs included. Fits Dyna '91-2016 mid-controls only; new stainless version available.

Also seen here is a new 2X2 cross-over head pipe for 2009 - 2016 Dressers. "This head pipe is a great solution for someone wanting to run duals at an affordable price." The 1-3/4" head pipes are made to fit under stock heat shields; they come with a 1-3/4" cross-over pipe and have both 18mm and 12mm O2 ports. These are made to fit with stock mufflers, or if preferred a set of Bassani Xhaust slip-on mufflers can be added for a complete performance exhaust solution.



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# The "leaner, cleaner" '30-Daddy'



Described as "cleaning up the crowdedness," the '30-Daddy' spoke wheel from Californian manufacturer Ridewright Wheels has been designed in response to customers looking for a spoke wheel that allows "a little more air and light to show through a fat spoke wheel." "Tastes vary and evolve," says Ridewright owner and founder Sam Wakim. "Recently we have been detecting a trend towards more people looking for a spoke wheel style that offers a more minimalist look. Given that we have everything needed to make a solid wheel in-house here at our shop in Anaheim, we were quickly able to build some prototypes, test and prove the design, refine the production process, and now we are ready to release it to the market."

The '30-Daddy' is a light version of the original Fat



Daddy 50-spoke design that Ridewright launched many years ago. This new 30-spoker has all the same options available, such as colors, spoke styles, brake configuration, ABS compatibility if required, tubeless or tubed, with or without seal.

Sam says that they also offer one-off custom special finish treatments, and that in addition to Harleys it is available for Indian and Victory fitments.

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# 'Dimpled' brake and shift components

Oklahoma based Covingtons Customs continues to add new products - the new dimpled brake arm assembly and shift lever assembly are for all Touring models. The brake arm assembly includes the complete arm and pedal, which replaces the stock pedal; the shift lever assembly complements the "dimpled" style of the brake pedal, and a matching inner lever and shift linkage are also available. CNC-machined from the highest grade billet aluminum with a streamlined, dimpled style, they are available in chrome or black finish. The brake arm assembly and shift lever assembly fits '08 to present models. All mounting hardware is included.

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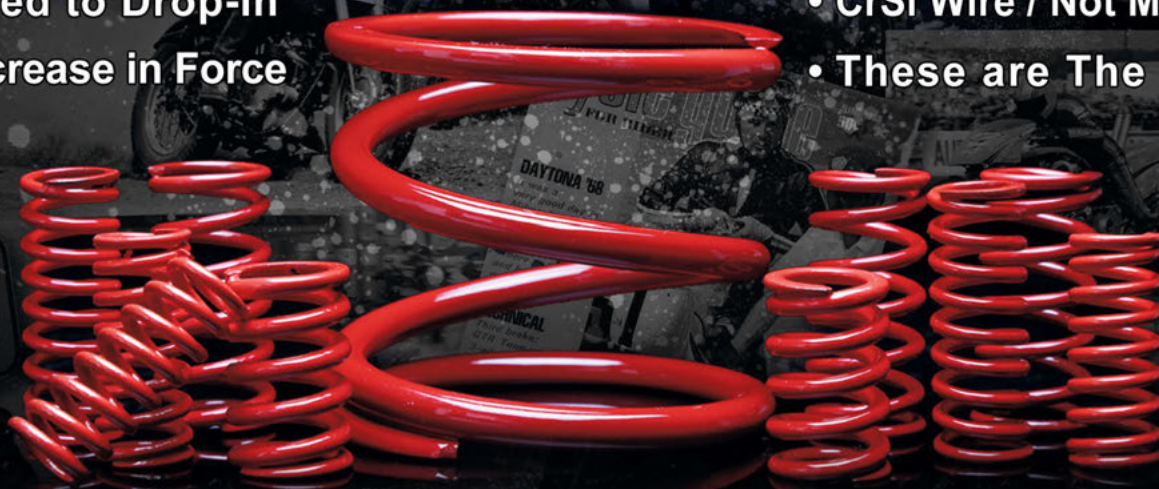


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## 2009 and up FL turbo system



Designed to "turn heads at the bar, but engineered to be at home on the open road," this turbo kit from New Century, Kansas specialist Aerocharger fits all 2009 and newer FL models - those with the 88" engine all the way up to the massive 143 inch.

The company says that the system can be installed with basic hand tools in just a few hours and that no engine modifications are required - allowing for 91 octane fuel to be used.

Available in black or chrome, kit choices include non-intercooled and intercooled, using either a 53 or 66-series Aerocharger for an "extreme power" setup. Rider-friendly maximum torque is said to be produced in the 2,000 rpm range, with maximum horsepower achieved at around 4,500 rpm. For stock 103" engines the minimum torque produced is 150 ft. lbs. with 125 hp.

The design has a self-contained oil

system with no drive belt, is twin-cooled engine and factory heat shield compatible, and produces no added heat up front.

The standard kit comprises their 53 Series Aerocharger, CNC machined aircraft grade billet aluminum alloy velocity stack airbox, stainless steel header, billet aluminum blow-off valve, larger injectors, heavy duty clutch spring, stainless steel turbo housing heat shield, turbo bracket, throttle body and exhaust gaskets, pressure hoses, breather hoses, stainless steel muffler, custom 5-ply silicone charge tube, pleated conical air filter, hardware and installation manual.

Aerocharger's kit will work with Power Commander V, Dobec, Thundermax, TTS, or any controller capable of reading positive manifold pressure.

Options and upgrades also include an intercooler for non-intercooled kits with an air/air intercooler - it includes the intercooler assembly, ram-air scoop, charge tubes, and all hardware necessary for the conversion.

Exhaust choices include a shorty pipe in black or chrome (also available at a later date) and a dummy pipe in black or chrome.

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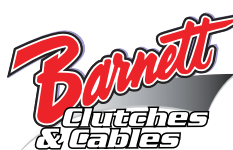
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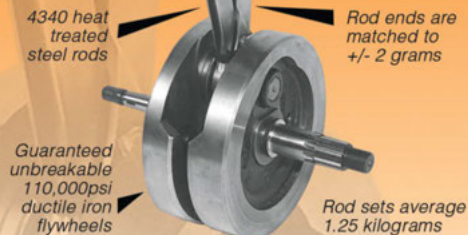


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Drag Specialties - [www.dragspecialties.com](http://www.dragspecialties.com)  
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# NEWS BRIEFS

Vance & Hines has renewed its partnership with AMA Pro Racing as Presenting Sponsor of the Harley-Davidson GNC1 class for the 2016 AMA Pro Flat Track season. Vance & Hines started its presenting sponsorship of the GNC1 class in 2014 - co-founder Terry Vance says that "the reason we got involved in the first place is that we felt Flat Track racing has a very bright future and the best overall chance of accelerated growth of any form of motorcycle racing in the coming years."

**Moto Illimites of Terrebonne, Quebec, Canada, has won Indian Motorcycles' 'Project Scout' dealer contest with their "Boardtracker" customized Scout interpretation.**

Much of the extra \$60m of marketing budget announced by Harley-Davidson last year is being spent on an integrated broadcast and social media campaign called "Live Your Legend" in which the company seeks to market the desirability of its metal based on the social and generational attributes of shared experience, friendship and legacy - inviting new generations of riders to build their own brand story.

**For the first time since 2006 the Harley-Davidson Screamin' Eagle Factory Team will feature two riders - Brad Baker and Davis Fisher - on the 2016 AMA Pro Harley-Davidson GNC1 presented by Vance & Hines Flat Track series - competing in all GNC1 Twins races, beginning with the Circuit of the Americas half-mile in Austin, Texas, on April 9.**

## Big Dog Motorcycles being built again

Matt Moore and Ivan Dewit have announced a comeback for Big Dog Motorcycles. After many years Moore has managed to secure the rights to the Big Dog brand and, based on the original proprietary design of trademarked and hand-crafted 1 1/2" O.D. tube frame, which is being built on the original tooling, a limited quantity of new 2016 K9's are being made, with shipping to dealers having started in February and some bikes having already sold-through to customers.

However, this is no "same old, same old" comeback. Matt Moore says the lessons of the past have been learned and turned to the advantage of the new project.

Referring to the years when Big Dog was out of production, Moore says "we weathered the storm behind closed doors, refining our motorcycles and business strategy. We were testing new concepts while keeping parts and accessory sales alive through BDM and building bikes as Kansas Motor Works. "We tested new designs that would otherwise have been impossible if motorcycle production had continued. We now have the chance to get back to our roots of hand-crafted, high-performance and production-grade reliability."

Moore says that the bikes being built now are the beneficiaries of the 22 years of experience since Big Dog was founded in 1994. Having grown to become the largest production-custom motorcycle manufacturer in the world, delivering over 30,000 motorcycles before production finally ceased in 2011, the new generation of Big Dogs sees the proprietary drivetrain and electrical systems abandoned, making the bikes easier to service, customize and find parts for.

"The 2016 bikes are being built using what 22 years in business and having over 30,000 customers has taught us. We have the largest sample size of customers riding our products of any manufacturer in our class, so we have learned lessons that are only taught at the OEM level. The 2016 models are the result of this education. Our new designs are based on the original frame geometry, but are exponentially more robust."

The 2016 K9, the primary model and one of the original Big Dog



Matt Moore



Motorcycles' best known models, is being powered by an emissions certified, 49-state compliant 124" S&S Super Sidewinder Evo style engine, the largest displacement engine ever used by Big Dog. The only real change to the original frame has been a new transmission mounting plate to accept the JIMS USA transmission and primary.

Fury Motorcycles of Minneapolis/St Paul (who used to be a Big Dog dealer "back in the day") has been among the first to start selling the 2016 models, along with European and UAE distribution.

At Daytona Bike Week they gave a debut to a new limited edition 'Mastiff', the most limited bike they have ever offered at just 10 units.

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

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