



AMERICAN MOTORCYCLE DEALER

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

"Creating the next chapter of our legendary legacy" – Matt Levatich's open letter to shareholders

In an unprecedented step, Harley-Davidson CEO Matt Levatich wrote an open letter to shareholders in April this year that was clearly designed to overcome investor anxiety following Harley's 2015 financial statements, and to head off any negative reaction to the then upcoming 2016 Q1 announcement.

The letter got very little coverage in the motorcycle media, yet it included some very interesting pronouncements, information and insights.

Levatich cited Harley's 113 years of giving "true individuals around the world a way to powerfully express their own personal freedom" and pointed to his own 22 years with company as a foundation for understanding "what our brand means to our customers" and paid tribute to a dealer network whose "sole purpose is to deliver exceptional experiences" and "passionate and committed".

However, from a strategic perspective

Levatich didn't duck the challenges that the company was faced with. "Our long history has taught us to be agile and adaptable to changing circumstances, and 2015 was one of those times. Last year served up one of the most competitive

'a good portion of our investment is in product development'

environments we've seen in years" acknowledging that "our 2015 results didn't fully meet our expectations" – citing the 1.3 percent decrease overall in global sales of new motorcycles, the 3.7 percent decrease in revenue to \$6 billion, the 10.9 percent decrease in net income (to \$752.2 million) and the 4.9 percent decrease in earnings per share.

However, the context being attempted shareholder reassurance,

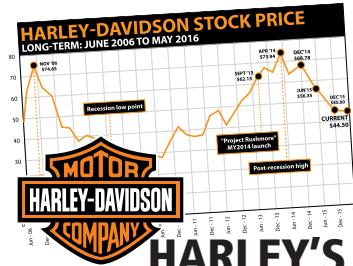
he also pointed to what he described as the "strong value" the he considered that the company had nonetheless delivered to its shareholders through a 12.7 percent increase in dividend rate and the repurchase of "nearly 28 million discretionary shares of our stock.

"Thanks to an all-out effort by our employees, suppliers and dealers, we were able to mitigate the impact of a highly competitive market fuelled primarily by currency headwinds. We also made progress against our objectives, including demonstrating our appeal and relevance to all customer segments globally," Levatich said.

"We are proud of our efforts in 2015 to preserve key performance measures and build foundational strengths for long-term success. We recognize there are challenges ahead, and we are taking solid steps to assert our brand promise, enhance our company capabilities and grow our leadership position and share in the markets we serve.

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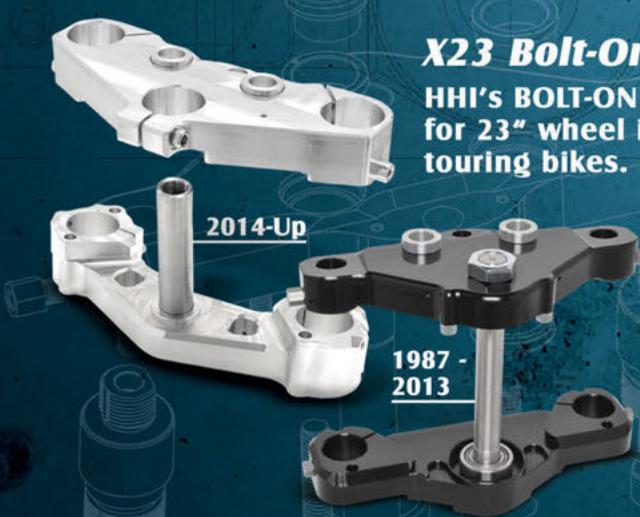


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**INTERMOT
CUSTOMIZING
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AMD WORLD CHAMPIONSHIP****Comment - Harley share price**

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Robin Bradley's comment this month features a detailed analysis of Harley's share price performance so far this year, in the context of some alarming market share trend data

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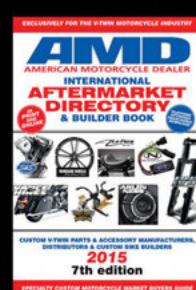


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Harley's share price woes now only underlying reality of what is happening



In the four months following Harley-Davidson's full-year 2015 financial results announcement in January, their share price has fluctuated wildly, with no apparent explanation for the stock market's uncertainty than just exactly that – uncertainty.

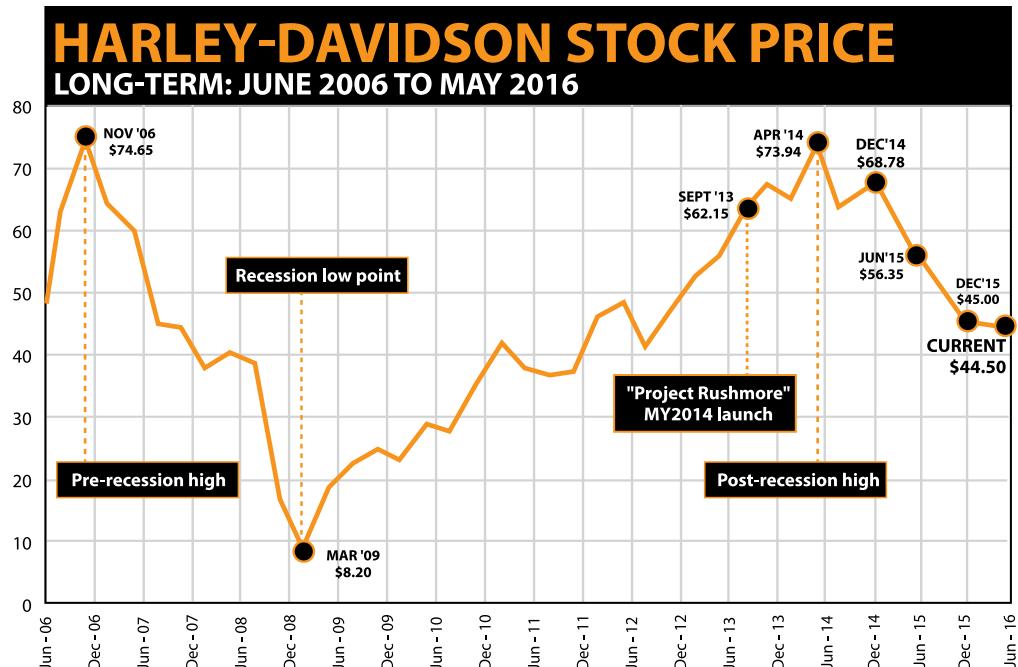
Uncertainty as to whether or not current pricing represents value or risk, uncertainty about whether the program of initiatives undertaken since October 2015 are sufficient to turn the company's fortunes around, and uncertainty as to whether the company has got what it takes in its locker to affect a long-term response to the issues it faces.

Yes, those issues have included foreign exchange trends over which no individual business has control, and include the reasonably frequent spasms of (often China inspired) jitters that appear to be the defining characteristic of Wall Street so far in 2016.

There's no doubt that wider economic uncertainties remain a concern, and that in a US election year, and this of all US election years, the only certain thing about those uncertainties is that they are not going to go away any time soon. The only adjective that accurately and fairly characterizes the global economy is "fragile".

The primary benchmarks against which Harley-Davidson's issues can be judged aren't so much the performance of the stock exchange as the performance of the international motorcycle market itself.

With the international motorcycle



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

market generally showing growth in most sectors, especially among the higher value, higher horsepower units that are doing well in developed markets such as North America and Europe, then given the instability of stock markets, this is a way superior background against which to calibrate the realities of Harley's fundamentals - and by any measure that analysis throws the company's travails into even starker relief than the doldrums of its P&L and Wall Street performance does. I am writing this towards the end of May, and as at May 23rd Harley's share price stood at \$44.23. This is a down to the \$51.66 it hit at the start of April,

but still up on the substantial improvement on the \$37.49 it hit around the end of January following their 2015 full-year financial statements.

That said, when put in the context of the \$55.41 it was at just before their 2015 Q3 financial statements announcement in October last year, and the \$59.79 12-month high it was at just before their less than galvanizing MY 2016 announcements in August 2015, it is clear that the investor community remains distinctly uninspired

by what it is seeing. However, further context comes in the surprisingly weak performance of Polaris Industries' share price over the same period. It is currently trading at \$82.21, following a steady decline from a 12-month high of \$153.49 in July 2015 – indeed Polaris' all-time high share price was in the region of \$157.00 as recently as November 2014. So, it would appear that both companies have been hit by, presumably, similar issues – weakness

'global economy remains fragile'

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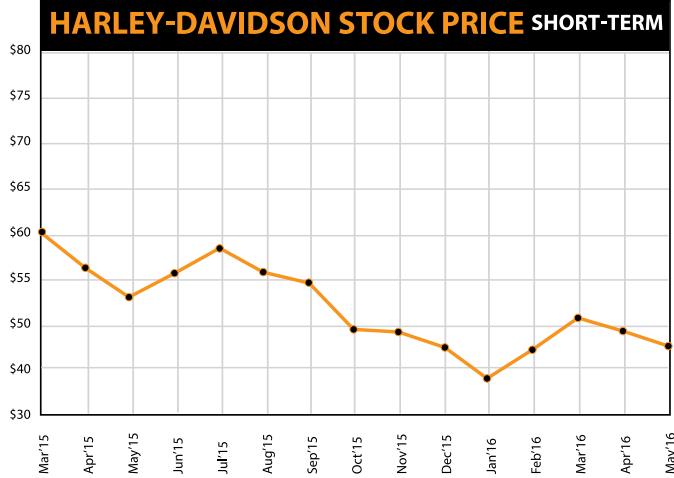
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y part of the story – check out the happening to their market share



' 36.42 percent of retail sales international in 2015'



This current rolling 12-month analysis of Harley's share price includes the negative responses to the August 2015 MY2016 announcements and the January 2016 full year 2015 financial statements

of the US Dollar and wider economic issues resulting in uncertain market sentiment.

The difference between the two though is that during this time Harley's motorcycle unit sales growth has stalled, while Polaris have seen their market presence stepped-up dramatically by their well-received Indian Motorcycle line-up.

A further dramatic difference is that Polaris had a pre-recession share price high of around \$35.00 early in 2015, and was trading at around \$20.00 a share at the time Harley-Davidson made their all-time high of nearly \$75.00 in November 2006.

Despite the recent reversal of post-recession share price gains for both, their relative positions of a decade ago are now entirely reversed, and in motorcycle market terms sentiment has the wind filling Polaris' sails whereas Harley is becalmed – caught between competitive pressures and their inability to respond quickly enough to the changed market opportunities.

With both manufacturers currently slugging it out for "Dark" and "Legend" bragging rights, another difference between Polaris and Harley-Davidson, on a moving forward basis (Harley's MY 2017 announcement not

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HARLEY-DAVIDSON DIVIDENDS

Year	Quarter	Dividend	Share price	Date
2016	Jun-16	0.35	48.32	04/30/2016
	Mar-16	0.35	39.85	03/02/2016
	Dec-15	0.31	45.78	12/28/2015
	Sep-15	0.31	54.65	09/01/2015
	May-15	0.31	54.61	05/28/2015
2015	Feb-15	0.31	61.68	02/18/2015
	Dec-14	0.275	68.78	12/02/2014
	Sep-14	0.275	63.5	09/12/2014
	May-14	0.275	71.04	05/27/2014
	Feb-14	0.275	64.94	02/17/2014
2014	Dec-13	0.21	67.51	12/13/2013
	Sep-13	0.21	63.3	09/13/2013
	May-13	0.21	56.35	05/28/2013
	Feb-13	0.21	53.45	02/14/2013
	Dec-12	0.155	47.83	12/14/2012
2013	Sep-12	0.155	41.93	09/26/2012
	May-12	0.155	48.49	05/29/2012
	Feb-12	0.155	46.05	02/17/2012
	Dec-11	0.125	36.69	12/16/2011
	Sep-11	0.125	35.71	09/28/2011
2012	May-11	0.125	37.16	05/31/2011
	Feb-11	0.1	42.12	02/18/2011
	Dec-10	0.1	34.5	12/17/2010
	Sep-10	0.1	28.34	09/29/2010
	Jun-10	0.1	29.18	06/01/2010
2010	Feb-10	0.1	24.43	02/19/2010
	Dec-09	0.1	25.59	12/17/2009
	Sep-09	0.1	23.53	09/24/2009
	Jun-09	0.1	19.04	06/02/2009
	Mar-09	0.1	9.26	03/03/2009
2009	Dec-08	0.33	16.94	12/17/2008
	Sep-08	0.33	37.93	09/29/2008
	Jun-08	0.33	39.99	06/03/2008
	Mar-08	0.3	37.07	03/03/2009
	Dec-07	0.3	46.3	12/19/2007
2008	Sep-07	0.3	46.44	09/27/2007
	Jun-07	0.25	59.73	06/07/2007
	Mar-07	0.21	65.01	01/03/2007
	Dec-06	0.21	70.46	12/20/2006
	Sep-06	0.21	62.75	09/29/2006
2007	Jun-06	0.21	49	06/05/2006
	Mar-06	0.18	51.1	03/07/2006
	Dec-05	0.18	53.08	12/14/2005
	Sep-05	0.16	46.9	09/29/2005
	Jun-05	0.16	49.25	06/10/2005
2005	Mar-05	0.125	61.7	03/04/2005
	Dec-04	0.125	59.5	12/15/2004

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

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withstanding?), is that in an evolving Victory motorcycles offer, Polaris are poised to keep Harley under pressure in Milwaukee's core market while having the field to itself in terms of the "new opportunities" that the market offers. While comparison between the share prices is meaningless without reference to margins, profits, turnover and market capitalization, out of fairness to Harley it is though relevant to point to the trading "headwinds" (most notably foreign exchange rates) and Polaris' specific issues (juvenile dealer network, paint shop and other production issues) that Polaris CEO Scott Wine has himself acknowledged in the past 12 months, and the fact that Harley is not the only domestic US powersports industry "major" to have share price woes at this time.

Indeed, referencing Polaris as "the other" domestic US powersports "major" also goes to a much underestimated Achilles Heel that, in competitive terms, that may bite Harley in the coming years – namely their tendency to hubris.

In a recent Bloomberg interview Matt Levatich was fairly dismissive, by inference, about the threat to their dominant in-class market share that Polaris (and other manufacturers) pose in the domestic US market.

Inappropriately so if Harley's recent market share performance is seen in the

Harley-Davidson Market Share 2008-2015

United States (601+cc)

Total Market New Registrations

	2008	2009	2010	2011	2012	2013	2014	2015
526,000	325,500	278,500	289,900	299,400	305,900	313,627	328,800	
218,939	162,385	143,391	150,900	161,300	167,800	171,079	168,240	
41.6%	49.9%	51.5%	52.1%	53.9%	54.9%	54.5%	51.2%	

Europe (601 +cc)

Total Market New Registrations

	2008	2009	2010	2011	2012	2013	2014	2015
459,400	368,000	344,800	328,500	300,400	281,800	319,801	351,700	
40,725	36,444	37,378	39,900	36,200	36,100	38,491	43,287	
8.9%	9.9%	10.8%	12.1%	12.1%	12.8%	12.0%	12.3%	

Percentage of H-D retail sales:

USA

69.78	66.93	64.56	64.49	64.71	64.74	63.84	63.58
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European

14.36	16.49	18.54	18.85	17.22	16.34	16.91	16.36
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International

30.22	33.07	35.44	35.51	35.29	35.26	36.16	36.42
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context of the wider motorcycle industry.

A deeper analysis of Harley's own retail sales figures shows that despite dramatically declining sales, their domestic US 601 +cc market share bucked the trend of the downturn and rose steadily from 2008 to 2013 when it peaked at 54.9 percent. However, having held broadly stable for 2014, it dropped back to below their 2010 market share performance for 2015 at 51.2 percent, and to judge by their 2016 Q1 data, is still headed further south.

In Europe the company did the same, bucking the downturn, climbing from an 8.9 percent market share there in

'uncertainty is the only certainty'

2008 and peaking at 12.8 percent in 2013; in the last two years sales in Europe have increased, in unit terms, but market share is down (12.0 percent in 2014 and 12.3 percent in 2015), also indicating that they are losing ground relative to the market – a market that Indian Motorcycle, in particular, are now a fast growing part of, and you can be pretty certain that their sales are not coming at the expense of large displacement sports and hyper-sports models!

In 2008, some 69.78 percent of Harley's retail sales were domestic, with 30.22 percent international (including Canada), of which 14.36 percent were to customers in Europe.

Broadly speaking, Harley's international sales percentage has grown steadily most years since then, peaking at 36.42 percent of retail sales being to international customers in 2015 (domestic down correspondingly to 63.58 percent) with 16.36 percent European (where sales as a percentage of global retail peaked at 18.85 percent in 2011).

From a low of 278,900 sales of units of 601+ cc in 2010, domestic US registrations have increased to 328,800 in 2015 - a growth of just over 18 percent at a time when Harley's market share of those has stood still (actually down by -0.3 percent in those five years).

In Europe the decline in the market lasted longer than was the case in the USA with sales of 601 +cc machines bottoming out at 281,800 units in 2013. However, in the just two years since then, the market has rebounded by over 24 percent while Harley, albeit on increased sales, has actually also lost ground relative to the market by 0.5 percent market share points.

Such is the foundation of said hubris. While returning sufficient value to shareholders to keep the raiders from the door is a laudable and essential priority (assuming that appropriate third party ownership is discounted as being desirable under all or any circumstances – something that is now a lot less clear cut than it once was), and marketing the crap out of the product they have got while also seeking new customers - whether in demographic terms, which they continue to do very well with, or in terms of the one-third of buyers who are new to riding at all - is also to be applauded, wearing blinkers where what is happening in the sectors of the market for which they don't have product is going to be what catches them out eventually.

Harley are right to be looking for new customers so assiduously, but as I said last month – there will come a point where that will require new metal, not just old promises, and the alarming truth behind their market share trend and what is likely to be happening this season too, is that they need that new metal straight away or else the apparent comfort of the market share gap between Harley and its nearest competitor will start closing very quickly indeed as those customers that could have been showroom traffic for Harley dealers will be being seduced by more contemporary platforms and the fast growing choice where "dark legends" are concerned too.



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NEWS BRIEFS

Michael Czysz, E-Bike pioneer and designer of many radical race engine and bike concepts, has died after a long fight against cancer. Motoczysz electric powered race bikes won four straight TT Zero races between 2010 and 2013. His 900cc double parallel twin and later Z-line triple camshaft engines never made it to the MotoGP start grid for which they had been designed but are still considered to have been ahead of their time.

Triumph's U.S. subsidiary says it is now the top-selling European motorcycle brand in North America, based on sales in the on-highway and dual-sport categories. April saw sales up by +31 percent over the same month of 2015; much of their growth is being driven by the new Triumph Bonneville line-up.

MotoAmerica has combined the Supersport/Superstock 600 classes for the 2016 AMA/FIM North American Road Racing Championship due to a lack of Supersport entries.

Korean helmet manufacturer HJC has signed a deal with marvel Comics for officially licensed graphic helmets featuring DC superheroes such as Iron Man and Captain America.

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He listed what he saw as being some of those 2015 efforts of which the company could be proud, including their international sales successes, specifically referencing the transition to direct distribution in Canada and the growth in Touring model sales seen in Europe, the addition of 40 new dealers internationally, the new long-term labor agreement at the York, Pennsylvania Vehicle Operations facility, what he saw as a holding of market share domestically in the face of competitive pressures that had included deep discounting, the rebranding of the Riding Academy program in the U.S. and the growth in the number of graduates, and the introduction of the 2016 models, including what he described as the "high octane" (!) S-series cruisers.

"In October, we announced our plans to build a stronger, deeper bond with our existing loyal customers while creating powerful connections with new customers – those who already ride and those who have not yet discovered the sport of motorcycling. We challenged ourselves to free up resources – both financial and people – for more demand-driving focus and investment in 2016 and beyond.

"In 2016, we will increase our customer-focused marketing by 65 percent. This increased investment will build awareness of our brand and our incredible products for new and current riders around the world. Through the increased investment in our Riding Academy programs, we will give more people reasons and opportunities to learn to ride. We also plan to increase Riding Academy U.S. dealer points by roughly 20 percent to support our goal to grow the number of U.S. graduates to 65,000 in 2016.



Harley CEO and president Matt Levatich: "We recognize there are challenges ahead, and we are taking solid steps to assert our brand promise, enhance our company capabilities and grow our leadership position"

"Our efforts to extend our reach through great new Harley-Davidson dealerships also continues. Between 2008 and 2015, we added 176 dealers in international markets ... our plans are to further extend access to the brand internationally via 150-200 additional dealerships by 2020." In endeavouring to outline a positive "Road Ahead" the letter reiterated objectives announced in October 2015 – namely to grow the sport of motorcycling in the US (some one-third of buyers of new Harleys are new riders – so Harley is "doing its bit"), grow U.S. and international retail sales "at a faster rate", grow revenue and earnings "at a faster rate through 2020" and outperform the

S&P 500 – something that on a dividends reinvested basis Harley has consistently done, despite the downturn, ever since the 1986 flotation. Apparently, Harley's \$100.00 invested in Harley 1986 would currently be worth \$17,843, against a \$1,625 comparative S&P measure.

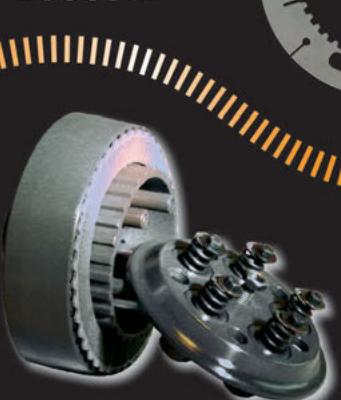
Intentionally or otherwise Levatich both raised the stakes and expectations about the MY 2017 announcement due in August by stating that "a good portion of our demand-driving investment is going to motorcycle product development. This is the heart of what we do, and we are committed to leading the industry with the best motorcycles in the world. We will increase investment in product development in 2016 by 35 percent over 2015. Given the step-up we made last year, this new investment significantly increases new product development investment from 2014 levels" and acknowledged that "we have set high expectations for ourselves in 2016 and beyond."

Levatich concluded by throwing further profile onto the much vaunted 2016 marketing campaign and the results the company hopes it will generate: "We have loyal and passionate customers who would be the envy of any business. We are confident of our focused strategy, passion for our brand, and progress on key initiatives make us strong and well positioned for the challenges of today's dynamic marketplace.

"We have exceptional employees, dealers and suppliers who are aligned and committed to deliver dreams of personal freedom for all those who desire to be part of this exceptional brand. Together we are creating the next chapter of our legendary legacy."

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PET CARRIER

art. no. 749459
With foam-filled bottom and washable lambs wool pad for comfort.



ROUTE 66 SADDLE ROLL

art. no. 749458
With internal rain liner to keep your gear dry.

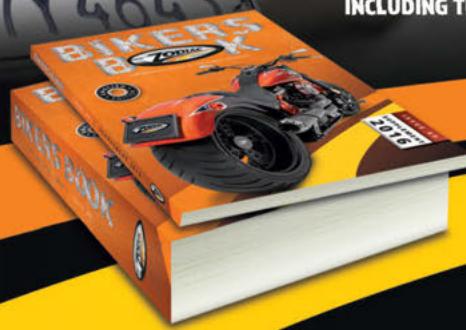
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Rivera Primo® devised a bolt-on sprocket that works with the OE compensator assembly which fixes the gear ratio and provides better torque all at the same time! Our Game Changer™ sprocket has 32 teeth (vs. 34) and gives you all the down low torque your bike will need through all the gears or to do those smokey burnouts for the Main Street Sturgis crowd! The kit includes an innovative "clip-on" adjuster shoe that clips directly onto the OE adjuster shoe to take up the extra slack in the OE primary chain (from using the smaller sprocket).

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1974 - Ali let unbeaten Foreman pound on him until Ali knocked him out in the 8th round.

1977 - Reggie Jackson hit 3 straight home runs off 3 different pitchers in the World Series.

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NEWS BRIEFS

Honda has filed a patent application for blind spot monitors on motorcycles that include the use of haptic feedback motors (of the kind used to create the vibrations of a smartphone) to provide alerts through the handlebar grip, foot peg, seat cushion or other areas where tactile alerts can be transmitted to the rider.

AEP Holdings, a Hong Kong based equity investor, has acquired Urbanville (Des Moines), Iowa based C&L Group of Companies – owner of motorcycle parts brands such as Hot Rods, Hot Cams, Cylinder Works, Pivot Works, Bearing Connections, Wrench Rabbit, Fuel Star and Reggio Emilia, Italy based Vertex Pistons.

In Europe BMW is to launch an automatic SOS "intelligent emergency call system" for motorcycles that will automatically summon help in the event of an accident. Such systems are set to become mandatory on new cars sold in Europe from 2018. BMW will be offering it as an option on its European models, initially, and cite the findings of a pan-European eCall trial that showed that emergency services were able to get to the scene of an accident 40 to 50 percent faster. It has been estimated that such systems could save up to 2,500 lives a year and save €6 billion a year in Europe.

Harley has appointed Michael Cave, a retired senior VP at Boeing, who has served on Harley's board since 2012 as non-executive Chairman of the Board. Cave, currently Chair of the board's human resources committee succeeds Richard Beattie, who retired after more than 20 years of boardroom service. Cave held a variety of assignments across Boeing's financial, defense and commercial businesses, including as senior VP of Business Development and Strategy.

Bob Kay, who is again masterminding the Championship of the Americas, AMD's World Championship affiliate custom bike show at AIMExpo at Orlando, Florida, in October, has announced a five-strong 'Team USA'. Builders who will compete at this year's AMD World Championship at INTERMOT, Germany, in October this year are Steve Iacona, Iacona Custom Cycles in Brooklyn, NY; Sean Ruddy, Chop Deville in Las Vegas, Nevada; Jeremy Cupp, LC Fabrications in Grottoes, VA; Larry Moore, Moore's Customs in Wichita, KS, and George Stinsman, Chaos Cycles in Mastic, NY.

Biker Fest, Italy, May 19-22



The 5th annual Italian Motorcycle Championship took place at the 30th Biker Fest in Lignano Sabbiadoro, Udine, Italy, on the spectacular Adriatic coast north of Venice. The Italian Championship is the culmination of a 12 event network of custom bike shows held throughout Italy and promoted by Italian custom bike magazine Biker's Life. Staged again on the impressive Terrazza Mare, 62 bikes from across Italy, plus visitors Sapka Muvek from Hungary and Juergen Ostermann from Austria, competed in Freestyle, Modified Harley-Davidson, Metric, Streetfighter/Sportsbike, Cafe Racer, Scrambler, Bagger and Old Style classes, with the three 'Best in Show' winners



receiving 1,000 Euro expenses towards competing at the 12th AMD World Championship of Custom Bike Building to be held at INTERMOT, Cologne, Germany, from October 5-9 this year. An additional Best in Show prize of a flight to Daytona was also awarded.

This year's winners were MC Cycles with "Avalon", a beautifully modified and finished Harley-Davidson FXR, Energy Bike with "Ducati DSA", an ultra-radical Ducati Monster 620, and PDF Motociclette with "Big Kahuna", a 1927 Harley-Davidson JD 8-valve. With a larger vendor presence in attendance this year at the event, an additional "customizer" vendor area was set up opposite the Terrazza in



OTHER WINNERS:

BEST IN SHOW (DAYTONA PRIZE)
Boss 69 - "Brike"

EMERGING CUSTOMIZER
Vintage H-D Motociclette

FREESTYLE CLASS
Juergen Ostermann - "Ultima 127"

SCRAMBLER CLASS
Inglorious Basterds Cycles / Tondo Garage - "Biplane"

CAFE RACER CLASS
Moto Sport Factory Lab - "Ducati 800"

OLD STYLE CLASS
Emporium Motorcycles Garage - "Auto-Scooter"

BAGGER CLASS
Moto Design Customs - "H-D"

METRIC CLASS
Bike Garage Motorcycles - "Kawasaki"

MODIFIED HARLEY CLASS
Asso Special Bike - "H-D Dyna"

STREETFIGHTER CLASS
Off. Fratelli Borgo - "No Regrets"

addition to the usual vendor lot at Luna Park and was judged to be a huge success, with attendees and vendors hopeful this area will be further extended near year. Public attendance at this 30th anniversary event exceeded 35,000 riders.

Exhibitors included Custom Chrome, Motorcycle Storehouse, Free Spirits, Italian suspension specialists Andreani and Bitubo, Asso Special Bike, along with motorcycle manufacturers such as Harley-Davidson, Indian Motorcycle, BMW, Honda, Aprilia, Ducati (Scrambler), Victory and Moto Guzzi.

www.bikerfest.it



"Avalon" an FXR by MC Cycles of Casale Sul Sile, Treviso



"Ducati DSA", an ultra radical Monster 620, by Energy Bike of Borgo d'Ale, Piedmont

"Big Kahuna", a 1927 JD 8-valve by PDF Motociclette of Bergamo



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Indian Chieftain Dark Horse

As the battle for who has the baddest, darkest bikers and the biggest, bestest legends hots up, "raw and powerful, Indian's newest bagger beckons riders to 'Be Legendary' on the darker side of the street" is how Indian Motorcycle introduces its latest mid-cycle new model.

The Indian Chieftain Dark Horse is a "blacked-out hard bagger that allows riders to easily customize their ride and hit the highway in head-turning style," according to the company.

"A bagger with undeniable presence, the 2016 Chieftain Dark Horse offers a ton of matt black, a flicker of chrome, and a wealth of features to roll as one of the most bad-ass American-made V-twin touring bikes on the market. By all but eliminating chrome from the

motorcycle, the Dark Horse conveys an aggressive attitude that demands attention for all the right reasons."

Powered by the celebrated Thunder Stroke 111 engine and built on the same chassis and suspension as the Indian Chieftain, the "edgy" new Chieftain Dark Horse comes from the factory outfitted with a solo seat and short, tinted power windscreens, "yet maintains its spacious hard bags, ABS, electronic cruise control, integrated premium audio system and remote key fob with keyless ignition.

"To amplify the Dark Horse family attributes, not only are the fenders, fairing, fuel tank and bags blacked out, the iconic Indian Motorcycle headlight, forks, mirrors, handlebars and switch cubes, turn signals, tank



console, engine and airbox cover, lower controls, floorboards and taillight housing are also blacked out." Indian is also offering a selection of factory accessories, including new Blackout series accessory air cleaners, performance cams, slip-on exhausts and 100-watt saddlebag lid speakers. "The Indian Chieftain Dark Horse's blacked-out styling and powerful Thunder Stroke 111 engine will elevate our rider to the top of the pack," says Indian Motorcycle

Marketing Director Reid Wilson. "Starting with the award-winning Chieftain platform, the Dark Horse series signature matt black paint and raw attitude is an open canvas for customization that makes it the perfect bike for riders who are ready to 'Be Legendary'."

The 2016 Indian Chieftain Dark Horse comes with a two-year unlimited mileage factory warranty and starts at \$21,999.

www.IndianMotorcycle.com

Vee Rubber Monsters – still "the biggest and best"

Noted as one of the combatants in the notorious "wide tire wars" of the late 1990s, in which they went head-to-head with Avon Tyres and Metzeler to claim the wide tire bragging rights at the time of the so-called "fat rear end boom," Vee Rubber still offers the widest motorcycle tire on the market.



Their VRM-302 Monster/Twin is designed for OEM and aftermarket wheels on heavy weight custom cruisers and touring baggers and feature the same "new gen" construction techniques seen on Vee Rubber's popular White Wall 302/Twin tires.

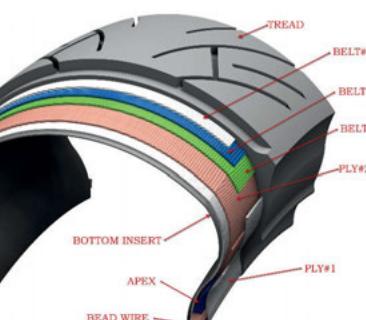
Said to offer improved construction, tread and performance, Vee Rubber USA's North American VP Sales John Leale says "The unique twin-ply, triple-belt construction means we have an outstanding load rating with exceptional handling; the distinctive, tested and proven tread pattern permits remarkable wet and dry operation."

Headquartered in Atlanta,

Georgia, Vee Rubber USA uses "robust bead wire to give a strong and stable high performance side wall." Sizes are available for most custom cruisers and baggers, with the Monster 32" being the tallest front tire on the market. Leale says that "more than capable of exceptional two-up handling, our Monster tires are still the biggest and best on market thanks to Vee Rubber continuous investments in manufacturing technology and processes and our relentless commitment to quality control and improved design."

www.veerubberusa.com

 **Vee Rubber**
PERFORMANCE TIRES



Q3F Indian Scout conversion kit now available in US

Manufactured in Belgium by on- and off-highway conversion kit specialist Sandy Poglavec's Q-Tec, the all new Q3F is a fully reversible "Reverse Trike" conversion kit for the Indian Scout. Involving absolutely no frame welding or drilling, the bolt-on kit's interchangeable mounting brackets means it also covers Softails, with Sportster, V-Rod, Victory and Big Chief conversions due later this year.

Now available in the United States, Mark Klein of New Jersey based importer Wide World Powersports (who himself is an Indian Motorcycle dealer) says that he is now looking for additional dealers.

The Q3F kit is a modular package that

can be tuned for model specific conversion applications using interchangeable brackets - meaning dealers will have access to a wide

customer base potential with minimized inventory overheads. So far American Bike & Trike of Gilbert, Arizona, have signed on as a sub-

distributor and service point for the south and west, and Klein told AMD that "The pedigree of these designs is proven, the manufacturer is a known, dependable and reliable partner, with the engineering and quality control experience that is needed.

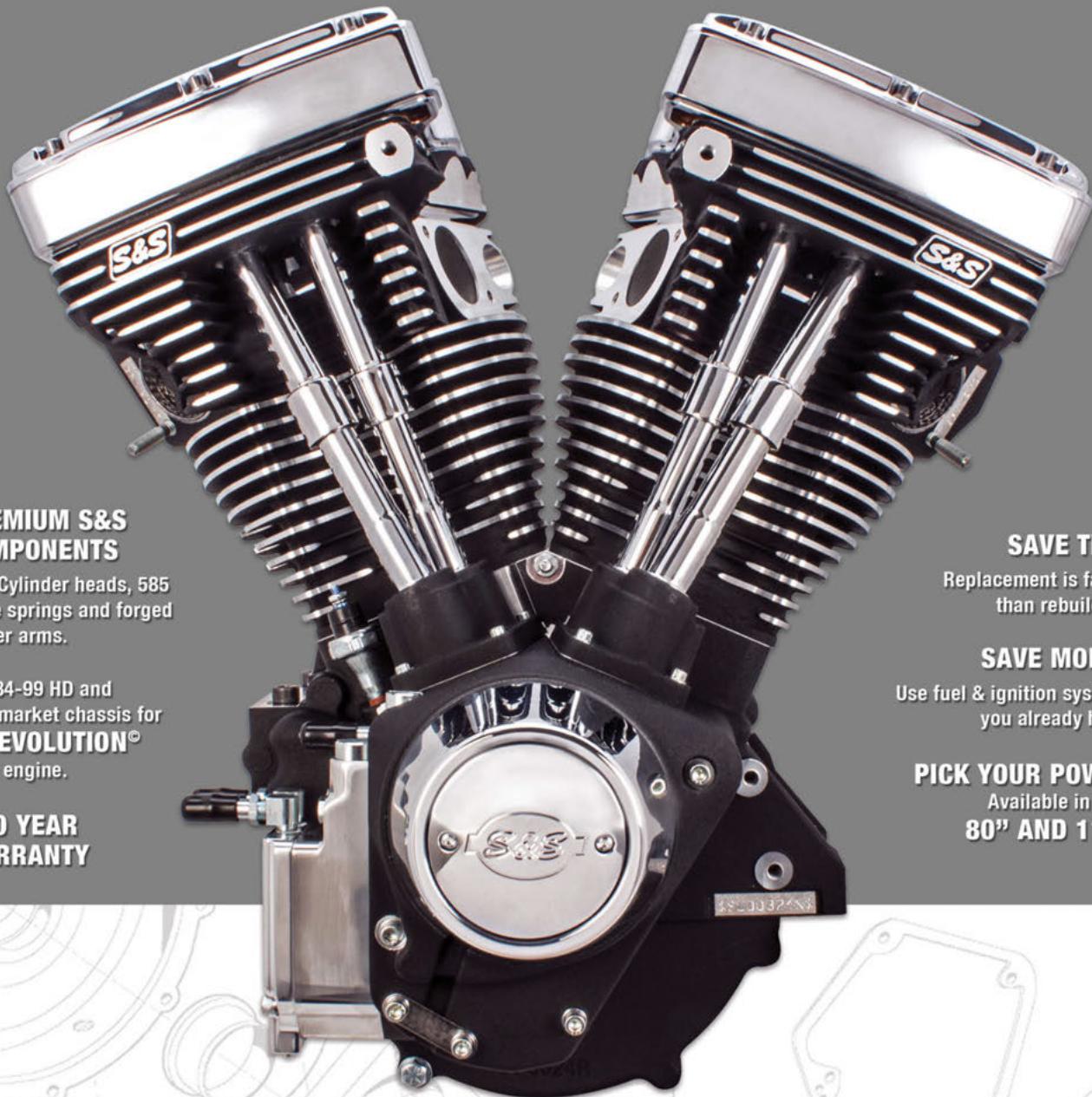
"Combine that with the growing popularity of the "Reverse Trike" concept and the stunning looks achieved with the Indian Scout, and I'm sure that dealers here in the United States will be on to a winning formula."



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T-Bags luggage now available at Zodiac

Zodiac International has announced that has become the official European distributor of the popular T-Bags range of motorcycle luggage.

T-Bags were among the first luggage designers and manufacturers to embrace the modular luggage concept when the company was formed in 1990. The originators of the patented backrest slip-over luggage concept, all T-Bags products are backed by a lifetime warranty against defects in materials or workmanship.

Now owned and distributed in the United States by Biker's Choice/Tucker Rocky, Zodiac's 160,000 sq ft Mijdrecht, Netherlands warehouse stocks the full range inventory now and is available for their 2,500 dealers in Europe and elsewhere.

All T-bags luggage is ergonomically designed to be "fit for purpose," made from strong, durable materials that have been proven over time and boast features such as heavy duty straps with quick release buckles, internal mesh pocket(s) with elastic compression straps, ball bearing wheels (where fitted), generous external pockets, self-mending YKK coil zippers and a bungee-bottom external rain cover with high visibility reflective for night and rainy weather riding.

T-Bags Fly-N-Ride bag

The T-Bags Fly-N-Ride bag is both a sissybar bag for any 7" (18cm) to 14" (36cm) backrest and an airplane hand luggage bag, conforming to airline guidelines. It measures 20" (51cm)



high by 15 1/2" (40cm) wide by 9" (23cm) deep and fits inside 1996 thru 2013 King TourPaks without inside light housing and all 2014 King TourPaks.

Lone Star universal travel bag



The T-Bags Lone Star universal travel bag features a weatherproof internal coating and built-in bungee-bottom external rain cover. A full-bottom insert in a heavy nylon protective pocket

eliminates sagging over the luggage rack. Padded backpack straps stow in a hidden, zippered compartment. Measures 18 1/2" (47cm) high, 16" (40cm) wide and 10" (25cm) deep. The matching Lone Star top roll has its own adjustable mounting system and can be used as a standalone bag. Both feature a semi-rigid foam wall construction to maintain shape when empty.

Raven soft bag

The Raven is a soft bag with an irregular shape and a rubberized arch bottom that minimizes slippage and conforms to the mounting surface as it is tightened. Lots of storage capacity in an attractive low profile bag that fits most Harley-Davidson models. A separate top bag is available in a fixed or expandable version.

Multi-pocket windshield bag



Three streamlined pockets are contoured to the shape of the fairing and made of tough embossed PVC with UV inhibitors for sun protection. Fits FLH, FLHX, FLHT, FLHTC and FLHTCU thru 2013 with 4" or taller OEM windshields - bags measure 23" (58cm) by 4" (10cm) by 4 1/4" (11cm)

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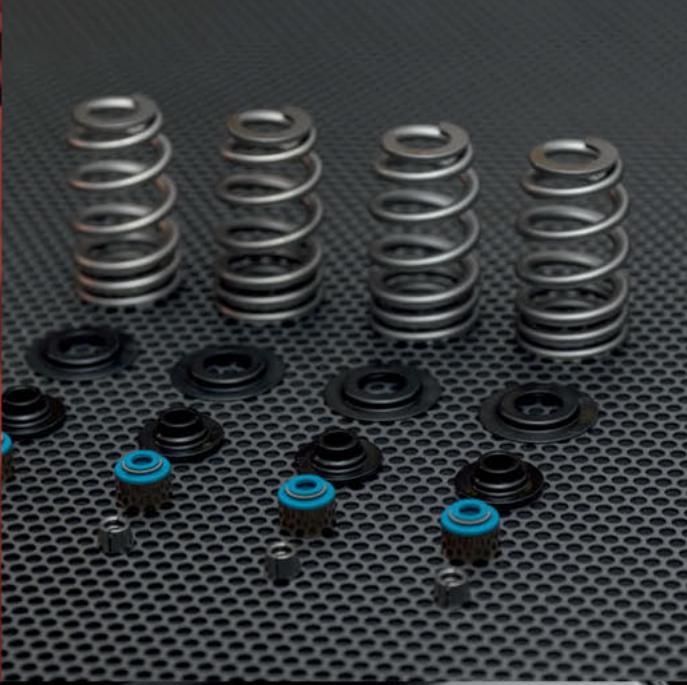
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'Aviator Up Front' gets you closer on tourers and XLs

Californian seat specialist Le Pera say that if you are looking for a comfortable solo seat to move you forward, but don't want a design that overpowers your touring bike, then their 'Aviator Up Front', with its tapered low profile and heavily contoured bucket, is ideal.

This 'Up Front' version of the Aviator is for those who want to be further forward, up to 2" closer to the handlebars than with their standard 'Aviator'. The Aviator 'Up Front' is also available for '08-up Touring and '04-'16 XLs. Also, with a 12.5" wide seating area, it tapers towards the frame to keep your feet flat when you stop.

All Le Pera seats feature a powder-coated steel base plate, marathon foam and handcrafted cover.

With almost 45 years of family ownership and experience behind them, every Le Pera seat is still hand-crafted; a specially poured high density "Marathon" molded foam foundation and double stitched cover with bonded polyester thread make their designs as comfortable and durable as they are stylish.



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www.lepera.com



Hydraulic clutch upgrade

BDL's BPP-500HYD clutch kit is "just the ticket for riders looking for the optimum in touring clutch performance." The "tried and proven system" is designed specifically for late touring models with H-D hydraulic clutch (non CVO models). The patented ball bearing lock-up design features 45 - 5/16" steel ball bearings. While the kit is designed to work with the stock spring, retainer and bolts, each kit includes an optional .240" thick high performance diaphragm spring, which is 30% thicker and stronger than the stock H-D diaphragm.

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GEN-3 V-Rod ECM

The all new GEN-3 V-Rod ECM (for all V-Rod applications) uses Thunder Max's new technology, utilizing 18mm wide-band oxygen sensor feedback to continuously adjust and anticipate engine fuelling requirements.

Said to now precisely tune more than 3 times faster than any other available tuning system, it "provides more accurate and consistent tuning for the enthusiast and the professional tuner." A mini-USB connection guarantees the fastest connection to your computer, and the company says that ThunderMax is not only "easy to use and install, the module also increases throttle response and engine performance while creating a smoother and cooler running engine.

"The ECM automatically tunes for riding style and conditions such as altitude, barometric pressure and ambient air temperature. With ThunderMax you will never outgrow your motorcycle."

With easy to use tech support and adjustable system features, ThunderMax offers adjustable rev limit, idle speed, AFR targets, adjustable engine timing and adjustable decal pop control to give full control of the motorcycle. ThunderMax also gives the ability to read and clear diagnostic codes and works with H-D digital tech.



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Crusher air cleaners

The new Street Sleeper III air cleaner high-flow intake kits from Crusher are said to "deliver significantly enhanced airflow to all '99-'16 Harley-Davidson Twin Cam motors."



Maverick



Street Sleeper III

The full perimeter and outer-end breathing is said to "provide unrestricted airflow for greatly improved performance versus the stock filter element."

A unique internal crankcase breather design "eliminates the need for external hoses or fittings for a clean appearance. The cast aluminum back plate features a large, curved entry to the throttle body for smooth and precise air delivery to the motor."

Compatible with Kuryakyn 'Quantum' air cleaner covers (available in gloss black or chrome) and all '99-'16 stock H-D round and oval center-bolt air cleaner covers; air cleaner trims available soon.

Also seen here, the Crusher Maverick Pro air cleaner is described as "the classic teardrop air cleaner getting a modern makeover in appearance and performance - slim, sexy and available in three finish options to enhance airflow for '99-'16 Twin Cams, including '08-'16 models with electronic throttle.

The covers are crafted from forged and machined 6061 aluminum and offered in chrome, satin black or satin black machined finishes. Slotted openings in the outer cage "reveal the brushed stainless steel insert plate for aggressive styling and ample airflow. "Air is guided smoothly and precisely to the throttle body via the high-flow radiused inlet on the aluminum backing plate. The slender design maximizes legroom, and integrated crankcase breathers eliminate the need for external hoses or fittings for a clean, tight appearance."

Both kits include a washable and reusable Crusher-designed lifetime warranty backed high-flow K&N filter element.

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replacement kit,

J.W. Speaker's 8790

A-series "adaptive"

headlights are

designed to "fill the

void of light that

occurs during left or

right cornering in up to a

30 degree lean."

This is a DOT compliant direct replacement for most stock and aftermarket 7" headlights, and a retrofit for PAR56 headlights. It has the option to program up to 12 start-up sequences, flashing and swirling (according to preference) and is an easy, plug-n-play install with the included H4 connector.

The unit calculates bank angles on a real-time basis, using proprietary technology and onboard sensors, automatically directing the light array up or down as the motorcycle leans.

Available in black or chrome and delivers a powerful 1150 lumen full beam and 750 lumen low beam; a 5.75" round headlight kit is also made by the Germantown, Wisconsin based manufacturer that was founded in 1935 by John W. Speaker.

It combines innovative low beam optics and 'ComfortLite' to provide "best-in-class foreground illumination and light above the horizon, which dramatically improve rider comfort and safety. The heavy-duty, die-cast aluminum housing and state-of-the-art LEDs not only deliver premium performance, but also give a bike a unique look."

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drag@dragspecialties.com
www.dragspecialties.com



Eliminator 400s

Vance & Hines' new 'Eliminator' 400 slip-ons for touring models feature large 4-inch mufflers, finished with race-inspired CNC-machined billet end caps. Tuned to give 1995 and later baggers "a deep and aggressive roar", they are available in chrome, matt black or chrome with black tip, and can be fitted with optional quiet baffles for a "more moderate exhaust note."

This year has also seen the Santa Fe Springs, California based manufacturer introduce new high output 2-into-1 Shorts for 2006-2016 Dyna and 1986-2016 Softails, and 2-into-1 Upsweeps for 2004-2016 Sportsters and 2006-2016 Dyna models.



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S&S carb kits

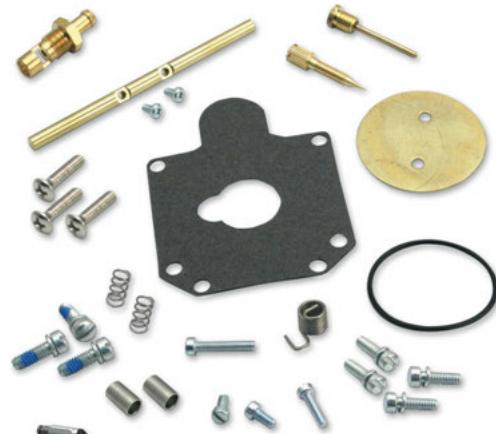


Drag Specialties has a range of S&S carb kits available for immediate shipping, including the Super E kit seen here, that includes a signature S&S teardrop air cleaner assembly.

The Super E has a 1 7/8" throat at the butterfly and

a 1 9/16" venturi, making it ideal for use on Big Twin and Sportster engines up to 100". The manifold and mounting hardware are sold separately, as are the required two-cable pull open/pull close throttle assembly and, for '36-'65 models, a 1" spacer block to clear the external oil line.

Also seen here is a replacement Super E and G carburetor bowl assembly, a master rebuild kit for Super A and B carbs that includes body, accelerator pump, fasteners, springs, idle mixture screw and needle assembly, and a master jet kit for Super B, E



and G carbs that includes one each of all the main and intermediate jets.



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

Workshop frame realignment system

Rack and Pull Industries' versatile workshop frame realignment system is said to allow any motorcycle workshop to become known as the motorcycle frame and suspension alignment specialist in their area, and consign the days of waiting for another shop to do their job, so you can finish yours to history! 'The Rack' comes with two towers that are powered by electric over hydraulic and which can "easily slide around for 'The Rack' to be pulled from any direction with ten tons of pulling capability per tower."

'The Rack' also comes with a tool board/bench for the universal mounting system and a multitude of tooling and mounting brackets. It can mount and hold steady any motorcycle for frame repairs.

When used in conjunction with the Straight

Shooter Live Laser measuring system, it has the ability to straighten any motorcycle frame (except cast aluminum tube frames, which can't be pulled).

Supplied with a two-piece aluminum ramp that's sturdy, yet light enough to be picked up and stored away when not in use, if the motorcycle cannot be ridden up the ramp, due to excessive collision damage, there is a dolly and winch system to "effortlessly pull the damaged motorcycle to 'The Rack' for repairs. "Once the motorcycle is on 'The Rack' there is a variety of pull clamps, brackets and straps that can be used to hold and pull the frame back to factory specs again. 'The Rack' can also be used as a service rack. There is a rear drop panel that unlocks and easily slides out for a technician to remove the rear wheel."



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New performance Street slip-ons in Factory Black

Lincoln, Nebraska based TAB Performance has announced the release of a new slip-on muffler for the Harley-Davidson Street 500 and 750 that is said to "to provide the sound riders want," says owner Justin Pflanz.

"There currently isn't a performance slip-on for The Street that is an exact match to the factory heat shields. Here at TAB we are proud to offer a tip compatible slip-on muffler that looks as great as it sounds."

Available as an exact match for the factory finish, Black Cermet and Nickel Chrome, they come with a removable baffle core allowing the rider to choose just how loud they'd like their exhaust. "As for performance," Justin says, "you can expect to see double digit gains in horsepower on a stock bike when properly tuned."



Justin went on to say that TAB also provides "great value" on auto-tuning fuel managers and air filters to complete the stage one upgrade on The Street (and most other H-D models), and that these pipes can be installed with nothing more than a basic tool set in as little as 15 minutes.

TAB PERFORMANCE, INC.
Lincoln, Nebraska, USA
Tel: 888 822 0070
sales@tabperformance.com
www.tabperformance.com



Replacement brake components

Early Mechanical '36-57 Big Twins



Late Hydraulic '70-79 Big Twins



For going on half a century, Paughco has been servicing custom and vintage Harley enthusiasts. While they may be best known for their springers, frames and trike kits, many don't realize they manufacture direct replacement parts of just about everything from the tip of the taillight to the nose of the headlight - including a vast assortment of mechanical and hydraulic brake components. From springs and backing plates to pedals and actuating arms, they have it all for early and late model brakes and clutches. PAUGHCO, USA, www.paughco.com

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New
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EMD covers from W&W Cycles

EMD 'Ribster' XL outer primary



The ribbed design of these outer primary covers is inspired by the finned covers of the golden age of '70s Sportsters. Made in cast aluminum by EMD in France, they install with the stock hardware to replace the OEM cover to create a retro look on the left side of 1994-2003 Sportster engines; available cast or dull-black powder-coated (2004 and up also available - requires installation of a special EMD shifter shaft bushing and mods to OE hardware).

EMD XL gear cover



The look of a 1940s Flathead for the Evo Sportster engine? No problem with these ribbed cast aluminum covers, made in France by EMD. They simply install on 1977-1990 or 1991 and up Sportsters over the stock gear cover with the supplied special hardware. Cast from aluminum and CNC-milled for a precise fitment; available cast or in black powder-coat finish.

EMD snatch gear cover

These cast aluminum ribbed gear covers by EMD, France, evoke the look of an old Panhead on Twin Cam engines. They simply install in place of the stock design, with the original hardware. Cast from aluminum and CNC-milled for a precise fitment, they are available in cast or black powder-coat for Softail, Dyna and Touring models with carburetor from 2001 and up, Touring models with fuel injection 2002 and up.

W&W CYCLES AG
Wuerzburg, GERMANY
Tel: +49 (0)931 250 61 16
sales@wwag.com
www.wwag.com

ODC 'Milano' inverted touring forks

AMD HOT 100
PARTS AND ACCESSORIES

Based near Milan, Italian designer Christian Cagnola's Otto di Cuori (ODC) business is well known for its custom bikes, but also has a fast growing reputation for its parts and accessories program. Their core business is front suspensions, and seen here is their 'Milano' inverted fork assembly, thought to have been the first, and perhaps still the only one in the industry, specifically designed and developed for touring applications. CNC machined from billet aluminum, they are available with 4 degree and 9 degree raked triple trees in two lengths to fit bikes



with up to 23" and 26" front wheels, and as special lengths for wheels over 26" (this version only requires frame and rake modifications). Featuring a caliper mount integrated into the fork leg, they accept OEM calipers and the most popular aftermarket main custom calipers. The cartridge is made entirely by ODC, and the two versions offered are said to deliver a uniquely progressive damping rate on touring models up to 2013 and on 2014 and up models. Options include black fork tubes and radial caliper bracket. The results are described as producing improved response and stopping distances, greater stability and much better feel and confidence.

ODC/OTTO DI CUORI
Vanzaghello, Milan, ITALY
Tel. +39 3291 239 774
info@ottodicuori.it
www.ottodicuori.it



Springer bolt-on riser and Sportster brake kits

New from Italian parts and accessory specialist Free Spirits this new bolt-on riser for Harley springers. Available black anodized it is designed to allow the use of 1 inch handlebars with the standard 3.5 inch bolt center, without replacing the original top trees, using the original bolts as dampers.

Also seen here is a new 320mm brake rotors kit for most popular 2014 and up Sportsters. Said to increase stopping power and fade resistance, the kit includes a CNC machined black anodized caliper relocation bracket, one of the latest generation of 320mm brake rotors and fixing bolts. The brake rotors have a high quality heat treated 100 percent depth braking surface and the hub features full floating high strength, lightweight aluminum carrier pawls. It uses the OEM master cylinder and brake line, mounts easily on existing fittings and is suitable for ABS models. Free Spirits is also offering a new front brake kits



for 11.5 inch/292mm discs on Sportsters up to 2003. It includes a 4-piston Brembo gold caliper and pads; it utilizes the OEM master cylinder, brake line and rotor and is said to deliver "improved braking power, modulation and feel."

All of Free Spirits parts designs are said to be fast and easy to install, require no modifications and are fully reversible.



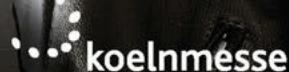
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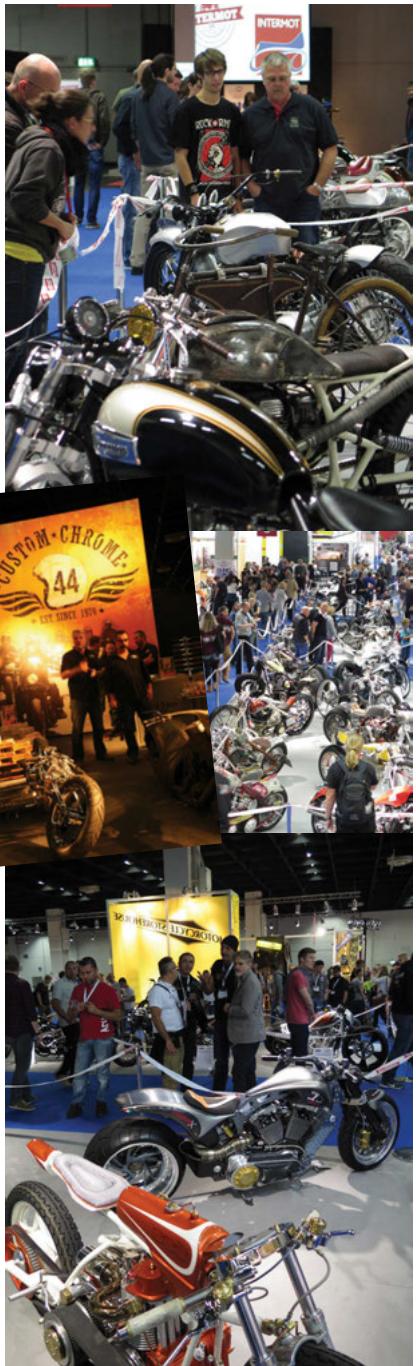
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Harley-Davidson adds second INTERMOT booth to showcase 'Dark Custom'

Harley-Davidson has stepped up to the plate for INTERMOT this year. The company has massively increased the size of its usual booth and added a second in the INTERMOT CUSTOMIZED Hall (Hall 10) adjacent to the AMD World Championship of Custom Bike Building. Their mission is to showcase their 'Dark Custom' program as a specific "sub-brand" dedicated to the "riders who are looking for the unique 'Reduced to the Max' stripped-down contemporary look of a platform that is built for customizing," according to Daniel Becker, the Marketing Project Manager for the Dark Custom program at Harley-Davidson GmbH.

"The booth will reflect the design ethos of the 'Dark Custom' concept and show that 'Bad Ass' factory bikes are not a contradiction, but a fantastic start-point platform for individual self-expression," says Daniel.

The 240 sq m (2,580 sq ft) booth will showcase all seven of Harley's current 'Dark Custom' line-up – the 750 Street, 883 Iron, '48' and new Roadster Sportsters, and the 'Dark Custom' Street Bob, Fat Bob and recently launched Low Rider S Dynas.

Additionally, the booth will showcase examples from this year's 'Custom Kings' dealer competition in Germany, Austria and Switzerland.

This year's chosen platform for the contest was the Sportster Iron, with a customizing budget set at around 4.000 (US\$4,500), half of which had to be spent on product

from Harley's own 'Dark Custom' P&A offer, the other half could either be factory P&A or aftermarket parts and accessories.

"The booth design process has been fun," said Daniel. "Because our range is so broad, it isn't often that we are able to dedicate such a large space to a specific platform, to a specific look and feel. I guess "shabby chic" might be one way of describing the look we are presenting – personally I prefer to think of it simply as just plain "cool". Something that is on the cutting-edge of current consumer taste, especially among the new generation of riders that we are

be an important part of the industry.

have a very new series of attitudes towards ownership and riding experience."

"With our 'Dark Customs' we are trying to meet those expectations that come with the kind of versatile yet contemporary look and feel we are looking for."

"If our sales in Europe are anything to be right in the "sweet spot" where the results our dealers have achieved in the 'Custom Kings' competition show that our customers are looking for."

Versatility of their 'Dark Custom' Street, 883 Iron and new Roadster Sportsters (adjacent to the AMD World Championship of Custom Bike Building in Hall 10) will showcase dealer customized examples from the 'Custom Kings' contest as well as the "Reduced to the Max" concept.



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Michael Becker, 'Dark Custom' Marketing Project Manager for Harley-Davidson Germany: "The booth will reflect the design ethos of the 'Dark Custom' concept and show that 'Bad Ass' factory bikes are not a contradiction, but a fantastic start-point platform for individual self-expression"

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Custom Kings

Thunderbike, Harley-Davidson's internationally renowned Niederrhein, Germany, dealer (www.thunderbike.de) is one of the most successful German customizers. Celebrating their 30th anniversary this year, their multi-award-winning program of custom builds includes "PainTTless", the bike that saw them become the first ever authorized Harley dealer to win the AMD World Championship of Custom Bike Building, at Sturgis in 2012. Founder, boss and mastermind of the company Andreas Bergerforth wanted to demonstrate just how versatile the Dark Custom platform is, and just how it opens up customizing to those who may otherwise have thought that custom bikes were the stuff of dreams, rather than something that can be within their own reach. His daughter Kim works in the company, but had never yet built a custom bike herself, so Andreas set her the challenge of customizing an 883 'Iron' as their entry into this year's 'Custom Kings' competition. From the start Kim was enthusiastic about the project, and with Andreas' guidance "stripped the Iron to the max." However, she decided she wanted to do something extra to the cafe racer and scrambler styles that are so popular in Europe currently, so decided to add a mixture of chopper and drag style into the mix as well – all within the approximately €4,000.00/US\$4,500.00 budget.



Former AMD World Champion Andreas Bergerforth with daughter Kim – a "show me what's in your locker!" moment

The tail section was cut off, a peanut tank mounted in a high position to create a chopper silhouette, but then, unusually, she went for a reverse mounted drag bar instead of an ape – after all, she wanted to be able to ride the bike herself of course! The rear fender is an old Yamaha part. Knobbly tires, a high flow air cleaner and a modified exhaust from Italian manufacturer Zard complete the style. The side mounted license plate holder, the indicators and some of the covers are "Thunderbike" own parts designs; so too is the seat, with a "hard-miles" look cover made from old leather trousers bought on eBay!



The result – a 'Dark Custom' 883 Iron Sportster with a Scrambler/Cafe Racer meets Chopper and Drag style "mash-up" for this year's strict budget 'Custom Kings' authorized dealer competition in Germany

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OPTION 3 – Shell Scheme: from €278 per sqm

OPTION 4 – Space only: from €97 per sqm

These are a selection of the exhibitor options available. For North American vendors, further information is available from Rita Dommermuth at our Chicago office. For exhibitors in Europe and elsewhere, contact Matthias Woort at our Cologne, Germany headquarters.



FOR NORTH AMERICA*

CONTACT:

Rita Dommermuth

Chicago, IL, USA

Tel: 1 773 326 9929

Email: r.dommermuth@koelnmesseafa.com



FOR EUROPE

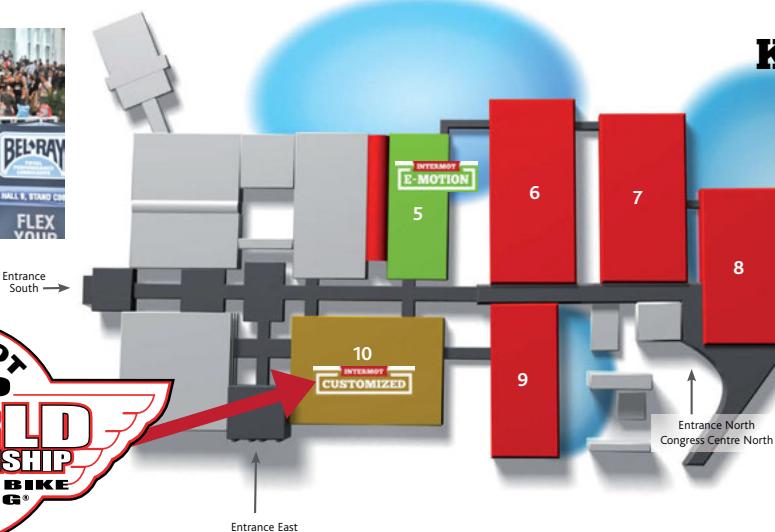
CONTACT:

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VP-LT Spider kits

Huntington Beach, California based clutch specialist AIM Corp., (Advanced Innovations Machinery), has released details of a new narrow primary cover variable pressure clutch design for 2015 and up six-



stud clutch for big twins. The VP-LT/Spider kits include a 1/4" narrow derby cover spacer and gasket and are said to deliver up to 70 percent more clamping pressure than stock at 4,000 rpm thanks to their special new lever design. Three kits are available, giving coverage of most power option applications. The VP68LT/Spider kit gives a 30 percent clamping force increase with 40 percent clutch pull reduction; the VP84LT gives a 50 percent increase in clamping force and 20 percent pull reduction; the VP95LT is for the most powerful applications with a 70 percent increase in clamping force.

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



Big Bore throttle bodies

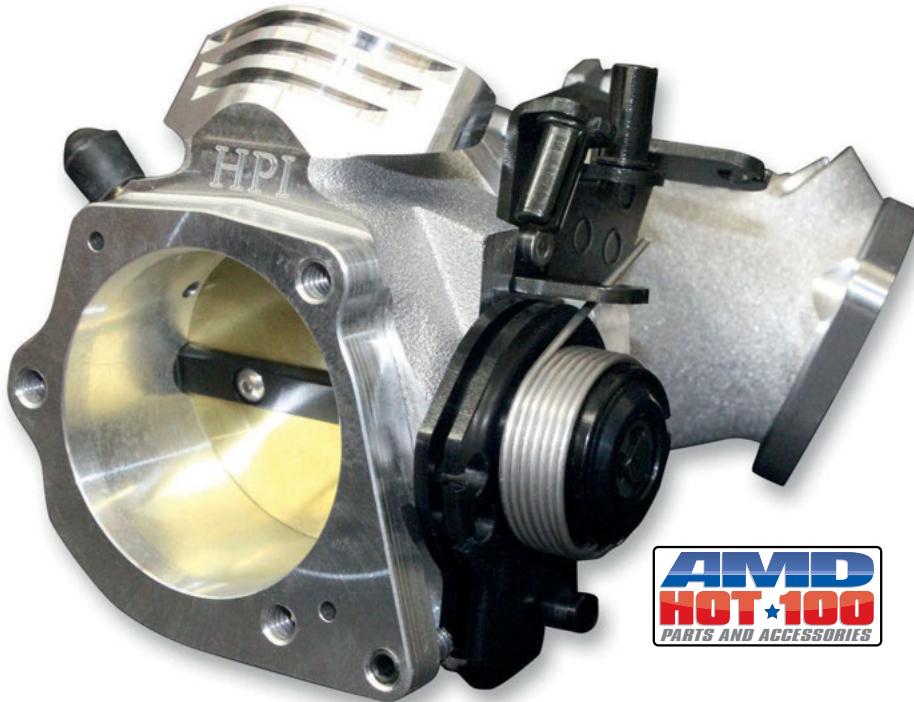
Available through Drag Specialties, this Big Bore throttle body from Horsepower Inc. is "flow bench-tested and dyno-proven to deliver increased airflow, horsepower and torque."

Completely replacing the OEM throttle body and fully compatible with OEM components, they are equipped with a sealed double roller bearing for smooth throttle operation and feature a natural finish with split shaft design and stainless steel spring.

A brass throttle blade resists deflection,

helping to maintain throttle position accuracy, and they are fully machined and ported internally for "unparalleled flow." Available with 1.66" intake runner in 51 and 55mm versions for 2001-2005 Twin Cams with Delphi EFI and most 2006-2016 applications.

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



Baggertail conversion kit



RBS Custom Parts, from near Hamburg in Germany, have a series of 'Baggertail' style conversion kits available for Softail and Twin Cam models from 1986 right up to 2016.

Said to be the ideal solution for converting Softails into convincingly Bagger styled and road-capable touring bikes, the bolt-on, modification-free kit combines lowered seat height and reduced weight to bring the practical advantages of touring models to the classic looks and chassis of Harley's Softails. Suitable for two-up touring, the conversions allows the installation of the standard or aftermarket seat, with accessories, with the kits connecting to the existing mounting points without drilling or welding. The package includes a Bagger style rear fender, hard shell cases, including stylishly curved lids, and a hard shell case mount for both bags in black powder-coat with locking system and chrome bezels. The kit has been manufactured in Germany from high-strength fiberglass and allows the individual assembly of the license plate, rear lights and indicators. Detailed installation instructions are included.

RBS CUSTOM PARTS
Kisdorf, GERMANY
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FXR 2-into-1 stainless system



With FXRs staging a comeback as a hot niche, Bassani has three new 'Road Rage' 2-into-1 designs for the light, nimble and popular Big Twin that many say Harley should never have canned.

There's a "short, sassy and upswept" style, a straight and slightly longer 2-into-1 system, especially suited to the P and T models, and brand new and just released, a full stainless 2-into-1 upswept 'Road Rage' that's been Tig-welded by hand and "screams FXR cool."

Bassani say that the advantages of 2-into-1s is in the way they build power, "lots of it", and that "these three are no exception to that hard-and-fast rule. Across the board, with all three systems, it starts with equal-length/stepped-design head pipes, diameters going from a 1 3/4-inch diameter into 1 7/8-inches.

"Joining together at the collector, those pipes empty into a Bassani special design reverse cone muffler featuring a black-fluted or brushed-billet end cap and removable baffle. The upswept and straight models are available in black or chrome finishes and that new all-stainless system, with that same equal-length/stepped-header design and upswept reverse-cone muffler, is all business.

"Without any heat shields it's proudly showing off all that hand-Tig-welding. Those two shorter and upswept systems mount a bit higher for increased

ground clearance, so nothing drags during the high-speed/high-lean action an FXR's likely to see and, in tune with the times (literally!), all three systems have 18mm O2 ports with 12mm adapters and plugs included for precise wide-band dyno tuning.

"All these FXR systems, straight, upswept and that new all-stainless version, work great, sound great, mount easily and perform their 2-into-1 magic with stock displacement engines, mildly tuned motors and big-inch mega motors. They're the pipes FXR riders want, and the pipes they're talking about on all the social media sites."

Bassani say they are in stock and available from Drag Specialties.

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



Adjustable levers for Harleys

Founded in 2001, Pomona, California based PSR has launched brand new 'Anthem' (seen here) and 'Journey' adjustable brake and clutch levers in a variety of finishes including black, chrome and black contrast. Their patent-pending designs are available for most Harley applications, including the 2016 models. PSR-USA, www.psr-usa.com



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Thruster



S&S launches 4.5" slip-ons for tourers

S&S Cycle recently released new 4.5" slip-on mufflers specifically engineered for 1995-2016 Harley-Davidson touring models. They combine both a stainless steel perforated core baffle with RaceTEX cartridge packing "to create a deep rumble along with improved horsepower and torque, all while adding a unique look with two end cap styles."

They are available in chrome or Jet Hot black ceramic finish and have a removable J2825 compliant dB reducer. Made in Lacrosse, WI, and available from S&S or through Drag Specialties.



Tracer

S&S CYCLE INC.
Viola, Wisconsin, USA

Tel: 608 627 1497
sscust@sscycle.com
www.sscycle.com



Accessory charging station

Louisville, Kentucky based GearBrake's prolific new products blitz continues apace with this US made combination 12v socket and 5v USB plug-n-play charging station, allowing riders to power their GPS, charge their 'phone and even run their heated jacket. The plug-n-play kit harnesses the switched power from the running lights; the universal kit can be wired in by the rider, and both include the charger module, mounting hardware, wiring and connectors and installation manual. Available from MC Advantages, Mid-USA, Biker's Choice/TR, HardDrive/WPS and V-Twin. GearBrake, USA, www.gearbrake.com



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These knurled grips are the newest addition to the popular selection of motorcycle grips produced by Lowbrow Customs.

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that one desires from a motorcycle handgrip."

Made in injection-molded Krayton rubber, they are available in four different colors for both 1 inch and 7/8 inch handlebars.

LOWBROW CUSTOMS
Brunswick, Ohio, USA
Tel: 885 456 9276
sales@lowbrowcustoms.com
www.lowbrowcustoms.com



Rear brake rotor



DRAG
Specialties

This Drag Specialties rear brake rotor is described as a high-quality cast-iron direct replacement for the OEM rotors. Featuring a ground finish, they work with original Harley or aftermarket brake calipers. DRAG SPECIALTIES, USA, www.dragspecialties.com



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Climax brand concealed controls packages

Las Vegas, Nevada based Custom Cycle Control Systems has launched what it is describing as "newly engineered" Climax concealed hand controls packages, with three different handlebar style options available.

Described as entirely self-contained and completely concealed, CCCS say they are designed to solve the "clean handlebar" dilemma with one complete package. "Climax hidden hand control systems are by far the cleanest looking "self-contained" handlebar systems available. Designed to function as good as they look, these concealed handlebar systems will enhance the look of any bike."

All the lines, wires and cables run through the bars and exit below the top tree. If you choose to buy a complete controls and handlebar package, CCCS also offer three different handlebar styles to choose from: T-Bars, Stealth Bars and Ape Hangers. All the wires, cables and lines come extra



long, so you can "cut to length" and the kits also feature hidden brake and clutch fluid reservoirs, quick and easy syringe action reservoir filling and bleeding, with onboard funnel located inside the grip, and nine micro switches to maintain the stock brake, clutch, interlock, dimmer, turn signal, horn and start switch functions, with two extra switches for custom applications. They also feature convenient push pin accessibility to the internal throttle and reservoirs (no special tools needed), with an easily accessed dual cable internal throttle. The front marker lights can be relocated with CCCS bright LED hand levers; a hollow riser mount kit is also offered with standard rubber mount bushings and hollow riser studs. Available in polished show chrome

finish or black anodized, they ship with smooth rubber grips, but custom options are available through Accutronix. The install kit includes everything necessary - hydraulic fittings, relay, bleeder bolt, fill funnel, throttle cables/ends and ferrules, but does not include hydraulic actuator or side cover.

CUSTOM CYCLE CONTROL SYSTEMS

Las Vegas, Nevada, USA

Tel: 702 438 2129

lyaple@customcyclecontrols.com

www.customcyclecontrols.com

Galfer 'Skull' discs



It can be ordered in thousands of powdercoat colors, chrome or contrast cut with grooved louvers to match popular aftermarket rims, pulleys and rotors. "All things being equal, a lighter motorcycle will accelerate faster, stop faster and be easier to turn when changing direction, so when looking for performance, lighter is better," explained Steve Garwood, General Manager. "Our products are designed to go fast and look good doing it."

Manufactured to European standards by internationally renowned Spanish brake components specialist Galfer, the company has expanded its family of brake rotor applications for Harley-Davidson models with this special, limited edition 'Skull Design' series. Noted as the originators of the race-proven Wave disc concept, these "specials" are custom designed with skulls to "match Harley-Davidson and other custom motorbikes' aesthetics." The discs are slotted to improve cooling and have a "more aggressive" look.

The new Skull discs are laser-cut, tempered, painted, machined and rectified to assure high quality. All production processes are carried out in the Industrias Galfer facilities located in Granollers, Barcelona, Spain.

There's a fixed and full-floating version with custom styled or round steel core for all Harley-Davidson models since 2000. They can also be used on most 1984 to 1999 Harley models with a retro fit adapter of the kind available from leading distributors such as Zodiac International, who sell the Galfer range in Europe.



GALFER USA

Oxnard, California, USA

Tel: 805 988 2900

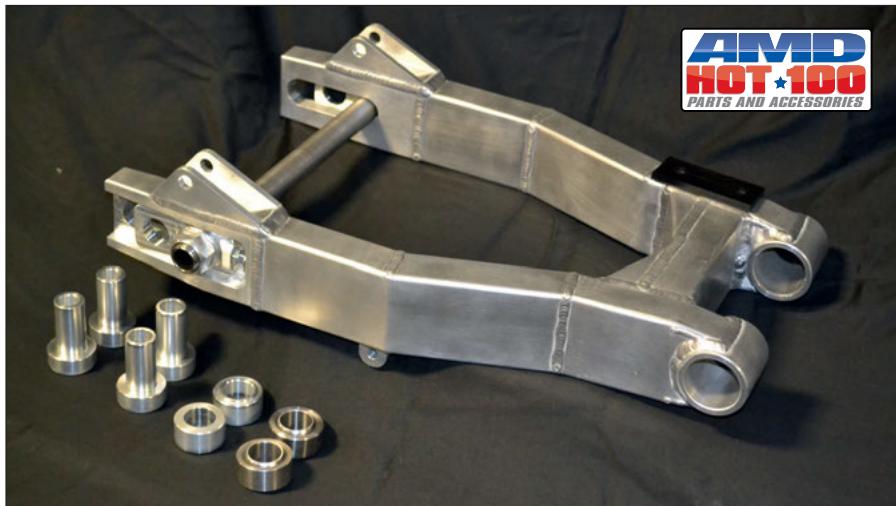
sales@galferusa.com

www.galferusa.com

Lightweight street/strip FXR swingarm

A couple of months ago we featured news about a new replacement swingarm for Dyna models by Lexington, North Carolina based C&S Custom. Seen here is a new lightweight replacement FXR swingarm for custom or racing applications. Manufactured in-house from high performance, high tensile strength, lightweight aerospace grade 6061-T6 alloy that has a high fatigue limit and is resistant to corrosion, even when the surface is abraded.

Said to reduce unsprung weight by as much as 20 pounds, it is available in stock length and up to 6" over stock, in separate units or kits that include fasteners, wheel and chain. The units are designed for all FXRs, all years.



It can be ordered in thousands of powdercoat colors,

chrome or contrast cut with grooved louvers to

match popular aftermarket rims, pulleys and rotors.

"All things being equal, a lighter motorcycle will

accelerate faster, stop faster and be easier to turn

when changing direction, so when looking for

performance, lighter is better," explained Steve

Garwood, General Manager. "Our products are

designed to go fast and look good doing it."

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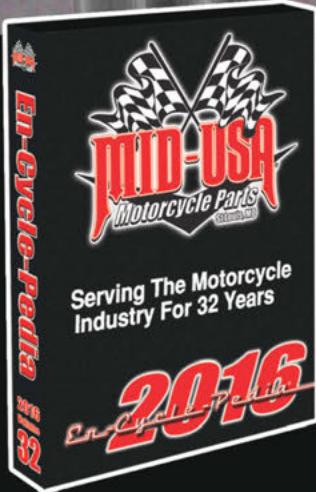
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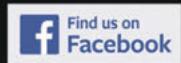
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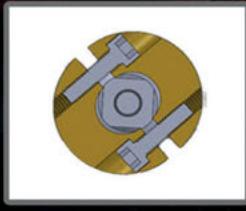
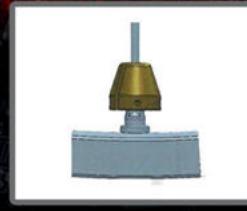
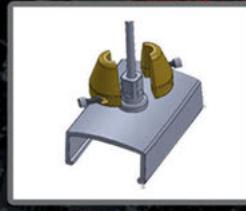
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Garwood adds to its new 'Signature' wheel design series

Lexington, North Carolina based Garwood Custom Cycles has added three more new custom billet wheel designs to its 'Signature Line' collection.

Named 'Grudge', 'Mach' and 'Revenge', they are offered in nine finishes - red, blue, green, purple, gold and orange, contrast cut, chrome and black polished finishes, and are backed by a full 3-year chrome warranty.

The wheels fit most popular manufacturers and models and have been in development for over a year, with rigorous testing and precision manufacturing quality control processes developed to "ensure quality design, fit, finish and function."

"These three new designs fills out our collection of six custom wheels, with each one providing a striking impact to a motorcycle," 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 four week turnaround. 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 bring their understanding of design, custom finishes and market trends to their new custom wheel program.

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Reduced reach clutch levers



SoftBrakes' new reduced reach clutch lever, for 2014 and newer touring bikes with hydraulic clutch, reduce lever reach by 1" less than stock, and is said to provide a smoother, easier operation - a real convenience for riders with smaller hands. Available in polished, black or chrome on an exchange basis.

SOFTBRAKE, USA, www.softbrake.com

Misfit 'Ambush' series

Available through Drag Specialties for immediate shipping, these CNC machined billet aluminum 'Ambush' series foot controls are made in-house by Misfit Industries in Texas.

They include an adjustable brake arm with serrated toe peg, single-arm shifter lever with serrated toe peg, inner shaft rod lever and shifter shaft, and all necessary hardware.

'Ambush' series CNC machined billet aluminum foot controls, in chrome or gloss black



'Ambush' series passenger pegs, available in chrome or gloss black



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

'Ambush' series shift linkages (in chrome or gloss black) feature pressed-in spherical bearings and 12" center-to-center mounting holes



Covingtons Bagger lowering kit



Covingtons Customs has new lowering kits available for late model Harley-Davidsons, including the "CVO" and "Special" Bagger and Touring models. In addition to their standard kit, Covingtons has created what it says is the only lowering kit that will work with the factory adjustable coilovers featured on CVO and special edition motorcycles. A direct bolt-on option, these kits offer 1" to 1-3/8" reduction in bike height, without affecting (or coming into contact with) any other parts on the motorcycle.

CNC machined in billet aluminum at their own Woodward, Oklahoma facility, they are available in polished or black finish and include all needed mounting hardware.

COVINGTONS CUSTOMS
Woodward, Oklahoma, USA
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Pro-Touring Flare windshields

Mitchell, South Dakota based Klock Werks say their original and patented Flare windshield "is the best choice on the market for improved air flow with the triple split-stream vents found on all 2015+ Road Glides."

Born on the Bonneville Salt Flats and wind tunnel tested for optimum air management,

they are made in double-sided hard-coated polycarbonate and feature "hips" at the sides that re-route wind, adding downforce to the front end of the motorcycle to improve stability and a flip at the top that kicks the air up and back as clean, less turbulent airflow.

"The very first Flare windshield was designed for a Road Glide fairing on our Discovery Channel Biker Build-Off winning bagger that I raced at the Bonneville Salt Flats," said Laura Klock, VP. "The Road Glide fairing is positioned further away from the rider, so it's more of a challenge to direct the air all the way around the rider AND the passenger - our Pro-Touring Flares are the right choice for optimum comfort." The Pro-Touring Flare is a "wider, more full-coverage design" offered in 12" and 15" heights and a variety of tint options - "finding the right fit when choosing a windshield is paramount; you shouldn't be looking too far over your windshield, nor



should you be looking through it." Other Flare options for 2015+ Road Glides include their Sport Flare, a "streamlined design with radical curves." Available in 14 and 9 inch heights in Dark Smoke, Black and Tint, all 2015+ Flare windshield options also fit the 2016 models.

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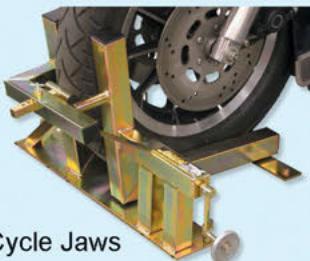


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'Crusader' floorboards

"When it comes to design, nothing beats collaboration of creative types. So when Baggers Inc. wanted to produce their own line of billet products, they came straight to us," says Precision Billet Sales Director Dean Henthorn.

"Together our two award-winning companies came up with a stunning new floorboard design. Available for immediate delivery, the new Crusader board was inspired by the shield in the Baggers Inc. logo, then enhanced with a see-through pocket that translates motion in its flowing design."

The floorboard has a hard wearing diamond-cut base

and is available in contrast cut and chrome. Dean says that the contrast cut is unique in that "the cut appears on the horizontal surface instead on the edges. The result makes a strong visual impact from the top view and gives the board a more multi-dimensional feel." A complete line-up of accessory parts is in the works with matching bag latches close to completion. Other parts planned include passenger boards, horn covers, grips, derby and points covers and air cleaner covers. When given the challenge to incorporate a logo into the Baggers Inc version of the boards, Precision Billet engineers developed a smart proprietary solution allows that the logo to be added or removed from the boards, based on client wishes. This means that versions of the boards sold by Precision Billet will not have the logo option.

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



Saddlebag latch inserts



These Joker Machine replacements for stock saddlebag latch reflectors are CNC machined in the USA from 6061 billet aluminum. They come in three different styles and colors, each polished, then hard black anodized or chrome-plated. Hard black latch inserts are machined again after anodizing for a multi-color finish. Easy installation, no special tool is required; sold in pairs for 2014-up Baggers.

JOKER MACHINE, USA, www.jokermachine.com

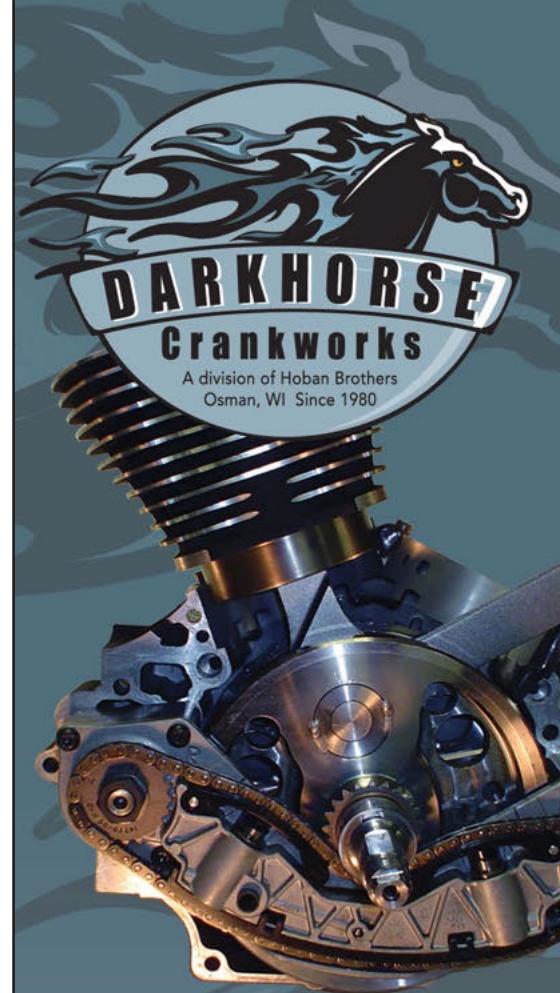
Fairing mirror drop brackets

The unique design of this fairing mirror drop bracket allows the OEM fairing mount mirrors on '14-'16 FLHX/FLHT models to be lowered 2-7/8" for that "cool Bagger look on models with tall bars." It is said to provide the same clear image with the OEM mirrors as compared to the shaky-blurred image when using handlebar-mounted mirrors.

Designed specifically for FLHX models, it will also fit FLHT models by drilling small holes in the inner

fairing. It is precision-machined in billet aluminum with a black finish. Mounting hardware and instructions are included. Made in the USA.

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Motorcycle Storehouse new products

Fitzz custom solo seat



The 'Fitzz' solo seat from Motorcycle Storehouse is described as "stylish, classic, economical and ready for more than a few miles." The vinyl cover comes in a variety of styles and the seats are available with a 4 or 6 cm thick padding in small (12.5" x 10") or large (14" x 12.5").

Dighton risers



Dighton aluminum risers are strong, lightweight designs based on classic domed risers. Available chrome or black, they are said to offer "a considerable weight reduction", are 1/2-13 UNC threaded, available in 3, 4, 5, 6 and 8" heights and fit any 1" diameter handlebars.

Blade fuses with LED

These blade-style fuses come with a built-in LED indicator light that warns when a fuse is blown, ideal



for use anywhere, but especially in confined or dark spaces. Super clear and super fast, they are ready to replace any stock style ATC, Mini and Maxi blade-style fuse. Available in ten colors from 2 amp up to 40 amp as ATC, mini and maxi fuses.

Progressive Suspension 412 series

Described as the "best value Progressive Suspension shock, and great as stock replacement". Progressive's 412 series are Nitrogen charged shocks with double steel wall body. They have multi-staged velocity sensitive valving and five positions of cam style preload adjustment. Available in black or chrome, standard or heavy duty.



Brake caliper piston tool



This brake caliper piston tool from Motion Pro is used to remove brake caliper pistons from monoblock calipers. It fits pistons with a bore diameter of 14 mm up to 28 mm. Works with aluminum, steel or titanium pistons.

Wild1, Chubby 1-1/4" 'Reaper' bars



Universal saddlebags

These 'Longride' universal saddlebags are made from waxed cotton and ranger leather, and available in khaki or brown waxed, in sizes from 28cm x 18cm x 8cm for the 'Mini', 34cm x 28cm x 12cm for the 'Classic' and 'Old Chopper'. Extra large 42cm x 30cm x 15cm 'Old Chopper' also available, along with a 28cm x 55cm 'Roller Bag'.



This Wild1/Chubby high bar for faired tourers and other faired models is available in chrome or satin black finish, dimpled and drilled for internal wiring, and made with smooth inside corners to prevent wiring damage to make wiring pull-through easier. Available for selected '82-'16 Harley models as 34 inchers with 12" center width and 6" pullback; or as 36 inchers with 14" center width, 9" pullback and 37 degree wrist angle for the fairings found on '82-'16 FLHX, FLHT, FLHTC, Limited and Ultra Classic models - all in a choice of 10, 12, 14 or 16" rise.

MOTORCYCLE STOREHOUSE BV
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www.motorcyclestorehouse.nl



Biker's Choice adds Chopper Kings 'bars

Biker's Choice has added fifteen styles of 'Chopper Kings' handlebars to its product line - available in chrome or black with choice of riser heights. Chopper Kings was founded in Italy in 2013 and a year later teamed-up with Dutchman Jaap Bakker of Motolux/Highway Hawk fame. All their bars are hand-made in Italy and meet the stringent European safety and approval regulations. **BIKER'S CHOICE, USA**, www.bikerschoice.com



Bad Boy 'Predator' wheel

Originator of "The Bad Boy Wheel," Sinister Wheel is celebrating its 20th anniversary this year with a major new wheel design program. Designed and CNC-machined in-house at their Turlock, northern California facility from rotary forged 6061-T6 aluminum, their 5-Spoke split design 'Predator' wheel, with 3D machining on the spokes, is one of three wheels the company has launched with their "industry first" black and brushed and brush and black finishes.



Available in chrome, black & machined, and any color with machined cuts or chrome two tones in sizes from 16 thru 32".

They are sold with or without matching rotors (in 11.5in, 11.8in, 13in and 18in sizes - with optional proprietary floating caliper set), pulley and performance air cleaner. ABS friendly/compatible configurations are also available for most of Sinister's wheel designs, some with a choice of cushion or non-cushion drive hubs.

The company offers over 20 billet wheel designs (plus 3D styles) in its 'Bad Boy' line, including the 'Billet Daddy' - a design that references Sinister's 'Big Daddy' steel step-lip outer and 'Big Phat Daddy' billet aluminum soft-lip outer 3/8" 304 stainless steel spoke wheels - a program that Sinister founder Ali Afzal acquired from Road Wing Design in 2002.



SINISTER WHEEL
Turlock, California, USA
Tel: 209 664 0207
info@sinisterwheel.com
www.sinisterwheel.com

"Build-Your-Own" pipes

Santa Ana, California based Two Brothers Racing is offering a new "Build-Your-Own" line for the home exhaust builder, custom shop or anyone else looking for quality pre-bent tubing.

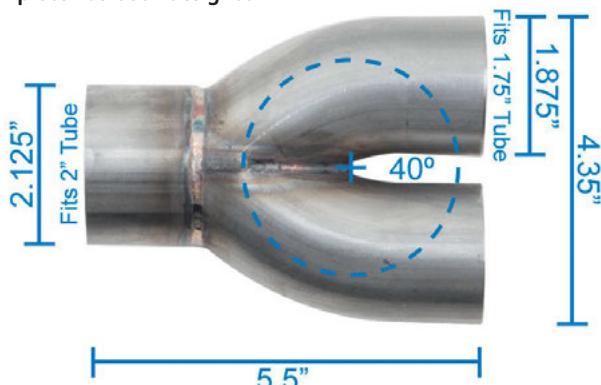
"There is just plain and simply not enough time in the day to keep up with all of the bikes coming out," says Joel Albrecht, Two Bros R&D supervisor. Joel worked countless hours with Two Bros engineers to develop all the right pieces for the job.

"We wanted to find a way for people to buy each tube they need to make quality headers themselves," adds Joel.

Each piece has been designed

around common sizes and bends so that customers can pick the right fit for them to build whatever they need. Using only high quality steel, mandrel bent to precise tolerances, the company says that their "Build-Your-Own" product line will work on everything from "budget builds to over the top customs - perfect for someone looking to build headers without spending thousands on tools."

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VICTORY & INDIAN PRO-GUIDE

Aeromach adds new Scout shocks

Charlotte, North Carolina based Aeromach has added to its fast growing parts and accessory program for Indian models with new shock absorbers for 2015 and newer Indian Scout and Scout Sixty models.

Paul Aiken, owner of Aeromach, told AMD that "the demand for a quality replacement set of shocks for the Scout has been high, and we are pleased to offer these high quality American-made shocks at a very aggressive price."

Manufactured specifically for Aeromach for the

Indian Scout by Suspension Technologies, features include easy spring preload adjustment. All the machined aluminum components are anodized and the springs are powdercoated gloss black. All the required hardware is supplied in stainless steel.

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Charlotte, North Carolina, USA
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www.aeromach.net



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JIMS tools for Indian models

Proud recipients of benchmark-of-excellence ISO (International Standards Organization) 9001:2008 certification in recognition of their manufacturing and quality control procedures, Camarillo, California based JIMS USA is bringing their renowned lifetime warranty backed specialty tools for American motorcycles experience to the fast growing Indian brand.

In conjunction with their fork spring compressor, these new fork compression sockets, designed to work on the new Indian Scout, allow for safe fork disassembly, without launching parts around the shop! Mating with the dampener cartridge, they prevent rotation when installing or removing the bottom fork bolt.

Both sockets are necessary when servicing forks on 2015-present Indian Scout models. JIMS say this is a lifetime warranty backed improvement on the OEM tool, which has some fitment issues, and that as an added bonus they also work on 2017-present Victory Octane models.

JIMS flywheel (rotor) puller is similar to the OEM tool, but incorporating a design change to ensure good and solid engagement when using the puller. This subtle change might eliminate potential damage to the flywheel when used in this application.

There is a water pump seal on the new Indian Scout located in the engine case that requires a tool for installation. JIMS say that in testing they discovered an additional seal "hidden below," so have developed a water pump seal(s) installer that installs both seals to the proper location and depth.

Always one of the most important tools in the box, JIMS say that their wheel bearing tool, which may already be in your toolkit, works for Indians as well. All that is needed is the hub protector seen here to do the job correctly without damaging the wheel.

JIMS USA
Camarillo, California, USA
Tel: 805 482 6913
paulplatts@jimsusa.com
www.jimsusa.com



Indian Thunderstroke 111 covers

Founded in 2007, St. Paul, Minnesota based Barracuda Custom Accessories has these two new styles of cam covers, derby covers, derby inserts and horn covers for 2014 and newer Indian 111 Thunderstroke engines. All four parts come in both "classic" and "modern" styles, with many other designs to choose from. They are very easy to install and fit perfectly onto the factory engine areas. Owner Steve McParland, a specialist in parts and accessories for Victory and Indian models, says "these parts are machined to exact tolerances from 6061-T6 billet aluminum and are plated in either a true chrome finish or a tough wrinkle finish black powdercoat.

"All images are printed onto an aluminum plate and protected with a UV coating to make sure it lasts for many years to come. All parts and styles are a direct fit for the 111 Thunderstroke engine and no modifications are needed. All our products are 100 percent craftsmen-made in the United States."

BARRACUDA CUSTOM ACCESSORIES
St Paul, Minnesota, USA
Tel: 877 337 4177
stevem@barracudacustom.com
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Compact driving light kits for Victory models



Rice Lake, Wisconsin based Big Bike Parts has these 50 watt halogen and 400 Lumen/4000K LED compact driving light kits available for Victory Cross Country and Magnum models. Die-cast with a visor shaped bezel, these 2-3/8" mini driving lights with brackets are 3-3/4" long; the non-dimmable LED is said to work great with all non-RF broadcasts such as Sirius/xm, Bluetooth, etc. For the Victory Cross Country, Cross Tour and 2010 and newer Magnums. BIG BIKE PARTS, USA, www.bigbikeparts.com

Touring friendly dual USB charger

Ideal for Victory models and other motorcycles (BMW, Triumph etc.) fitted with a side mounted 12mm DIN socket, this new dual USB O-105 charger by OptiMate is ergonomically designed to deliver perfect outlet positioning for side mounted 12V DIN sockets.

The high output O-105 dual charger delivers 3300mA USB charging power through two USB outlets, which means riders can power and fast-charge two power-hungry devices at the same time.

Equipped with 3-hour or immediate low battery voltage shut-off, it is ideal for tourers and rally goers wanting charging power after parking and switching off the bike, or for anyone who leaves their device(s) plugged in overnight.

The weatherproof plug and seal design works with the side mounted 12V DIN power outlet without getting in the way, it protrudes only 38mm (1 1/2") from the socket, and the 90° USB outlet allows your phone's USB cable to be routed close to the side of the motorcycle.

If the battery is weak and in need of charging, the O-105 will warn you and shut down the instant the voltage drops to 12.3V (+/- 40% charge level).

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Spring compression tool for Victory



Ventura, California based clutch and cables specialist Barnett has a new clutch spring compression tool for 2001 and later Victory motorcycles that is designed to compress the diaphragm clutch spring, making it easier to remove and re-install the retainer ring. Barnett say this USA made precision machined billet aluminum, hard anodized clutch tool makes working on the clutch much easier and efficient and is a "must have" for anybody working on Victory clutches.

BARNETT CLUTCHES & CABLES, USA,
www.barnettclutches.com

Victory intakes and cams



Pine Bush, New York based Victory and Indian parts and performance specialist Lloydz Motorworkz offers performance intake options to suit all Victory models, from high-flow replacement filters to full airbox and intake assemblies.

Featuring larger surface areas and higher overall airflow than competing equivalents, the company says that their "intakes are proven to be the superior choice."

Also seen here, Lloydz offers several aftermarket cam options for Victory models, ranging from their direct replacement drop-in cams, which offer 16-18hp increases, to touring cams, to cams built for their own supercharged Victory applications.

Owner Lloyd Greer says "we can say with confidence that Lloydz has the perfect cam for your Victory motorcycle, whatever your application consists of."

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Hyperpro for Scouts

Dutch suspension specialist Hyperpro has new products available for the Indian Scout.

With the suspension being one of the few areas of Indian's Scout design that have

attracted criticism due to the price-point the company was aiming for, Hyperpro suspension performance upgrades are described as "the ideal way to get more from the performance and handling potential of Indian's popular new model." The company is offering replacement upgraded fork springs, replacement rear springs for the stock shock absorbers, two grades of complete replacement rear shock absorbers and a complete rear and front "combi-kit".

Hyperpro was founded in 1993 and specializes in progressive-wound springs that are said to improve stopping distances by 15-20 percent, stabilizers, complete shock absorbers and front fork components and kits. The company employs around 25 people at their 10,000 sq ft headquarters building, sells to 40 countries and at any one time has over 30,000 springs in stock for some 2,500 different models.



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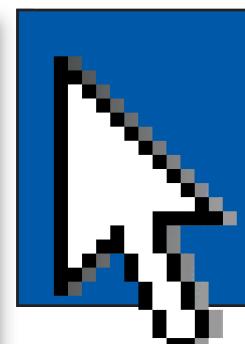


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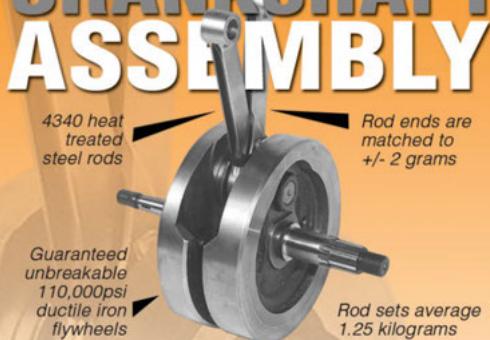
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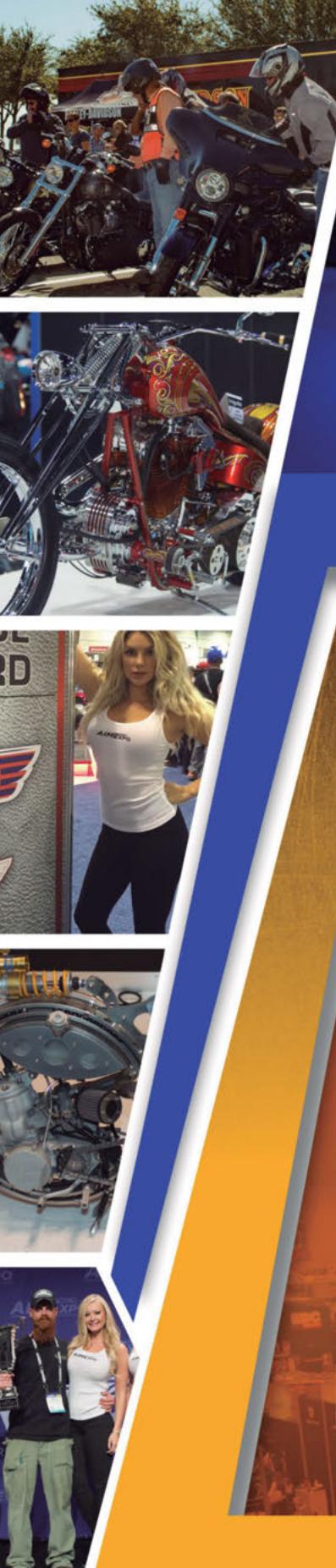
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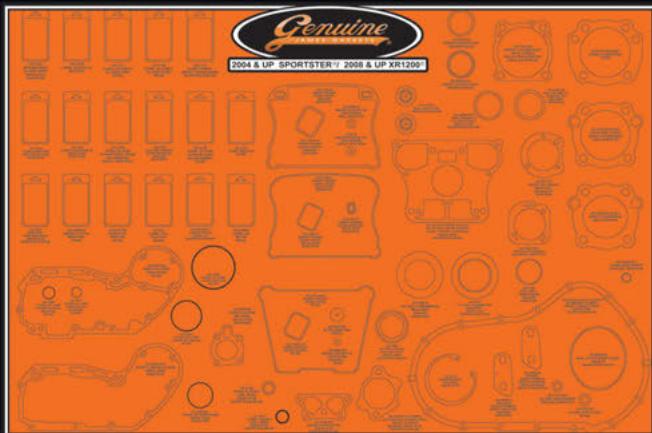
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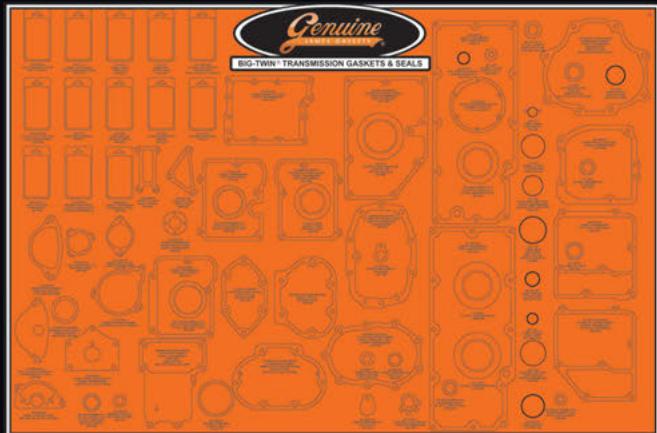


GASKET BOARDS

COMPLETE NEW GASKET BOARDS FOR
SPORTSTERS® AND BIG TWIN TRANSMISSIONS



Sportsters® and XR 1200
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Big Twin Transmissions 1936 and up,
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Our sturdy new gasket boards for Sportsters and Transmissions measure 32" tall x 48" wide and come ready to mount on 1/8" or 1/4" thick pegboard. Each gasket board comes with all the required mounting hardware, metal hooks, and blister packs with a durable 20 mm vinyl graphic for a great appearance and years of service.

Contact your distributor or an authorized James Gaskets dealer for other available gasket board options

Premium quality gaskets, seals & kits for
all Harley-Davidson® models 1936 to present

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NEWS BRIEFS

JIMS-USA has been awarded ISO 9001:2008 accreditation. This certification means JIMS has implemented the procedures and processes required to ensure products made at JIMS are "safe, reliable and consistently of good quality." This benchmark means JIMS meets the strict set of standards developed by the International Organization for Standardization.

A Californian court has ruled that a defective products class action lawsuit against H-D can go ahead. Filed by four bikers, the action alleges that their Harley-Davidson motorcycles were defectively designed – specifically that the engines run so hot that they pose a constant danger to riders, claiming that the engines "cause burns and are therefore not fit for their intended use."

The proposed 2017 Renewable Fuel Standard volume requirements announced by the U.S. Environmental Protection Agency "would increase the mandated amount of ethanol in the nation's fuel supply chain, despite a low demand for higher ethanol blends and an inadequate distribution and sales network" say the American Motorcyclist Association (AMA). "None of the estimated 22 million motorcycles and all-terrain vehicles in use in the United States are approved by the EPA to operate on ethanol blends higher than 10 percent. Using those blends is therefore illegal and may cause engine and fuel system damage and void the manufacturer's warranty."

AIMExpo dealer registration now open

Dealer registration for AIMExpo 2016 is now open for the fourth annual event on October 13-16 at the Orange County Convention Center in Orlando, Florida. Registration is free for dealers and "offers access to many valuable experiences including global and North American new product debuts from participating OEMs and aftermarket companies, on-and off-road demo rides, and no-cost participation in the highly valued Powersports DEALER Seminars presented by Powersports Business in conjunction with the Motorcycle Industry Council."

Qualified powersports dealers will find registration simplified for 2016. Dealers who have previously registered for the first three years of AIMExpo will be recognized by the new registration system and will be able to bypass the trade qualification steps, completing the process in only a few clicks.

The event will again play host to the 2nd annual Championship of the Americas (COTA) custom bike show, and affiliation with the AMD World Championship of Custom Bike Building means the winner will receive expenses to go forward and compete at the 2018 World Championship at INTERMOT, Cologne, Germany.

During the exclusive trade days on



October 13 and 14 dealers join international media attendees as being among the first to witness many of the new OEM model and aftermarket product launches happening during both trade days. "With nearly 600 exhibitors expected, there will also be plenty of products to check out from companies exhibiting for the first time, with an increasing number of exhibitors offering show-only specials as a benefit for dealers."

"Additionally, the increasingly popular education program offers five tracks of seminars designed to equip dealers with cutting-edge information they can use to improve the business of their dealership. From social media and marketing, to advanced dealership inventory procedures and more, there is a session for every type of dealer."

"Dealers have told us that getting a look at new product and acquiring knowledge are the most important

reasons they attend AIMExpo. Networking with their peers and industry representatives are high on the list too," said Mike Webster, SVP of MIC Events, producer of the event. "AIMExpo offers all of that and more, and any dealer looking to grow their business has the chance to do so with a minimal financial investment and a great potential return. We're positive their visit to Orlando in October will prove a worthwhile experience that is sure to reap benefits throughout the next year and beyond."

www.AIMExpoUSA.com



The 'Octane' has landed!



Victory Motorcycles has announced that the 1200cc/103hp 'Octane' has landed in Europe and is now headed for dealers across the continent. Already available in the United States, riders in Europe now have the opportunity to put the firm's 'Modern American Muscle' mantra to the test at their fast growing dealer network. Victory also plan to offer test rides at a comprehensive series of Roadshow events in Sweden, France, UK, Switzerland, Germany, Finland and elsewhere in Polaris' EMEA area.

www.victorymotorcycles.com

New! Next Generation VP-LT/Invo No Spacer Required

New VP-LT/Invo fits behind 1998 and up both Narrow and Standard Primary Covers and stock Derby Covers without spacer and modification.

- New VP-LT/ Invo series Line up -

#VP026-95IV VP95LT/Invo for High Performance, 40% more clamping force

#VP027-84IV VP84LT/Invo

for Street Performance, 20% more clamping force & 20% Clutch Pull Reduction

#VP028-68IV VP68LT/Invo

for Easy Clutch Pull, 40% Clutch Pull Reduction

*The current VP-LT series are still available until all the stock has been sold.



"VP-LT/Spider" New! Limited Edition VP Clutch

For '15 and up Big Twin Narrow Primary Cover Models

Special design Lever creates 70% more clamping force at 4000rpm which is also 70% more than regular VP-LT/Invo.

VP-LT/Spider Special Kits

Fitment :

'15 and up Six Stud Clutch with Narrow Primary Cover models

Kit Contents :

- VP-LT/Spider x 1
- Narrow Derby Spacer x 1
- Narrow Derby Cover G/K x 1

