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## AMERICAN MOTORCYCLE DEALER

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

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### Worldwide Harley sales flat for first six months; Q2 domestic US market share up but sales -5.2%, international sales +4.3%

**H**arley-Davidson's second quarter 2016 worldwide retail motorcycle sales were down by -1.9 percent on weak domestic U.S. industry results. Harley-Davidson retail motorcycle sales in the U.S. were down -5.2 percent compared to the year-ago quarter, with the overall U.S. industry down -8.6 percent for the same period.

Meaning that at 49.5 percent, Harley managed to claw back 2.0 percentage points of market share in a down market compared to the second quarter in 2015. International retail sales increased by +4.3 percent over the prior year quarter. For the first six months of 2016 worldwide retail motorcycle sales were down -0.6 percent from the same period in 2015; international sales were up +4.4 percent, offset by a -3.4 percent decline in U.S. retail sales.

"We are pleased with our ability to gain market share in the U.S.," said Matt Levatich, President and Chief Executive Officer, Harley-Davidson, Inc. "Competition in the U.S. remains intense, and our demand-driving investments are showing traction." Given market softness in the U.S., the

continued competitive environment and global economic uncertainty, the company is taking the precautionary step of lowering its full-year motorcycle shipment guidance, revising its forecast to ship 264,000 to 269,000 motorcycles to dealers worldwide in 2016, which is approximately between -1.0 percent and +1.0 percent from 2015. The company says this action is consistent with its long-standing commitment to manage supply in line with demand. The company had

### reduced 2016 unit shipment forecast

previously provided full-year shipment guidance of 269,000 to 274,000 motorcycles.

In the third quarter, the company expects to ship 48,500 to 53,500 motorcycles compared to 53,472 motorcycles shipped in the year-ago period.

"While our investments to grow product awareness and ridership globally are beginning to take hold in a number of markets, current conditions in the U.S. and

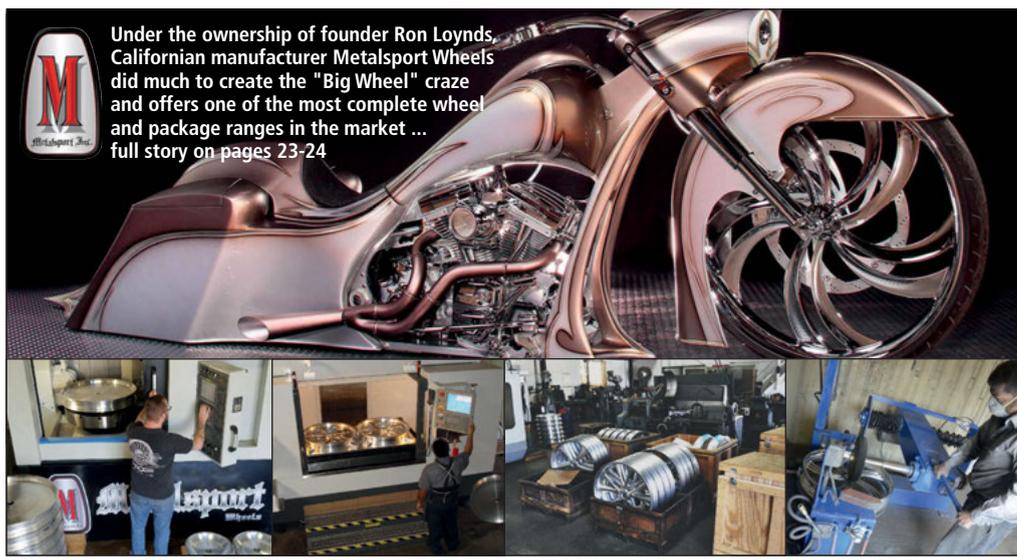
economic headwinds in other parts of the world combine to raise caution for us as we continue to focus our strategy to drive demand and deliver strong returns to shareholders," said Levatich.

Retail sales in Europe, the Middle East and Africa (EMEA) were up by +8.2 percent in the second quarter and +8.4 percent for the first six months. Asia Pacific retail sales were up by +0.8 percent in the quarter and up +3.4 percent for the first six months compared to 2015. Canada retail sales grew +2.0 percent in the quarter and +7.2 percent for the first six months versus a year ago as the market there continued to respond favorably to the company's transition to direct distribution.

Revenue from motorcycles and related products was up versus the prior quarter behind increased motorcycle shipments. Operating margin as a percent of revenue decreased versus the prior year, primarily as a result of lower than expected gross margin driven by unfavorable mix, currency and manufacturing expenses. Financial Services operating income was higher in the second quarter compared to the year ago period, driven by a \$9.3 million gain generated from a full securitization. The company now expects

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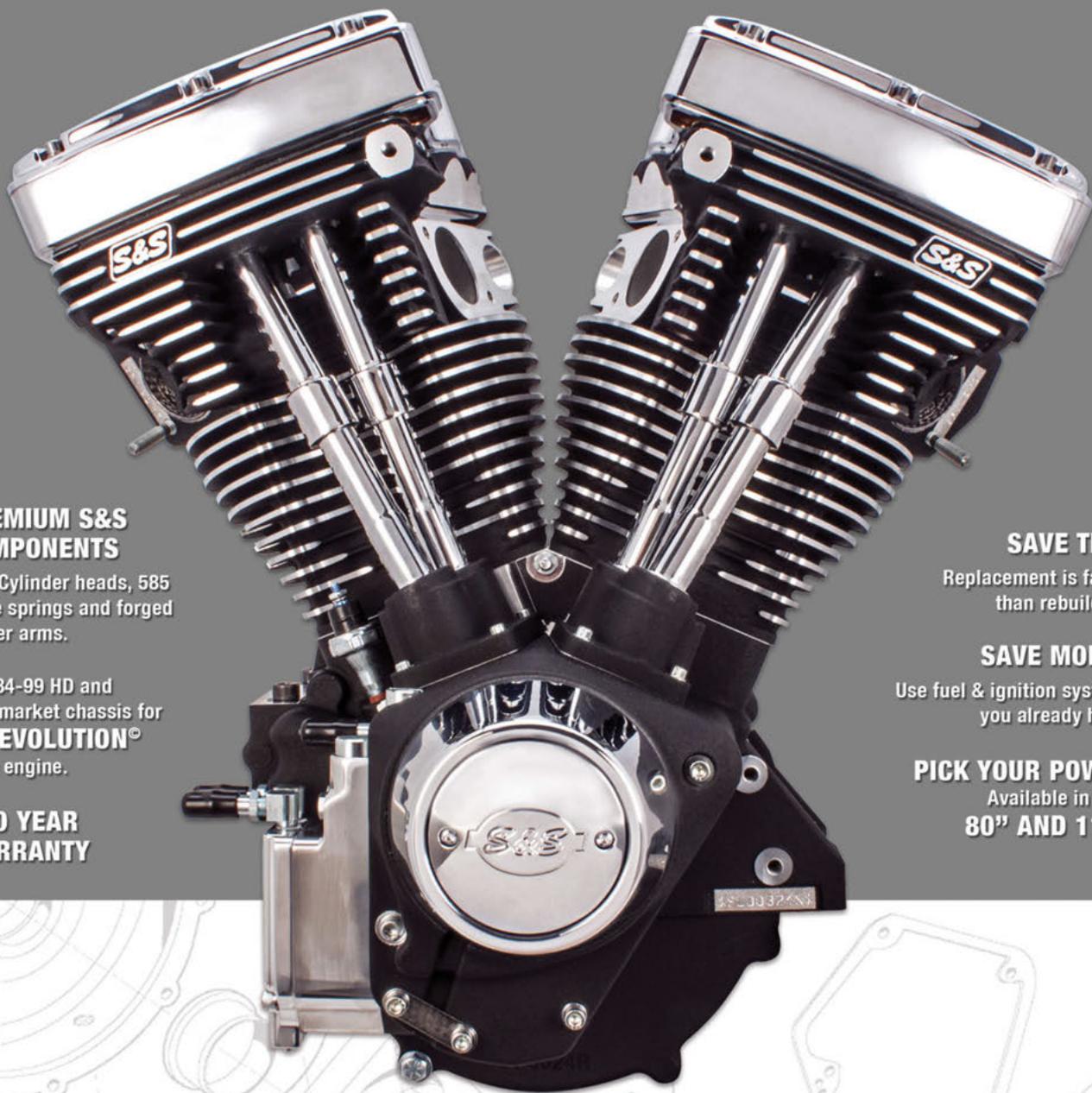
### MY2017



Under the ownership of founder Ron Loynds, Californian manufacturer Metalsport Wheels did much to create the "Big Wheel" craze and offers one of the most complete wheel and package ranges in the market ... full story on pages 23-24

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**Metalsport Wheels ..... 23-24**

Those Big Wheels Keep On Turning - Size matters for Ron Loynds! Founded in 2007 Californian manufacturer Metalsport Wheels was a "Big Wheel" pioneer - Robin Bradley reports ...

**Victory & Indian MY2017 ..... 23-24**



Polaris continues to step-up the pressure on Harley with their 2017 Indian and Victory line-ups



**PROGUIDE: The new, the best and the must-haves ..... 28-52**



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# Will MY2017 conservatism see Harley fall even further behind their competitors?

**T**he reveal of the 2017 Indian and Victory line-ups (several weeks ahead of Harley's MY2017 announcement) shows Polaris continuing to lay down a solid foundation from which to continue applying the pressure on Milwaukee.

The problem, of course, with mid-cycle launches is that they can somewhat reduce the impact of such moments, but seeing the already announced models in the context of an overall "offer" continues to join the dots as Polaris fills and expands its footprint in a way in which, at the time of writing, remains the stuff of dreams for Harley dealers.

While colourway custom options dominate the collection, much as it has for Harley in recent years, the focus on "infotainment" adds contemporary riding value thinking (though on selected models only), just as it has also done for Harley.

There's nothing wrong with "creature comforts" in the 21st century. It is easy to assume that they would be an anathema to the generations of riders who built the "custom style" motorcycle market, but don't be so sure. Remember how many thousands of indignant righteous abandoned kick starters when they had the choice, and how many thousands appreciated the oil integrity of Evo cases when they replaced the Shovelhead in 1984?

All such developments are a child of their time, and in these times of radically different expectations from the riding experience and ownership experience, if anything, both manufacturers' initiatives so far actually look lame.

Their embracing of ABS, for example, has been lukewarm and incremental at a time when other manufacturers are already populating the premium market with intelligent suspensions, ecall, and much more besides. Much the same happened with EFI and TBW, but such developments are now routine, and both Polaris and Harley-Davidson would benefit from accelerating their use of technology.

In connection with which, I'm writing this just two weeks before Harley's MY2017 announcement at their dealer convention in Boston, and with so much riding on it, are the new engine rumors driving the current Harley share price rise?

Having fallen back from its July 2nd 'blip', Harley-Davidson's share price opened this week (August 8th) at \$54.13, having been as low as \$42.39 as recently as June 27th.

With rumors swirling about what will be seen later in August, the investment community is either responding to the widely accepted undervaluation (especially relative to returns) that has plagued the stock price for most of the past 12 months, or the rumors about the new 107 inch (1753cc) Harley-Davidson "Milwaukee Eight" engine are having an effect.

It is being variously reported as being an air-cooled with pushrod actuation or air/oil-cooled (you pick your blog and you take your choice!), with 114" and 131" versions also mentioned. The name is said to be derived from it being Harley's 8th engine family in its 113-year history, and reports from Sturgis suggested that the engine was there, with selected dealers and members of the press being given advance new model sneak peaks.

The exact configuration is also the subject of considerable speculation, with some even suggesting that it may not even be a 45-degree V-Twin – though the spy shots

that have been flying around the internet appear to suggest a very cramped 45-degree layout. This would suggest a shorter stroke and bigger bore (to get those extra valves in). Either way, whatever is going on in those cylinders appears to be hidden behind an oversized, butt-ugly air cleaner in which the design has been driven by airflow needs alone, on a day when the stylists weren't watching.

The most common reports suggest that it is an 8-valve engine (4 valves per cylinder), with single cam, dual plug heads that will be seen in a new Big Twin model for 2017, with it migrating to the Tourers for 2018. Though if that is the case, expect to see the "lean machine rapid response" manufacturing philosophy that is the Gospel according to Matt (Levatic) result in mid-cycle additions.

It is now some 17 years since Harley superseded the 15 years of Evo with the Twin Cam.

Investors are not normally known for sentiment where "the metal" is concerned, preferring instead to rely on their algorithms and trigger points – so it may well be that the new model range has little to do with the present share price activity.

Besides, it is not unknown for Harley's stock price to drift north at this time of year, in advance of and in anticipation of hoped for good news ahead – the problem is that in most prior years disappointment has set in quickly, reminding all concerned not only that what goes up can and generally always will come back down eventually, but that where technology is concerned, "conservative" remains Harley-Davidson's middle name.

If these rumors are anywhere near true, then while the announcement will, at least and at last, be one with more beef than paint, it is hardly a "future facing" package - overdue and still not speaking to market opportunities will be the likely verdict.

With sales still in decline, surely Harley aren't going to be able to continue to hide behind market decline for much longer if they aren't doing something other than spending ever more money on trying to sell "same old, same old" at a time when their competitors are doing anything but.

Taken holistically, the changes that have been seen in the motorcycle design and production offer landscape since the "Lehman Apocalypse" pressed demographic re-set on the market in 2008 are the stuff of legend.

Real legend, not the phoney stuff that Harley is peddling, and as we start to eye the 21st century's third decade, it would appear likely that we are doomed for some more time yet to seeing them remain conspicuous among manufacturers in still trying to market product-thinking that hit a brick wall at the start of this one.

Unless the "Smart Manufacturer of the Year" has some new technology so carefully under wraps still that a month from now we will all be sitting back in admiration and applauding appreciatively from the dress circle? One can dream I guess!

Will eight be the new twin?

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<<< Continued from cover

full-year 2016 operating margin of approximately 15 to 16 percent for the Motorcycles segment, compared to prior guidance of 16 to 17 percent. The company continues to expect 2016 capital expenditures for Harley-Davidson, Inc. of \$255 million to \$275 million.

Second quarter 2016 diluted earnings per share increased by +7.6 percent to \$1.55 compared to diluted EPS of \$1.44 in the same period in 2015. Net income was \$280.4 million on consolidated revenue of \$1.86 billion compared to net income of \$299.8 million on consolidated revenue of \$1.82 billion in last year's second quarter. Through six months, Harley-Davidson's 2016 net income was \$530.9 million on consolidated revenue of \$3.61 billion, compared to its six-month 2015 net income of \$569.7 million on consolidated revenue of \$3.50 billion. Six-month 2016 diluted EPS was \$2.91, up +7.4 percent from \$2.71 in the year-ago period.

Cash and marketable securities totaled \$869.7 million at the end of the second quarter, compared to \$1.30 billion in the year-ago quarter. During the first six months of 2016, Harley-Davidson generated \$456.3 million of cash from operating activities compared to \$613.9 million for the same period in 2015.

The company paid a cash dividend of \$0.35 per share for the second quarter for a total of \$0.70 for the first six months of 2016. On a discretionary basis, the company repurchased 2.6 million shares of Harley-Davidson common stock for \$118.9 million.

In the second quarter of 2016, there were approximately 181.3 million weighted-average diluted shares outstanding, compared to approximately 208.6 million shares in the year-ago quarter. At the end of the second quarter, 23.0 million shares remained on board-approved share repurchase authorizations.

## Harley-Davidson sales revenue and production data... 2nd quarter 2016

Income statements in \$1,000s (except share)	THREE MONTHS ENDED		SIX MONTHS ENDED	
	2016 Q2	2015 Q2	2016 Q2	2015 Q2
Net sales revenue	\$1,670,113	\$1,650,783	\$3,246,723	\$3,161,353
Gross profit	\$607,558	\$647,214	\$1,197,838	\$1,237,489
Total operating income	\$322,749	\$380,603	\$655,206	\$726,057
Net income	\$280,431	\$299,810	\$530,920	\$569,664
Diluted earnings per common share	\$1.55	\$1.44	\$2.91	\$2.71

### NET SALES REVENUE

Figures are shown in \$1,000s	THREE MONTHS ENDED		SIX MONTHS ENDED	
	2016 Q2	2015 Q2	2016 Q2	2015 Q2
H-D Motorcycles	\$1,330,632	\$1,308,837	\$2,648,210	\$2,563,958
Parts & Accessories	\$258,208	\$256,840	\$441,913	\$440,712
General Merchandise	\$75,757	\$77,518	\$146,375	\$143,946
Other	\$5,516	\$7,588	\$10,225	\$12,737

### MOTORCYCLE SHIPMENT DATA NOTE: H-D MOTORCYCLE SHIPMENT DATA IS NOT THE SAME AS RETAIL REGISTRATIONS

United States	57,804	55,128	115,439	111,792
Exports	30,356	30,044	55,757	52,969
<b>Total H-D</b>	<b>88,160</b>	<b>85,172</b>	<b>171,196</b>	<b>164,761</b>

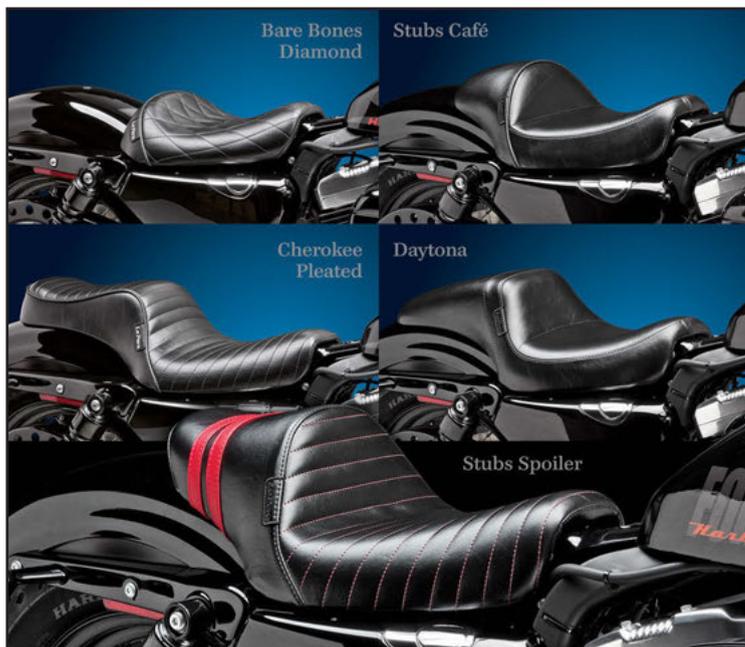


### PRODUCT MIX

	2016 Q2	2015 Q2	2016 Q2	2015 Q2
Touring	27,675	34,563	66,172	73,360
Custom	37,655	29,952	64,584	53,348
Sportster	22,830	20,657	40,440	38,053
<b>Total</b>	<b>88,160</b>	<b>85,172</b>	<b>171,196</b>	<b>164,761</b>

### RETAIL SALES OF H-D MOTORCYCLES:

	2016 Q2	2015 Q2	2016 Q2	2015 Q2
United States	54,786	57,790	90,112	93,278
Canada	3,813	3,737	6,283	5,860
EMEA Region	17,513	16,179	27,723	25,567
Asia Pacific Region	8,581	8,517	16,147	15,614
Latin America Region	2,573	2,708	4,459	5,273
<b>Total</b>	<b>87,266</b>	<b>88,931</b>	<b>144,724</b>	<b>145,592</b>



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- 40002** Filler Panel Light (chrome)
- 40004** Center Brake Light (chrome)
- 40006** Light Accents (chrome)



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- 70304** Master Cylinder Cover (pr) (chrome)
- 70305** Master Cylinder Cover (pr) (black)



## Forkini™ Lower Leg Covers & Upper Fork Tin Accents

- 43000** Lower Leg Covers (pr) (chrome)
- 70050** Faceted Wheel Spoke Inserts (chrome)



## Shift Lever Linkage/Cylinder Base Cover

- 72000** Shift Lever Linkage (chrome)
- 70100** Cylinder Base Cover (chrome)



45101

## 40010 Lighted Fairing Vent

- 45100** Bat Blades, '96-'05 Batwing Fairing
- 45101** Bat Blades, '06-'13 Batwing Fairing
- 45102** Bat Blades, '14-Up Batwing Fairing Run, and turn feature.

- 50127** Action Camera Adapter with Stud Mount



## WASP Camera

- 45020** WASP Camera



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**70007** Rocker Box Bolt Caps (6 Piece Set) (chrome)

**70010**



**70013**



**70007**



## Shock & Awe™ L.E.D. Lights

**35153** Air Cleaner Radial (black)

**41001** Shock & Awe™ L.E.D. Lights with Bluetooth Controller

## Fairing Dash Accents

**42100** Lighted Speaker Accent (pr)

**42200** Lighted Dash Accent (chrome)

**42305** Switch Accent Cover (chrome)

**50410** Drink Holder (perch mount)

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**NEWS BRIEFS**

Headed up by former Yuasa executive Lisa Barton, the Coppel, Texas based Universal Power Group (UPG) has Standard Conventional, Premium Dry Charge AGM and Platinum AGM, LFP and V-twin specific batteries available in its 'Kinetik' brand program of powersports specific batteries. Specifically designed with rugged construction for the rigors of V-twin applications, their Platinum VRLA (Valve Regulated Lead Acid) batteries with AGM separators are said to be maintenance-free for all Harley models since 1964.

Polaris Industries has announced Craig Scanlon, VP of Slingshot and Chief Retail Officer (CRO) of the Off-Road Vehicle (ORV) division, has been named Chief Marketing Officer (CMO), reporting directly to CEO Scott W. Wine. Scanlon joined the company in 2004 in a field sales role. Meanwhile, the Slingshot business is being integrated into the Motorcycle division, joining Victory and Indian under the leadership of Steve Menetto, President, Motorcycles.

Skully, the crowd source funded San Francisco helmet company is out of business. The business had been planning to sell Korean made high-tech Skully AR-1 "Augmented Reality" heads-up-display (HUD) helmets using Chinese electronics and software developed in India. A final attempt to rescue the business failed, and at the time of their Chapter 7 filing it appeared likely that all the investors will have lost their money.

A new three-part mini-series called "Harley and the Davidsons," which "follows the story of the Harley-Davidson Motorcycle Company," is slated to premiere on the Discovery Channel in the United States on September 5th.

For the first six months of 2016 Harley-Davidson sold 7,488 units in Germany, for a 7.48 percent market share – making them the fifth highest selling manufacturer; unit sales were 14.93 percent up on the first six months of 2015. BMW is top dog in its home market.

# Vance & Hines RaceShop Components



Back in February we featured the first product released by Vance & Hines in their new RaceShop Components program – valves and spring kits for Twin Cam engines.

The Santa Fe Springs, California, and Indianapolis based manufacturer has since released more additions to the range – a range that sees the market-leading exhaust manufacturer leveraging founder Byron Hines' and Terry Vance's race credentials and expertise to produce a line of components for street bikes that owes its pedigree to their decades of success on the drag strip.

"Our high performance products are manufactured with state-of-the-art equipment, utilizing stringent quality control procedures to significantly improve all components for prolonged durability and reliability," says VP of Sales & Marketing John Potts.

"Whether building a street performance engine or a drag motor, Vance & Hines engine components are drop-in upgrades providing needed stability while reducing premature wear. All components are made to exacting tolerances ensuring maximized performance."

The additions include these high performance "Bolt-In" camshafts for 2006 – 2016 Dyna, 2007 – 2016 Softail and 2007 – 2016 Touring models. Designed with a silent ramp profile, which is said to eliminate valvetrain noise, they ship with high performance inner cam bearings and a Cometic gasket set.

Their high performance pushrods are made from hardened and tempered 4130 Chromoly. They are designed for high-stress and extreme spring pressures (7/16" x 0.095" single taper 5/16" x 24 TPI) and feature "witness markings" for quick install and precise adjustment. Vance & Hines high performance 'Beehive' style spring kits are designed with "the latest advancements in valve spring technology. Our springs are nano-peened, polished and 100% inspected through load testing.

"They exceed stringent quality

standards, offering superior valve stability at high rpm range, are the premium choice for your performance upgrade and "drop-in" ready. No machining of heads is required."

The retainers are made from 4140 Chromoly steel that has been heat-treated and processed to maintain high strength and lightweight design; the keepers are type FMOD7 with 7-degree lock angle, have triple radius groove and standard install height.

Equipped with Chromoly spring bases, the kit comes with Viton seals designed for maximum retention of elastic properties along with "excellent resistance to fluids, heat and aging."

Fitment is for 2005-2016 Twin Cams, 2004-2016 XL Sportsters and 2009-2013 XR Sportsters.

RaceShop forged 2618 aluminum high performance pistons feature Moly coated piston skirts, high-strength, lightweight Chromoly wrist pin, and phosphate coating to reduce micro-welding and pin galling. Forced pin oiling prevents scuffing at start-up and precision-machined ring grooves prevent ring flutter and positive ring seal. The kit includes two pistons, wrist pin, ring set and pin locks.

They are available as Big Bore 107" pistons for 2007-2016 Dynas and 2007-2016 Touring and Softail models; 1999-2006 Dyna and Touring models and 2000-2006 Softails equipped with 4-3/8" flywheels.

Their high performance hydraulic lifters are described as having a tighter inner diameter grind for substantial lower leak down; they feature direct lubrication to axle and roller needle bearings and allow the use of higher spring pressure and increased rpm capability. Available for 1999-2016 Twin Cams, 2000-2016 XL and 2009-2013 XR Sportsters. RaceShop high performance chrome coated valves are precision CNC-machined from a stainless one piece forging for higher strength and durability. The high grade allows the design to withstand high heat and maintain roundness. They



Forged 2618 aluminum high performance pistons with Moly coated piston skirts, high strength, lightweight Chromoly wrist pin, phosphate coating and forced pin oiling



Tighter inner diameter grind lifters for substantial lower leak down, features direct lubrication to axle and roller needle bearings



High performance "Bolt-In" camshafts with silent ramp profile and inner cam bearings and gasket set



Valve and springs sets include two valves with springs, retainers, spring bases, keepers and Viton valve seals



Heat-treated springs with 4140 Chromoly steel retainers, spring bases and Viton seals

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feature a micro-polished stem for smoother finish and less friction, resulting in improved performance and multi-angle back cuts for enhanced flow. They have a 7mm stem, and Vance & Hines say these are the

first to market to introduce a V-twin hollow stem; intake valve is 1.900" and 2.000", and they are an estimated 4 grams lighter than OE valves, making them ideal for higher revving engines, according to the company. An Inconel 1.630" exhaust valve is also available for extreme exhaust temperatures. These high performance valve and spring sets include two valves with springs, retainers, spring bases, keepers and Viton valve seals. Available for 2005 – 2016 Twin Cams. Vance & Hines has also introduced a range of high performance, fully synthetic



Hardened and tempered 4130 Chromoly pushrods for high-stress and extreme spring pressures

lubricants. Their 5W30 primary lubricant is designed to maximize clutch performance and reduce wear while providing smooth operation; their 75W140 transmission fluid is said to be non-corrosive, able to handle severe load and provide maximum protection for gears.

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

Drag Specialties has announced that it is to switch its spring NVP and Dealer Showcase to Indianapolis (from two events in Pennsylvania and Atlanta) at the downtown Lucas Oil Stadium for a two-day show on February 18-19; its annual Fall event will be at Madison, Wisconsin, August 26-27 2017.

Polaris Industries announced that Joel Houlton, Senior Engineering Director, has been named Vice President of Global Safety and Quality. Houlton will dual-report to Scott W. Wine, CEO and Chairman, and Ken Pucel, Executive Vice President, Operations, Engineering and Lean. Houlton will lead a newly formed organization focused on the safety and quality in Polaris' design, supplier, development, manufacturing and post-sales surveillance processes. Houlton joined the company in 2011, and most recently has been leading Central Engineering Operations and Defense Engineering, while serving as the interim leader of the Defense business.

**Operation Octane**

Victory Motorcycles has followed numerous other manufacturers, including Harley, Yamaha and Ducati, by

launching a dealer-based custom competition. Called "Operation Octane," Victory

dealers have to 24th October to submit their final build photographs.

A two-week period of online voting will then be open from the 14th November to the 28th November, where everyone is welcome to vote for their favourite Octane build.

The top two winners in both North America and the rest of the world will be notified on 30th November. First place wins \$5,000 and second place wins \$3,000.

The contest follows a number of previous Octane customizations that led up to the bike's launch in 2016, including Urs Erbacher's Ignition Concept, Zach Ness' Combustion Concept, and also the recent '#93Octane' customization by stunt rider Aaron Colton.

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





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NEWS BRIEFS

BMW Motorrad has hired former Harley-Davidson US Dealer Development leader Michael Peyton as its new Head of region for North America.

**The Hamsters USA have raised \$285,395 during the Sturgis Motorcycle Rally for special kids at LifeScape Children's Care in Rapid City, South Dakota. Hamsters have raised and donated funds at their annual meeting for the last eleven years, and 2015 saw them break the \$2m mark in total dollars raised for LifeScape.**

Rumors persist connecting Polaris with a deal to acquire either 100 or 51% ownership of troubled Italian manufacturer MV Agusta. Notoriously under brief Harley ownership in 2008/2010 (with Matt Levatic at the helm), the relationship between MV and 25% owner Mercedes – AMG has soured. Short of money, MV has had to scale back its ambitions. CEO Giovanni Castiglioni had confirmed that some discussions had taken place back in May, but Polaris is still thought to be one of the "two or three" suiters that "informal" discussions are still taking place with.

**The 95th running of the Pikes Peak International Hill Climb in Colorado will be staged on June 25 2017. First raced in 1916, the PPIC is the second oldest motorsports event in the United States and is run on a 12.42 mile course with 156 turns that begins at 9,390 feet and finishes at the 14,115 foot summit of "America's Mountain".**

A risk of unburned fuel passing through the exhaust system on 18,367 2014-2016 Indian Chief Classic, Chief Dark Horse, Chief Vintage, Chieftain, Chieftain Dark Horse and Roadmaster models has prompted a recall. Polaris say the problem occurs because the engine calibration does not use a gross misfire detection strategy in the case of a misfire. Dealers will re-flash the engine control module on affected motorcycles.

# Sam Wheeler

Legendary motorcycle land speed record racer and Bonneville Salt Flats regular Sam Wheeler was killed while test-running his EZ-Hook LSR Streamliner on the Bonneville Salt Flats on July 25th.

After having set the then fastest ever one-way pass of 355.303 mph on September 6th 2006, Wheeler had been continuing to chase the dream of setting a new two-way world record of over 400 mph ever since. He survived a high-speed crash in 2006, just seconds after setting that new mark, but despite being fastidious about safety, on July 25th this year he lost control of his Streamliner at around 200mph. He was pronounced dead from his



injuries at the Intermountain Medical Center in Salt Lake City later that same day.

After two years of adverse conditions

at Bonneville, in 2016 hopes remain high that this year could see the Streamliners out in force again - sadly Sam Wheeler won't be among them.

## Harley at INTERMOT Customized

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

**Rider S Dynas.**

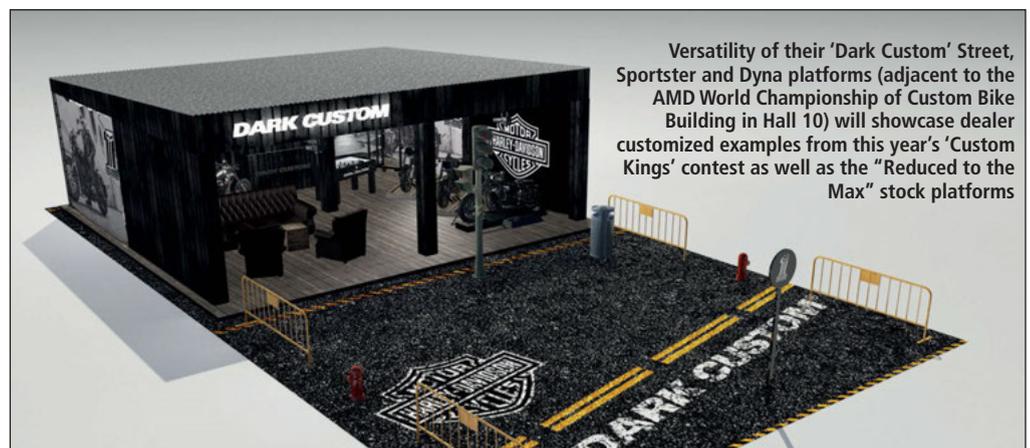
**Additionally, the booth will showcase examples from this year's 'Custom Kings' dealer competition in Germany, Austria and Switzerland.**

**This year's chosen platform for the contest was the Sportster Iron, with a customizing budget set at around €4.000,00 (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," says 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 attracting – riders who will be an important part of the industry's future, and riders who have a very new series of attitudes to the motorcycle ownership and riding experience.**

**"With our 'Dark Customs' we think we are "with them" when it comes to meeting those expectations and able to provide the kind of versatile yet contemporary design ethos they are looking for. "If our sales in Europe are anything to go by, we do appear to be right in the "sweet spot" with the 'Dark Customs', and the results our dealers have achieved in this year's 'Custom Kings' competition show that our dealers understand what riders are looking for."**

**[www.intermot-cologne.com](http://www.intermot-cologne.com)**



**Versatility of their 'Dark Custom' Street, Sportster and Dyna platforms (adjacent to the AMD World Championship of Custom Bike Building in Hall 10) will showcase dealer customized examples from this year's 'Custom Kings' contest as well as the "Reduced to the Max" stock platforms**

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7", 9", and 11" sizes. Bar-only Kit or Complete Kit with HHi Custom Hand Controls pre-wired for a direct bolt-on installation.



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**NEWS BRIEFS**

Arctic Cat has announced a \$10.6m loss for its 2016/2017 financial year first quarter (ended June 30) on net sales of \$104.9m (-22%); last year the equivalent loss was \$1.1m. ATV sales were -17.3%; Snowmobiles -30.4%; PG&A -11.5%.

Harley-Davidson has issued a recall on some 27,000 late model tourers and cruisers for potential clutch difficulties.

Harley MY 2017 rumors include speculation that the company could reintroduce the 'Sport Glide' with a Dyna Sport Glide. Last seen in the shape of the FXRT Sport Glide that was unceremoniously dumped from the line-up in 1993, it would be a much needed and well overdue response to the increasing popularity of the FXR and the clamour for an (approximately) equivalent platform, or at least an updated version of the concept.

# John Shope 'Sprint' Signature Series

Kuryakyn's new Signature Series showcases "skilfully crafted designs from true masters of the trade," produced exclusively by Kuryakyn. The new 'Sprint' collection sees Kuryakyn championing designs for Indian Motorcycle Scout models by John Shope of Dirty Bird Concepts fame. "Recognized as the risk taker, John Shope knows a thing or two about pushing the limits of style," says Kuryakyn. "The Sprint Signature Series is designed to transform '15-'16 Indian Scout and Scout Sixty models into race-inspired customs that radiate boldness." The initial range includes a Cafe fairing for a "sexy, streamlined appearance to completely



Kuryakyn's first Signature Series parts line, Sprint, features John Shope's OE replacement refinements for the stock Indian Scout

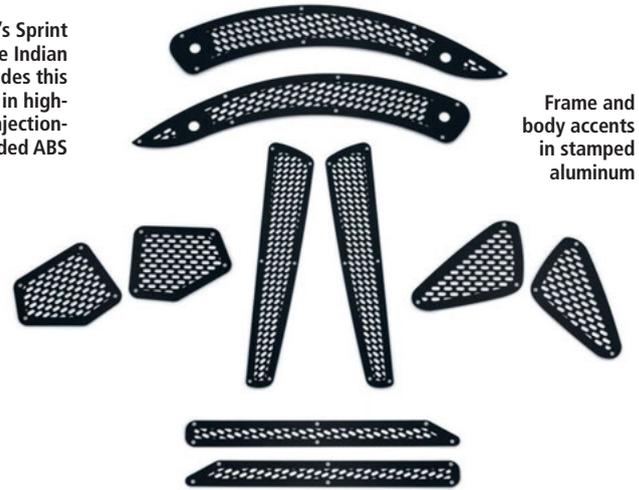
revamp the headlamp area." The quarter fairing features a scalloped design made from durable injection-molded, high-impact ABS that comes fully prepped and ready to paint. The line also includes a paint-

ready ABS chin spoiler that is said to improve engine cooling, a fibreglass bolt-on direct replacement front fender and stamped aluminum frame and body accents.

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



John Shope's Sprint range for the Indian Scout includes this Cafe fairing in high-impact, injection-molded ABS



Frame and body accents in stamped aluminum



John Shope's take on refining the Indian Scout includes this chin spoiler in ABS - a direct replacement using the OE mounting holes and hardware



Direct replacement front fender in paint-ready fibreglass

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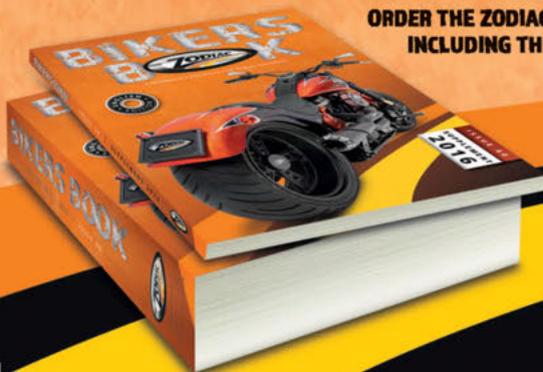
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# 2017 Indian Motorcycle line-up

Indian Motorcycle, America's "first motorcycle company," has announced a line-up of model year 2017 bikes that is said to "redefine premium yet again with industry-leading 'Ride Command' infotainment." The 2017 family carries forward all 2016 models,

including the recently released Scout Sixty, Indian Springfield and Chieftain Dark Horse models, "in a family of award-winning premium motorcycles includes cruisers, mid-size cruisers, baggers and touring bikes that encourage our riders to stand apart and 'Be Legendary'."

## 'Ride Command' Infotainment System



Described as motorcycling's most advanced "yet user-friendly" infotainment system featuring "the industry's largest and brightest touchscreen display, and highest resolution and fastest response time," the system is fully integrated into the dash "for an up-close rider experience" offering "an intuitive interface, customizable information displays, glove-compatible two-finger touch capabilities, and easy navigation to points of interest such as gas stations and restaurants."

Standard on all 2017 Chieftain and Roadmaster models, features include a 7-inch 800x480 pixels display with 2-finger capacitive with swipe and pinch to zoom; fastest boot time (ready in about 10 seconds); 100-watt premium audio system (Chieftain/200-watt Roadmaster) with both touchscreen and handlebar audio controls; Bluetooth audio, AM/FM/weather band, USB flash drive support with USB song shuffle; GPS navigation with turn-by-turn directions, points of interest, compass, and more; critical information constant display (clock, air temperature, compass heading, fuel level and fuel range); convenient phone features available through Bluetooth pairing, including phonebook download, incoming call notification with name display, voice activated calling, incoming text notification, and more.

## 2017 Midsize line-up Indian Scout



This middle-weight cruiser's weight has been reduced to 538 pounds (dry); features include a low 25.3-inch seat height and available extended and reduced reach accessories and a 100 hp liquid-cooled 69 cubic inch V-twin engine.

## Scout Sixty



For 2017, the Scout Sixty "returns in all its glory, encouraging riders to "Start Your Legend." With the legendary handling and performance of the Scout, the Scout Sixty is offered at a very attainable \$8,999 starting price. Powered by a potent 60 cubic inch engine mated to a silky smooth 5-speed transmission, this mid-size cruiser is arguably the best buy in motorcycling today."

## 2017 Cruiser line-up Chief Classic



Powered by the "proven and award-winning" Thunder Stroke 111 engine, the "aptly named Chief Classic has set a new benchmark as the classic American cruiser. Its iconic lines, world-class finishes, heritage inspired design, balance, and unrivaled engineering make it the ultimate choice for pure cruiser enthusiasts."

## Chief Dark Horse



"Embrace the darkness with the 2017 Indian Chief Dark Horse, the baddest, boldest bike on the road. With the endless power of the award-winning Thunder Stroke 111 engine, end-to-end matt black finish and just a touch of chrome, every other bike on the road seems tame. Featuring ABS, remote key fob for keyless ignition, electronic cruise control, a dry weight of 751 pounds and starting at just \$17,499, the Indian Chief Dark Horse has it all – including a seriously bad attitude."

## 2017 Bagger line-up Chief Vintage



Indian Motorcycle say that the 2017 Chief Vintage is the "ultimate retro-vintage bagger, turning heads with its classic styling, iconic soft-sided saddlebags crafted from Desert Tan Genuine Leather - dripping in fringe and Indian Motorcycle nostalgia." It features the "classic power" of the Thunder Stroke 111 engine.



**Chieftain & Chieftain  
Dark Horse**



"Lead the pack with two of America's most commanding, versatile and awe-inspiring bikes. Both feature the Thunder Stroke 111 engine, TPMS, ABS, fairing with integrated driving lights and power windshield, cruise control, remote locking hard bags, keyless ignition, and much more. The Chieftain Dark Horse, starting at \$21,999, is the newest addition to Indian's bagger family, sporting a premium 100W audio system and an ominous nose-to-tail matt black finish with minimal chrome for a menacing presence that refuses to be ignored." The Indian Chieftain starts at \$23,999 and comes standard with the all-new 'Ride Command' system.

**Indian Springfield**



"Classic styling blended with thoroughly modern technology for a purist's take on both touring comfort and urban versatility," say Indian Motorcycle. Quickly converts into a cruiser with the quick-release windshield and saddlebags removed, or transformed into a high-capacity touring model. Remote locking hard bags and adjustable passenger floorboards come standard along with genuine leather seating, ABS, TPMS, cruise control, and a powerful headlight and dual driving lights.

**2017 Touring line-up  
Indian Roadmaster**



"The Roadmaster returns for 2017 as the industry's flagship tourer and the epitome of luxury and comfort. Powered by the rock solid Thunder Stroke 111 engine and offering nearly 38 gallons of storage, Roadmaster is "Your Ultimate Ride." It offers a wealth of ergonomic luxury and innovations for rider and passenger alike, including a power-adjustable windscreen, heated grips, individually controlled heated seats for driver and passenger, ABS, TPMS, keyless ignition with remote locking storage, electronic cruise control and adjustable passenger floorboards and new for 2017 'Ride Command' infotainment system.

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# Victory 2017 – “Increased power, more standard amenities and amplified style prove performance is in our DNA”



Victory Motorcycles say they have “always focused on performance. The design brief for the very first Victory motorcycle was simple: build a motorcycle that’s more powerful and handles better than any other American cruiser.” Eighteen years later and Victory claim they “remain dedicated to the pursuit of performance.”

After achieving a 2nd place podium position at the Isle of Man TT with the Victory RR, becoming the 2nd and 3rd fastest motorcycles to climb Pikes Peak with the Empulse RR and Project 156, accomplishing a circumnavigation of the globe in record time with Urs “Grizzly” Pedraita and his Victory Cross Country Tour, and setting a Guinness World Record burnout with Joe “Vertical” Dryden aboard an Octane, Victory say that for 2017 “America’s most innovative and aggressive

motorcycle manufacturer is geared up for its most powerful year ever, redefining what an American V-twin motorcycle can be.

“Whether it’s our 1200cc Octane, five-model Cruiser family, Magnum, Magnum X-1 and best-selling Cross Country Bagger models, Cross Country Tour and Victory Vision Touring models, or our electric Empulse TT, our 2017 bikes are just the beginning of a new era in American motorcycle performance.”

**Octane**  
“Power to Burn”



Already unveiled to much acclaim earlier this year, the Octane “has the heart of a Pikes Peak International Hill Climb racer and a 0-60 mph time that makes it the quickest Victory ever produced.” Featuring a high revving, liquid-cooled 60-degree V-Twin with four-valve heads and dual-overhead cams that makes 104 horsepower and 76 foot-pounds “of tire-shredding torque,” power is only half of the musclebike equation, according to Victory. “There’s also a stiff and lightweight cast-aluminum frame, sharp steering geometry, a tight wheelbase, and 32 degrees of lean angle that together deliver agility previously unknown to American V-Twin motorcycles.”

**High-Ball**  
“Stripped down speed demon”



With no radio or radiator, no saddlebags or sissybar, Victory say there is “nothing to take the attention away from the big-bore V-Twin sitting in the belly of this beast. Reach up and grab some attitude with the ape-hanger handlebars and let the 16-inch spoke-alloy wheels roll.”

**Gunner**  
“Superior firepower”

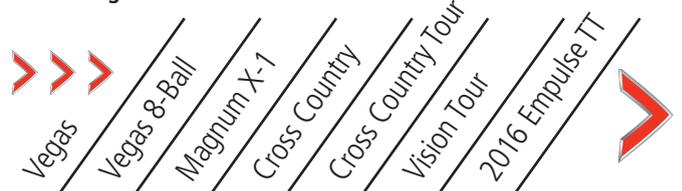


Described as being “inspired by the original bobbers built by returning World War II vets who were hungry to recreate the adrenaline rush of flying a P-51 Mustang fighter,” Victory openly state that they are “taking aim at the competition” with this modern bobber. Powered by the 106 cubic-inch Freedom V-Twin mated to a “smooth-shifting” six-speed overdrive transmission, the Gunner has 110 ft.-lb. of torque, a low 25-inch solo saddle and pullback bars.

**Hammer S**  
“Pro Street performance”



Described as the “most aggressive” cruiser in the Victory line-up, it features the big-block Freedom 106 V-Twin engine, inverted forks, sportbike styled four-piston brake calipers, an extra wide pro stock-inspired 250-series rear tire, a sleek rear cowl with a hideaway passenger pad and bodywork “wrapped in muscled racing stripes - a streetfighter with an American soul.”



**Vegas**  
"Attitude from every angle"



Featuring the 110 ft-lbs torque Freedom 106 engine/six-speed overdrive combination, the Vegas is described as having "clean custom styling, a color-matched frame and a contrast-cut 21-inch front wheel" and being the "cleanest looking and most powerful factory custom made today." Additional features include a tucked-in headlamp, pullback handlebars, slash-cut muffler tips, flush-mount LED taillight, and "blacked-out details that make the rich Sunset Red metallic paint with matching frame really pop."

**Vegas 8-Ball**  
"Rolling the dark streets"



"Sinister and blacked-out, sparse use of chrome details and a 21-inch contrast-cut Falchion front wheel," additional features include chrome gauge cluster and black risers.

**Magnum X-1**  
"Limited edition model designed for serious music and motorcycle fans"



The 2017 Magnum X-1 "takes the stage" powered by a 200-watt 10-speaker surround sound audio system. "Loaded with custom features such as contrast-cut billet wheels – featuring a 21-inch front – a new custom paint scheme and LED lighting, this may be the only motorcycle on the market that attracts both custom motorcycle fans and concert groupies."

**Magnum**  
"Speed and style"

"Move boldly through your world on the Magnum muscle bagger," say Victory. "With a larger-than-life 21-inch front wheel – the biggest wheel ever fitted to a production bagger – LED headlight and new muscle colors that demand attention, Magnum makes a

mark on anyone who sees it. Turn on the cruise control, crank up the high-performance Bluetooth-



enabled audio system blasting 100 watts from 6 speakers, and enjoy the ride knowing that anti-lock brakes monitor your traction at all times."

**Cross Country**  
"Muscle for miles"



"Lead your pack anywhere with the overachieving Victory Cross Country® bagger, now with even more standard features including ABS, cruise control and Bluetooth-enabled audio. Powered by our 106 cubic inch Freedom V-Twin, delivering best-in-class horsepower and 106 ft-lb of torque, the Cross Country is a muscular bagger aided in its smooth running nature by inverted front fork, air-adjustable rear monoshock and dual front disc brakes with standard ABS and 21.3 gallon, lockable, weatherproof sealed saddlebags." Upgrades include the "Made For Victory By S&S" Stage 2 Kit – S&S cams and high-flow air dam together with an available Victory Accessory exhaust system for 20% more horsepower and 10% more torque (for Cross Country, Cross Country Tour and Magnum models).

**Cross Country Tour**  
"Packed with power"



"Cross America in record time," say Victory. "Take the standard Cross Country bagger, hit it with a dose of comfort and convenience features like a 200W eight-speaker Bluetooth and USB audio system, and what you get is the Cross Country Tour - a V-Twin touring bike ready to go anywhere comfortable and quickly." Said to offer the largest total cargo capacity on a production touring motorcycle (41.1 gallons), Victory's 'Comfort Control System' is designed to provide upper and lower air

controls that channel the wind to maximize comfort “while a padded passenger backrest, three-position adjustable floorboards and dual zone heated seats give your passengers the control they deserve. An air-adjustable rear suspension further aids rider and passenger comfort, while ABS and new LED lighting helps keep your mind at ease.”

**Vision Tour**

“Uniquely American, uniquely Victory”



“What if you cast off all convention and set out to build the ultimate American touring bike without any rules or restrictions on how that bike had to look, feel or act?” Victory say the result would be their Vision – “America’s most comfortable touring bike.” Features include wind tunnel derived, frame-mounted full-coverage fairing, extra-rigid cast aluminum frame, air-adjustable rear suspension, and four-valve overhead-cam Freedom 106 engine, standard ABS and cruise control, a heated seat and heated grips, and 29 gallons of storage capacity.

**2016 Empulse TT**  
“Twist and go”



“We’re equal opportunity speed freaks,” say Victory. “Whether it burns hydrocarbons or kilowatt-hours, we don’t care as long as it’s fast. The Empulse TT is fast where it matters most. Built on the same platform that claimed a spot on the podium at both the Isle of Man and the Pikes Peak International Hill Climb, it accelerates up to 100+ mph and has a 10.4 kWh battery module that can fully charge in 3.9 hours.” Features include sport-tuned inverted front forks and an adjustable suspension. Victory say this is “the only electric bike equipped with a gearbox – a six-speed transmission – although shifting is entirely optional as it also operates in a twist-and-go mode for maximum convenience.”

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



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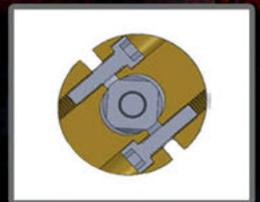
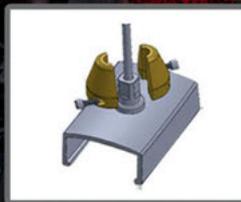
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# THOSE BIG WHEELS JUST KEEP ON TURNING



Impression



Chip Foose, left, seen here with bike enthusiast turned wheel manufacturer Ron Loynds

## The Ron Loynds story – the Californian wheel manufacturer Metalsport pretty much invented the “Big Wheel” craze with their 30 and 32-inchers

**B**est known for their Big Wheels, South Gate (Los Angeles), California based Metalsport Wheels was founded in 2007 by Ron Loynds - but the background to the Metalsport story is one of a family owned and operated precision machining business with considerable aerospace credentials.

Ron, a life-long rider, started working in his stepfather's "old school" machine shop when he was a kid. "I did the typical stuff when I started – cleaning machines, sweeping floors and such like. I guess he wanted to see that I could be trusted in "his space" without killing myself or breaking something!"

But he did neither, and after about 6 years was running the shop, and after being involved around 12 years in total, his father decided he wanted to retire, so Ron took over ownership and set about modernizing the business, "but without losing the sense of craftsmanship, precision and excellence that he'd schooled me in," he says.

"In truth, the main thing I did was to simply roll my sleeves up and put in the hours. My father had been fine with his

way of doing things, and that was fine of course – better than fine. But the equipment was antiquated and slow, and I knew that I had to bring it up-to-date and find new customers."

Putting in the hours even involved sleeping at the workshop sometimes and having no other focus, a familiar story for many, I'm sure, but there is no substitute for sheer hard work and determination, and as for so many others, it worked for Ron.

As the business grew, he was able to start expanding. From having just the one "tin hut" to start with, as Ron puts it, he now has four businesses, with Metalsport housed in a 30,000 sq ft facility, employing 25 people, 22 of them in manufacturing.

Along the way he had developed a notable presence in the aerospace industry, designing and making tooling and components for the Apollo and space shuttle programs, and for military projects such as Minutemen and Sidewinder missiles - and others that he says he still can't talk about publicly!

Ron's first opportunity to turn his passion for riding into a



By Robin Bradley  
robin@dealer-world.com



Metalsport's kit list includes a 4-Axis CNC mill that can machine any size wheel



## Metalsport is housed in a 30,000 sq ft facility



Metalsport is a major distributor of Vee Rubber Big Wheel tires, Whitewalls and replacement OE fittings

# Fronts and rears in sizes from 16 x 3.5" to 32 x 4"



Metalsport operates its own on-site polishing shop



business opportunity came in the early 1970s. Ed ("Big Daddy") Roth turned up at Ron's shop one day, saying that a friend had recommended he'd check Ron's place out, and that he could maybe help him resolve a problem he was having with his VW Trike project. The end result was that he designed and fabricated a new springer front suspension that immediately resolved the problems Ed had been having, and from that point the springer fork became a required part of Ed's VW Trike kit.

Ron has had many very successful collaborations down the years, not least with Chip Foose. Ron's involvement with the motorcycle industry deepened from that early involvement with Ed Roth by producing components for several aftermarket suppliers and specialty parts for noted custom bike builders. Eventually Ron bought out the small motorcycle wheels division of a major automotive wheel manufacturer, and that resulted in opening up as Metalsport Inc. These days the company offers over 30 forged and billet wheel designs in total over their 2D and 3D ranges, with front and rear fitments all the way from 16 x 3.5" up to 32 x 4", all CNC-machined from 6061-T6 aerospace grade aluminum. The most popular in their '2D' design range are the 'Don Juan' and 'Don Juan Torque', and the 'Corleone', 'Impression' and 'The Whip' in their '3D' program. Major machinery investments have been made along the way, and in addition to finished wheels, Metalsport has also become a large scale producer of blanks. Additionally, the company is one of the V-twin market's largest vendors of Vee Rubber tires, and has always offered a range of other accessories, such as the stylish new patent pending,



Corleone



The Whip

contour-hugging billet trunk and side bag racks for Harley's Tour Pak hard bags.

It was Metalsport who, thanks to their partnership with Vee Rubber, effectively gave life to what went on to become known as the "Big Wheel" craze.

With 26-inchers the "hot ticket" and largest readily available option at the time, Ron invested in tooling for a 30-inch wheel and tire, and when that proved successful, followed it up 12 months later with their now famous 32-inch wheel and tire package.

Along the way Ron also pitched a line of whitewall tires, which also captured the market's imagination. Vee Rubber subsequently invested in the tooling for a line of 10 tire sizes that were not available in the marketplace at the time.

As a Vee Rubber distributor, Metalsport stocks the Big Wheel and Whitewall tires along with standard replacement sizes for most Harley applications. Ron regards this as the missing link that gave Metalsport the opportunity to offer a complete package.

From wheels and hubs with matching rotors and pulleys right through to the tires – pre-mounted and balanced if the customer wants, "we can offer a complete, ready to install package.

"We make every effort to carry the tire sizes our customers need," says Ron, "we still offer pre-mounting and balancing before we ship, and we strongly recommend taking advantage of this service, especially if ordering 26" and larger wheels."

Blanks for the wheels are machined from aluminum billet or rotary forgings, with the 26" and larger designs machined from billet plate. The company has invested in the tooling needed to produce 30" and 32" '2D' and '3D' wheel blanks and installed a monster 4-Axis CNC mill that is capable of machining any size wheel. Indeed, Ron says that Metalsport "is the only manufacturer of true '3D' wheels."

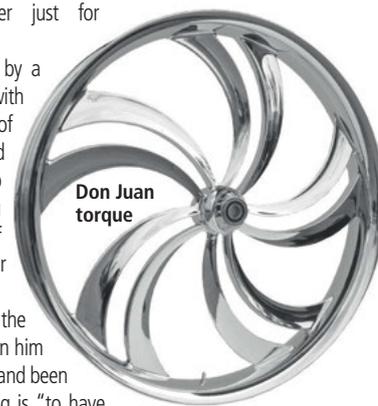
Metalsport sells its blanks to the industry at a cost saving of around 50 percent against the pricing of typical "billet blanks" available from other factories.

In order to further reduce costs and improve production speed, efficiency and quality control, Ron has also invested

in Metalsport's own on-site polishing facility, installing three upright polishing units and one automatic polisher just for wheels.

The facility is run by a 'Master Polisher' with "years and years of experience," and Metalsport is also actively exploring the possibilities of investing in their own chrome shop.

Ron told AMD that the thing that has given him the most pleasure and been the most rewarding is "to have the opportunity to be a friend to, and to work with, some of the most talented people in the industry." Oh, and BTW - you didn't get it from us, but there is a new wheel size in the works, but that is still "hush-hush" at this time – watch out for news about it in an upcoming edition of AMD Magazine just as soon as Metalsport are ready to go to market with it.



Don Juan torque



Don Juan

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## New Ness accessories

These all-new Ness dash accessory packs are fully inclusive kits with fuel door, ignition switch cover and dash accent in chrome and black anodized finishes.

Made from 10-gauge, slot track bevelled and deep cut, they fit 2015 - up FLTRX and 2008-13 FLHX/FLTRX models.

Also seen here, their new Roadglide windshield trim (2015 and up) is said to "provide a clean transition between fairing and windshield." Machined in the U.S.A. from 10-gauge, slot track bevelled and deep cut billet aluminum in the U.S.A., they are available in chrome or black anodized finishes; each kit includes chrome mounting hardware.

Also available for 1996-2013 FLHT / FLHTC / FLHTCU / FLHX and 2014 - up FLT models.

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## Hydraulic cam chain tensioners

S&S say that "several years of development and thousands of hours of testing have fine-tuned our new cam chain tensioners, creating a durable solution for the weak spot in the factory cam chest."

Larger piston diameter, tighter tolerances, thicker shoe material and built-in direct chain oilers are said to make the new S&S hydraulic chain tensioners the best option for 1999-later big twin engines running chain drive cams.

Late model bolt-in or an early model conversion using the TC3 cam plate and oil pump, "these made in America billet tensioners will add longevity and performance to your valve train," according to the company.

**S&S CYCLE INC.**  
Viola, Wisconsin, USA  
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[sscust@sscycycle.com](mailto:sscust@sscycycle.com)  
[www.sscycycle.com](http://www.sscycycle.com)



## Big Twin clutch spring conversion kit

Barnett Clutches and Cables clutch spring conversion kits for most 1998-2016 Big Twins include a CNC precision machined billet aluminum pressure plate and two sets of six heavy duty coil springs. Designed to replace the stock diaphragm spring/pressure plate assembly, this spring conversion kit is said to provide smoother shifting and a more progressive, linear clutch engagement.

The two spring sets, of different tension ratings, allow for three different spring pressure options, making it ideal for

stock to high performance applications. Installation is 'bolt-on' with no modifications required. A hydraulic version is also available.

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# New BDL options



Black-Out 2" open drives for Shovelheads

Anaheim, California based manufacturer Belt Drives Ltd. (BDL) continues to add new product designs and applications at an impressive rate. These new, black 2" open drives are specifically designed for owners of 1970 to 1978 Shovelheads. They are complete packages, and in addition to their popular 2" belt and new guard, each kit includes BDL's ball bearing lock-up pressure plate and proprietary Kevlar clutch. The Shovelhead kit features BDL's unique side guard, rear clutch cover and mini-

starter housing, clutch assembly, application-specific belt and drive components.



The new pressure plates seen here are said to "noticeably improve positive feel at the lever. The redesigned plates ensure a flawless release onto the clutch pack and enhanced lock-up." They are available as upgrades for 1990-up open belt drive kits using the standard cable system and 2014-up drives with the stock hydraulic clutch. Both of these are adaptable to BDL's 1990-up belt drive kits that use the standard pressure plates. Upgraded plates require the use of a new diaphragm spring and two additional shoulder bolts; the plates, spring and collar are available individually.

The new 2" wide open belt drive system kits also seen here (for Touring and Softail models from 2007-up) feature a unique 2-piece motor plate design and come with a 52-69 pulley combination for a primary drive ratio of 1.326:1. The primary belt profiles and assemblies are unique to each model.

The front pulley face and new larger spring collar have matching patterns, and the front pulley is angle-cut and counter-bored for a super clean open look. The 6-bolt diaphragm clutch configuration is new and provides a more positive feel, while improving the overall appearance. The kits come with a custom side and top guard along with a new aggressive open dome. Additionally, the spring and collar have been enhanced in order to provide more positive lock-up for those big inch, high-horsepower, high-torque engines. All kits have BDL's patented "BPP" ball bearing pressure plate. Touring models come with 2 different length screw-in shift shaft cones, one for heel and toe shifters and the other for toe shift machines. There's also a new custom center clutch pushrod. Available in black, chrome, polished and wrinkle black finishes.



**BPP-600-HYD**

New ball bearing pressure plates



**BPP 600**

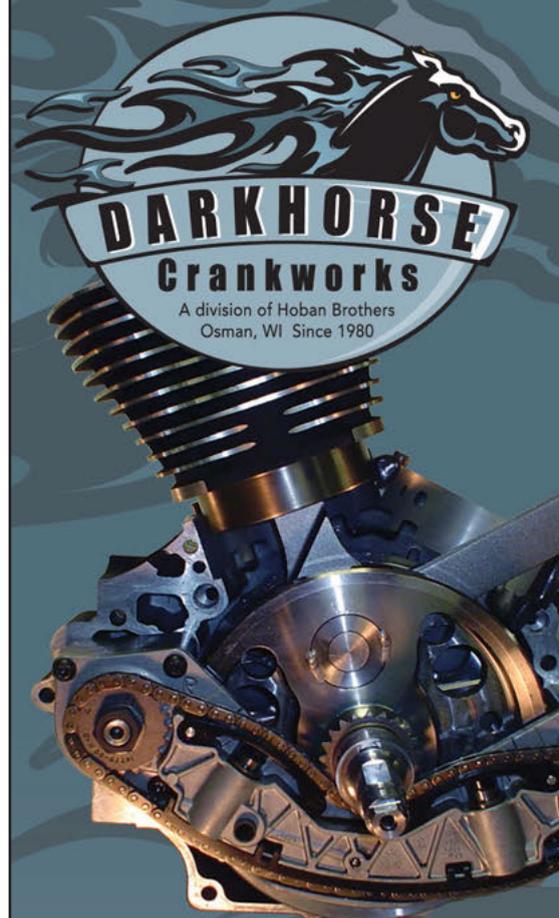


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# Lunati 'Voodoo' cams and valve train accessories

In stock at Boise, Idaho based HardDrive, the specialty V-Twin aftermarket division of WPS (Western Power Sports), 'Voodoo' cams by Lunati are said to "deliver more area under the curve than any other series of cams for Harley engines," according to the manufacturer.

"This means more throttle response, quicker acceleration, more vacuum and better efficiency," with increased horsepower and torque.

Their chain drive cam kits for '07 and up Twin Cams, '99-'06 Twin Cams (except '06 Dynas) and '84-'99 Evo models (with spring kits and accessories also available) include the camshaft of choice with the matching replacement lifters recommended by Lunati, with high rpm or stock replacement type lifters also available separately.

Valve train components by Lunati include valve springs with damper (manufactured using chrome silicon spring wire), valve spring kits (springs, steel locks and retainers and locators), and two types of hydraulic roller lifters – OEM replacement and high rpm lifters for applications of over 6,500 rpm.

Servicing the race market from Memphis

headquarters in the late 1960s, the business was founded by former drag racer Joe Lunati in 1968 after working closely with Harvey Crane in the early years, testing early Crane cams while still racing.

Joe Lunati sold to Holley in the mid-1990s, who in turn sold it to an investor group composed of industry and racing veterans in 2007. The re-equipped and revitalised Lunati is now based out of Olive Branch, Mississippi.

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# Saddlemen LS Road Sofa

Founded in 1987, Rancho Dominguez, California based manufacturer Saddlemen say their Road Sofa LS for 1997 through current Harley-Davidson touring bikes "was created for a single purpose: to have a luxurious saddle for comfortable, long distance touring without compromising styling."

The company says that, like all their seats, LS Road Sofa was engineered with "industry leading Gel-Core construction for unsurpassed comfort."

Gel-Core is engineered to dampen, divert and deflect energy to create a smooth, therapeutic ride. At the heart of this technology is specially formulated viscoelastic polymer known as SaddleGel, which when combined with the latest in co-molding technology, reduces engine vibration by up to 50 percent, and direct impact forces by up to 92 percent. "Painstakingly crafted seating contours cradle the rider for proper alignment with pegs, bars, controls and reduce strain and fatigue. Perforated leather seating panels are breathable for continuous ventilation, and compliant enhancement of the SaddleGel and Comfort Foam properties used below the cover. These saddles fit and feel right."

Features include a tall lumbar support with a wide driver saddle that supports the back and legs, while a streamlined nose improves the rider's reach to the ground. A refined split-cushion design separates the seating surface from the lumbar support, reducing tailbone and back pressure from maximum long-range comfort. The 15.5" wide driver bucket is matched with a 13" passenger perch. Ventilated soft seating leather provides breathable



# Bad Boy 'Reaper' 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 'Reaper' wheel is a directional design with 3D detailed machined cuts and is the third of three wheels the company has launched with their "industry first" black and brushed and brushed and black finishes.

It is available in 16 thru 32" in chrome, black and machined, or any color with machined cuts or chrome two-tones.

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 cush or non-cush 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.

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comfort and unsurpassed looks, and it comes with a fitted rain cover specially designed to protect the seat from harsh elements. The optional OEM compatible driver's backrest has independent adjustments for fore-aft position, height and angle, and folds forward (sold separately - will not fit on 2009-2015 Harley-Davidson Trike models).

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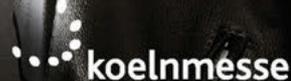
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# ODC tourer lighting options

Based near Milan, Italian designer Christian Cagnola's OttoDiCuori (ODC) business is well known for its custom bikes, but also has a fast growing reputation for their parts and accessories program. Their core business is front suspensions, and in prior editions of AMD Magazine we have showcased their 'Milano' and 'Roma' inverted front fork assemblies and pressurized shock absorbers for touring models. However, they also offer a substantial range of accessory and replacement assembly options. Seen here is a selection of ODC's in-house CNC-machined lights and accessories for tourers.

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Touring multi-function LED taillight, taillight housing with triple function LED lighting inserts, turn signals, brake, taillight, for 2014 and up touring models. License plate holder is CNC machined aluminum billet, black anodized. Two adjustable EC approved LED license plate lights integrated in the holder work as brake light and taillight



Rear turn signals, turn signal housing with EC approved LED insert, 60mm wide

## Derby cover gaskets for slimline primaries



Well known gasket specialist James Gaskets has added to its Foamet gasket range with these new aluminum Foamet derby cover gaskets for 2014 and up Touring bikes with the factory's recently introduced slimline primaries.

Precision-manufactured in stiff chemical and heat tolerant aluminum, the cross-linked Foamet Nitrile synthetic rubber is chemically blown to create a soft, conformable layer that is permanently bonded to the SAE 5052 H38 aluminum core.

The Foamet compresses, providing excellent torque retention sealability, with no additional sealants required.

Founded in 1979, and still under family ownership at its 46,000 sq ft, Dayton, Nevada facility, James Gaskets has always

been well known for its investment in materials research and use of the best available metals and sealant techniques for the applications concerned.

In the case of James Gaskets' Nitrile Foamet technology (or Nitrile Butadiene Rubber - NBR - to give its full technical name), it delivers good overall resistance to oils and the chemical 'packages' usually included in modern day oil formulas.

It also delivers excellent heat resistance with the added advantage of superior conformance to the sealing surfaces found in OE and aftermarket v-twin primaries and improved tolerance of the lower clamping loads used in v-twins.

James offers gaskets, seals and kits for most applications on all Harley-Davidson models from 1936 to present - its popular gasket boards are widely regarded as a workshop credential and hallmark of service excellence.

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# Zodiac International adds the complete **Ciro** product line

Founded in 2014 by Aero Rudd and a team of top flight designers, **Ciro** offers contemporary, unique, easy install, high quality construction accessory designs. The company made a big splash in the USA in 2015 and has now made the jump over the ocean with Zodiac International as their European distributor. Here are some highlights from Zodiac's extensive inventory.

## 'Cipher' air cleaners



The 'Cipher' air cleaner, one of three designs in the current **Ciro** range, has a "unique, exotic and clean style that says performance in every sense and beautifully accents your engine." It has an ultra-low profile design for maximum leg clearance and incorporates an OEM style crank case breather. The Ultra-Flow filter is said to produce a massive 45% increase in air flow over a stock 2014 air filter. Fits all 2008 to present Touring and Trike models, as well as selected Softails and Dynas with "Fly-By-Wire" throttle control. **Ciro** chrome cover (to hide the servo motor wiring harness) is also available.

## Fairing intake trims and headlight bezels



**Ciro** has designed what Zodiac regard as "the most appealing and innovative fairing vent trim on the market to date." The LED lighted version features light pipe technology that creates a contemporary effect without affecting the air flow. Made out of ABS, the module plugs directly into the stock wiring harness with no cutting, drilling or splicing. Fits all 2014 to present Harley-Davidson Electra Glide, Street Glide, Tri Glide and Ultra Limited models with an OEM Batwing fairing. "You can also add some fangs to the front of your bike with the **Ciro** headlight

bezel - this new design is sculpted to perfectly fill the space around your headlight for a streamlined look



and also features custom fang-shaped bright white LED running lights that automatically turn on and off with the headlight."

## Fork tin accents and lower leg covers



These covers are bolt-on and have a design element so you can see the amber reflector. Fits lower legs on 2014 to present Harley-Davidson FLHT, FLHTC, FLHTCU, FLHX, FLHR and FLHRC models. Also available with amber LEDs that highlight the lower leg and provide additional side lighting. **Ciro**'s fork tin accents complete a custom look – they fit easily on the stock fork tins without disassembly of the front forks on Touring models 1996 to present.

## Master cylinder covers



These easy install handlebar master cylinder covers are said to enhance the boring look of the stock handlebar master cylinders - they bolt straight onto 2014 to present Touring models with hydraulic clutch and handlebar-mounted or Batwing fairing mounted mirrors.

## Saddlebag accent lights and extensions



Described as "the parts that the factory forgot," these filler panel lights complete the rear end of 2014 to present Touring models by filling the large unsightly gaps with a smooth, flowing chrome or black accent and LED light. This part dramatically increases visibility from the rear by incorporating an ultra-bright plasma amber turn signal along with red low intensity running lights and high intensity brake lights.

The **Ciro** saddlebag extensions "really finish the rear end of your bike and create that full-smooth and low custom look." They are designed to maintain the lean angle and manufactured in the same ABS material as the original equipment bags, and give increased visibility with LED running-, turn-, and brake lights on both the sides and back. Easy plug and play installation on 2014 to present Road Glides, Electra Glides, Street Glides and Road Kings (except Screamin' Eagle models).

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## Control kits



Complete Big Twin and Sportster control kits available with or without chrome or black switches and 48" wiring harness

Based at Hazelwood (St Louis), Missouri, Mid-USA Motorcycle Parts offer a wide range of control options, including these 'V-Factor' brand handlebar control kits for most 1996 and later Big Twins and 1996 - 2003 Sportsters.

For handlebars up to 1 1/4" diameter, they are available with a standard profile (OE height) master cylinder or with a stylish low profile master cylinder. The kits can be shipped with or without chrome or black switches and a 48" wiring harness and OE style wide blade brake and clutch lever.

Standard OE profile master cylinder



The new adjustable highway bar for 2000 and up Softails, also seen here, is available with or without footpegs. The bar is an easy install with a three-point mounting system directly onto the frame; the bar can be pivoted front or back.

**MID-USA**  
Hazelwood, Missouri, USA  
Tel: 314 595 5555  
[midusa@mid-usa.com](mailto:midusa@mid-usa.com)  
[www.mid-usa.com](http://www.mid-usa.com)



Low profile master cylinder - for use with DOT-5 fluid



Adjustable 3-point frame mount highway bar for Softails with optional footpegs



## Neo-Fusion marker lights



"The style is in the details," says Signal Hill, California based Ken's Factory of this latest addition to their popular 'Neo-Fusion' range. The new marker lights are a three-wire lighting system that can be used for marker lights or turn signals, or as taillights "for show bikes and off-road applications."

Featuring an amber lens, they are available in four finish treatments - black housing with black ring, black housing with brass ring, polished housing with brass ring or polished housing with polished ring.

**KEN'S FACTORY**  
Signal Hill, California, USA  
Tel: 562 597 5666  
[nelson@kensfactoryusa.com](mailto:nelson@kensfactoryusa.com)  
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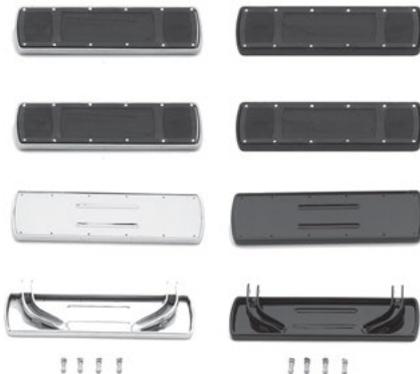
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# Paughco "Old School" and "Cool School"

New from Paughco are these "Old School" classic styled floorboards to fit early and late Big Twins. They are exact reproductions of boards found on most 1926-1939 machines and come with appropriate brackets and mounting hardware. Early models fit 1926-1984, except 5-speed models, and the late versions fit 1980-up 5-6 speed touring bikes and 1986-up Heritage Softails.

Paughco's "Old-Stf" brass pushrod tube clips are



made from solid brass and offered in both knurled and 3 or 4 hole designs. They are sold in sets of 4 to fit 1940 - 1947 Knuckleheads, 1970 - 1984



Shovelheads, 1984 - 1999 EVO engines, 1948 - 1965 Panheads and 1957 - 1985 Sportster engines.

This new frame allows builders to replace old 3-speed frames with a '74' 4-speed model FH-139 bare frame. Including offset 4-speed tranny plate, the frame is set up for BDL belt or chain drive (also available from Paughco), and a host of Paughco's own optional parts designs such as the Springer, wheels, tanks and fenders shown here - or as complete rollers.



**PAUGHCO**  
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# TecMate new product blitz continues

Internationally respected battery charger, maintenance system and accessory manufacturer TecMate has already unveiled several new products this year. Now their "innovation blitz" continues with a whole range of new products and updates to established top-sellers due for unveiling at this year's INTERMOT Expo at Cologne, Germany, in October, many of which are already available. Their popular and powerful OptiMate 6 and 7 Select



now features a unique touch sensor button that allows 14.4 or 14.7V charge voltage selection to set up multi-step, temperature compensated charging for guaranteed power delivery from modern AGM batteries. The 13.6V DC power supply supports the battery during extended troubleshooting, with a



number of software updates provided to ensure operational stability.

The most powerful product in the state-of-the-art OptiMate Lithium line-up, the OptiMate LFP Select delivers an Ampmatic controlled charge of 9.5A at 12.8V or 7.5A at 16V for those racers who want to squeeze every drop of power from their ignition system.

The OptiMate MONITOR O-126 fits the standard cigar/auto sockets that are found on KTM, Yamaha and Harley-Davidson motorcycles and many ATVs. The 4 LED smart monitor indicates battery status during storage and confirms vehicle charging system



operation while the engine is running. Martin Human, TecMate's CEO, says: "As a company that designs all our own products, we know that new introductions and continuous improvement is essential in keeping us ahead of the game. We have over the years introduced many new concepts into powersport, some of which have become the 'go to' products in their sector. It's not only my opinion, ask our customers, including those who co-brand our OptiMate products!"

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# Bagger levers



Joker Machine's new bagger levers brings their classic pistol grip lever design to late model FL Harleys. Finger indents offer a more comfortable grip, while making the levers easy to pull - described by Joker Machine as "a must for riders with smaller hands." Made from 6061-T6 billet aluminum, the levers are lightweight yet strong enough "to withstand almost anything."

Available in raw aluminum, black or chrome plated finishes. All stock mounting hardware is re-used for a precision fit and action. Installation is easy, no special tools required. Fits 2014-up FL models.

**JOKER MACHINE**  
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# Lift tool and lubricant tray

Motorcycle lifts are typically just big enough to hold the bike and get it up to a convenient level to perform service. There is little space to keep tools, parts, fluids, chemicals and sealants organized. Even with a rollaway tool box, the limited area on the lift base can become cluttered and disorganized.

This patent pending, durable, U.S.A. made powder-coated steel lift tray from JIMS USA can keep parts and tools separated along with other necessary items. Easily installed by simply drilling two 7/16" holes at the edge of your lift, the tray is conveniently

removable, so tools and lubricants can be brought back and forth to your workbench. By drilling more than one set of holes, the tray can be used in multiple locations. For use on Handy brand and most other bike lifts with a 4" edge.

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# TBR Comp-S for FXR

Santa Ana, California based Two Brothers Racing has released this new Comp-S exhaust system for the 1990 – 1994 FXRs.

TBR say they engineered this system to seek out and destroy problem areas that an aggressive rider might find, starting with clearance, one of the most common concerns. "We routed this system differently than our other H-D exhausts, giving it additional upsweep for maximum corner clearance," explains Joel Albrecht, Vice President of TBR.

A notable benefit to the routing of this exhaust is that it works with both forward and mid-controls as well. "We

tuned this system to make usable power throughout the rpm range," says Joel. The Comp-S comes complete with install instructions, hardware and custom heat shields. Using only domestic U.S. materials, the Comp-S is constructed out of stainless steel that is cut, bent and TIG welded by hand in-house at TBR's headquarters facility. Using their signature spiral wound, perforated core and carbon fiber end cap "the Comp-S will give any FXR the legendary TBR sound while boosting performance," says Joel.

**TWO BROTHERS RACING**  
 Santa Ana, California, USA  
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[www.twobros.com](http://www.twobros.com)



# Condor Garage Dolly

Meet the space-saving Condor Garage Dolly – "the easiest and safest way to move any motorcycle around the workshop or motorcyclist's garage," according to the Cortland, Illinois based manufacturer.

"Just ride or push the motorcycle onto the Garage Dolly until it locks into the built-in wheel chock". The patented cradle adjusts to accommodate virtually any motorcycle "from heavy baggers and cruisers to sport bikes and dirt bikes." Rolling on 4" multi-directional wheels, the adjustable Garage Dolly can roll the bike to any tight spot and even cope with large cracks and pitted floors. Four

large brake stops make for secure loading and unloading. It is made from lightweight, high strength aluminum with a load rating of 1300 lbs and measures 90" long (expandable to 94"), has a deck dimension of 12" wide (24" wide at the wheel brackets) and can be folded or wall-mounted for storage.

Condor also offers a Pit-Stop/Trailer-Stop and Trailer-Only chock for safe, secure transportation of motorcycles.

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# W&W Cycles – Cannonball and more

Electric start kit for '36 – '57 Big Twins



The almost invisible Cannonball electric start kit for rigid frame Big Twins converts classic kickstart-only models to electric start. The primary housing, oil tank and rear fender require just modest modifications to be retained; the transmission with its stock kickstarter stays untouched.

The kit includes everything needed for the conversion except for the battery, wires and starter button/switch. If the bike is still equipped with the early stock 6V charging system, this will have to be converted to 12V, which means a suitable generator, coil and lamps need to be fitted. Detailed, step-by-step instructions are included; the kit is intended for the use with primary chain drive.

W&W recommends the use of Antigravity 12-cell or 16-cell batteries – “these have enough power and perfectly fit the provided tray and clamp. The kit fits Knucklehead and Panhead Big Twins 1936 - 1957.

## Hydraulic Springer brake



This Cannonball hydraulic version of the factory Springer fork brake is said to deliver better stopping power than the Duplex brake on 1936-1948 Big Twins, 1941-1957 Servi Cars and WLCs with 12mm master cylinders.

Behind the stock looking backing plate hides a master cylinder which activates the brake shoes and significantly improves the brake's performance. The kit includes a complete, pre-installed backing plate and a new brake drum. Handlebar brake controls, brake line and fittings available separately.

Bates 'Kill Bill' battery switches



Terminal and thumb screw assembly which can be mounted on any suitable place on the motorcycle. It connects the battery's ground (negative) terminal and cable with the frame. After installation you have two options: use the 'Kill Bill' switch like an ignition switch - half a turn out and the current is interrupted; or use it as protection from manipulation and theft by removing the thumb screw to disconnect the battery from the electrical system.

Bates MAG-12 Narrow Glide wheels



The Cannonball MAG-12 cast aluminum wheel selection was expanded recently by the addition of 2.5 x 19" versions with hubs for FX and Sportster Narrow Glide forks. For the complete selection with all details visit [www.wwg.com](http://www.wwg.com).

Bates trim for Bendix style oval air cleaner



This contrasted billet aluminum insert with dull black machined finish will add some 1970s classic factory style to aftermarket

flat surface Bendix style oval air cleaners - it mounts with the two cover screws.

Linkert venturis



Aluminum reproductions of the original Linkert venturis (as used in M-series carburetors) by Colony - also available in oversizes for worn carburetor bodies. A good venturi fit is essential for proper performance of Linkert carbs.

'Good Guys 2' air cleaner backing plate and cover kits



These black anodized backing plate kits are designed for Rick's Motorcycles' 'Good Guys 2' air cleaner front covers, comprising a billet aluminum backing plate, K&N filter element, engine breather fittings and all necessary small parts for installation. Fitments include Softail 2000-2015, Dyna 1999 and up, 2001-20016 Tourers, EFI Sportsters 2007 and up. The billet aluminum machined design covers also seen here can be combined with the respective 'Good Guys 2' backing plate and breather system. Meticulously machined from billet aluminum.

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# K&N Big Twin Aircharger for bolt-on power gains

K&N Engineering has launched new, simple bolt-on Aircharger intake system kits for all 2008-2016 Touring models and 2001-2015 Dynas and Softails. Said to add up to 6hp, both kits include a cast aluminum intake tube and come in a textured black finish with a raised, brushed aluminum K&N logo. "This styling exudes performance, while also providing a timeless design that would look good on any style of bike build," says K&N's Maxwell Matthewson. They feature an oversized, oiled cotton, clamp-on air filter that feeds air directly into a wide air tube with an integrated velocity stack. An integrated breather system ensures these kits are a direct replacement

for the stock intake. "Guaranteeing power is something that K&N is known for, and these kits are no different. On our dyno, we saw an estimated 6 horsepower and 6.5 lb-ft of torque gain on a 2016 H-D Street Glide, and we have added an estimated 5 horsepower and 8 lb-ft of torque to a 2016 Harley Switchback we tested on," Matthewson went on to say. "These power numbers are achieved using technology that we pioneered on our car and truck intake systems. Now, using cast aluminum, we are able to precisely direct the airflow to limit restrictions and promote smooth, laminar flow and increase airflow velocity on Harleys too. "These performance gains were achieved on a stock motorcycle. The intake system will lend itself to further power gains on heavily modified Harleys. The kit offers a very high-volume, high-velocity intake with low restrictions - the more modifications made to the motorcycle, the more these kits will perform."



**K&N ENGINEERING INC**  
 Riverside, California, USA  
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[tech@knfilters.com](mailto:tech@knfilters.com)  
[www.knfilters.com](http://www.knfilters.com)



# Adjustable Roadster exhaust

European adjustable exhaust specialist Dr Jekyll & Mr Hyde say that the recently launched Roadster is the first Harley model to achieve its European homologation after new EU noise measurement rules came into force, and that they have reacted immediately with an adjustable ECE R 41-04 compliant system for the Roadster. Said to enhance the "sporty character" of the new model and to fully exploit the available power from the 1200cc engine within the specifications of the new regulations, their new system is available with choice of end cap styles in black or chrome and as muffler only, or as a complete replacement system with a stainless steel manifold.

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# Firebrand belts out a new tune with 'Baritone' slip-ons

Firebrand Design's new 'Baritone' slip-ons are said to be "inspired by the unmistakable look of a classic microphone, bringing a slice of Americana to your ride".

Available in show quality chrome or black ceramic mufflers, with choice of chrome, black or contrast cut 4-position rotatable billet end caps, the 'Baritone' 4" slip-ons fit all Touring models, including Tri-Glides and those with extended and skirted bags (Freewheeler specific version also available).

Equipped with 2.5" perforated core baffles wrapped in dual density packing, 'Baritones' "belt out a deep bass note, which blends perfectly with the soundtrack of your ride. As with all Firebrand products, 'Baritone' slip-ons are hand-crafted with pride in Anaheim, California."



**FIREBRAND DESIGN, LLC**  
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[customerservice@firebrandmotorcycle.com](mailto:customerservice@firebrandmotorcycle.com)  
[www.firebrandmotorcycle.com](http://www.firebrandmotorcycle.com)

## RST brake lever



Available polished or black, these new 6-way adjustable precision brake and clutch levers from German parts and accessory manufacturer RST are designed to allow for the "optimal settings for every style of rider and hand size – meaning not just improved comfort, but improved safety as the feel of the grip goes a long way to enhancing the control the rider has over the machine."

CNC-machined from high strength aluminum, the design incorporates improved safety in a crash or if the bike falls over. The kit includes stainless steel hardware, ABE type approval paperwork and full assembly instructions.

Available for all Softail models from 2015 and up.

**RST-PERFORMANCE PARTS**  
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## 14-gauge stamped steel 19" fenders

Mitchell, South Dakota based Klock Werks is offering these new pre-drilled 19" front

fenders for Dyna, FXR, Sportsters and V-Rods with minimal modification.

Designed to fit 90/90-19 to 100/90-19 front tire applications, Klock Werks say that "these fenders are perfect for customers who want to differentiate their bike from the crowd."

Made in stamped 14-gauge e-coated steel for durability, Klock Werks say their deep stamping technology "ensures a smooth and flawless finish; bodywork is severely minimized, saving you cash at the painter." There are seven profiles to choose from for a range of looks from sporty to touring.

**KLOCK WERKS**  
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# More in the Storehouse

## Lowbrow fenders

Dutch distributor Motorcycle Storehouse has added to its inventory with news lines, including these Lowbrow StingRay fenders, in steel or aluminum, with the subtle 'Lowbrow Customs' stamped branding in combination with the center rib. Available in 43/4, 6 and 7 inch widths.



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## Schott NYC leather jackets

Founded in New York by Irving Schott in 1913, Schott were the originators of the ubiquitous black leather motorcycle jacket. The first to use zippers in jackets in 1920, Schott designed the all-time classic Perfecto biker jacket in 1928, which is still in production today. Famously worn by Marlon



**Schott**  
NYC

Brando in the 'The Wild One' in 1953, other iconic wearers have included James Dean, The Ramones, Joan Jett and more. Other famous Schott designs have included the classic 1940s flying jacket made for the United States airforce, and today the fourth generation Schott family is running a company where much has changed, except for their relentless pursuit of quality with products that are still handmade in their New York factory by American craftsmen and women.

## 48mm Velona color-changer instruments

ECE approved, with a button for interchangeable white, blue and orange LED illumination, the digital speedometer



display on these Velona color-changer instruments are switchable between kmh/mph and offer speedo, odometer, two individual trip meters, maximum speed and volt meter.

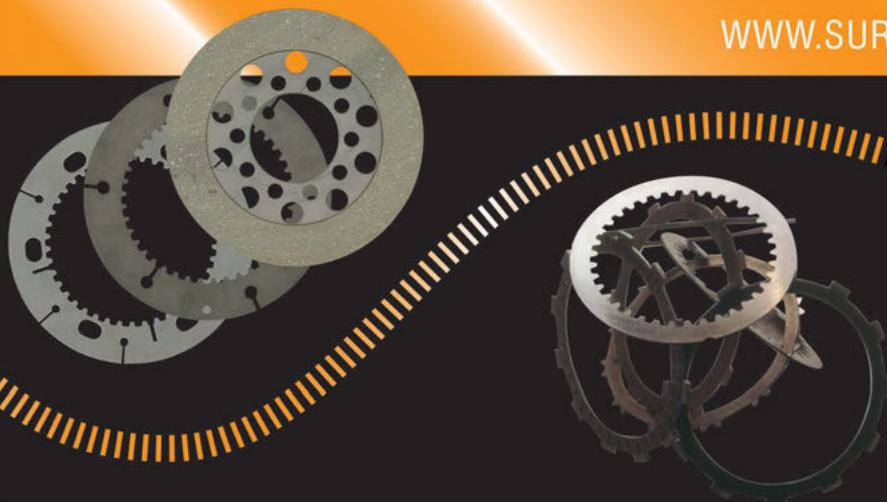
All adjustments are made with two buttons on the back of the speedometer housing. Complete with universal bracket. If no speedo sensor output is available, one can be ordered separately; the tachometers are connected to the ignition coil. The instruments are water resistant; rubber mounting is advised on some bikes to help avoid excessive vibration.

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# Fenders and levers

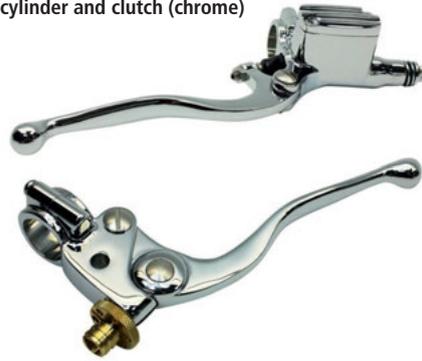
TC Bros. Choppers have become as well known for their parts and accessory products as they are for their bike builds. Many of their own design parts are developed from their custom bike building program, and the company augments their own designs with selected products from other, typically specialist vendors, including parts from other custom builders. From handlebars to hardtail conversion kits for Sportsters and cast air cleaners, the range is already extensive, but the company is adding new items all the time.

Recent own brand and third party designs include Sportster fork gaiters, a chrome handlebar riser adapter for Springer front ends with 3.5" centers, belt to chain conversion kits for 1991-2003 Sportsters, 5.5" and 3.5" forged risers, and the new fenders and controls seen here.

Based at Wauseon, Ohio, brothers Tim and Tyler Cobb founded the business in 2006 with a passion for garage built custom motorcycles, and they have quickly become a leading supplier for the do-it-yourself custom bike builder.

"In an age of overpriced, mass-produced turn-key "customs", we offer an affordable, professional, reliable parts solution for builders of all kinds, all over the world," says Tim.

1" vintage handlebar control kit with master cylinder and clutch (chrome)



Front brake master cylinder for 1" handlebars (black)

6" wide raw steel ribbed Bobber fender



7.5" wide raw steel ribbed Bobber fender



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# Extended brake pedals and AirMaster graphic windshields



Kuryakyn's extended brake pedals for Harley tourers and trikes are designed to free up floorboard space and relocate the pad location to a more natural position for improved operation.

Extended brake pedals for models without fairing lowers are noticeably longer than stock and place the pad area lower and at a flatter angle. For models with fairing lowers they are essentially the same length as stock to avoid interference, but the pad location has been lowered and the angle flattened for more natural positioning. The pad area's new position keeps the rider's foot out from under the pedal, improving comfort and pivoting for easy engagement that maintains clearance with the floorboards.

Made from quality steel, they are available in chrome or gloss black finishes; construction includes bronze pivot bushings with grease fitting to ensure smooth operation and long life. They accept the stock brake pedal pad, as well as any aftermarket pad designed for the factory pedal on '14-'16 Electra Glides, Road Glides, Road Kings, Street Glides and Trikes. Also seen here, these new USA made AirMaster graphic windshields from Kuryakyn are said to "diminish wind buffeting" on Harley and Victory baggers.

Custom-formed from premium hard-coated polycarbonate that will not crack or shatter upon impact (unlike acrylic), themed graphics are screen-printed behind a light smoke material using proprietary inks, making the images extremely durable and sharp. They are available 7" tall for Harley-Davidson batwing fairings ('96-'16 Electra Glides, Street Glides and Tri Glides) and 10" tall an enlarged center scoop to enhance the fairing's sharp lines and reduce turbulent airflow on '10-'16 Victory Cross Country, Cross Country Tour and Magnum models.

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# VICTORY & INDIAN PRO GUIDE

## 'Classic Solo' for Octane

Following the recent release of a model-specific version of its popular Gunfighter saddle for the new Victory Octane, Hollister, California based Corbin Saddles has also now updated the fitment of its "uniquely styled" Classic Solo.

Designed to conform to the shape of the rider's body to give more square inches of contact, the "dished" seating area disperses rider weight and provides over

four inches of vertical back support.

Made using their proprietary high-density 'Comfort Cell' foam, to provide "firm support that lasts", Corbin say their saddles feel firm when first ridden, but this firmness is what supports the body and maintains the correct shape. Over time 'Comfort Cell' is specified to break in and provide a personalized fit. Saddles and backrests include genuine leather seating panels, with their standard natural grain leather in the seating area and with 'Asphalt' stud band side panels. Installation is simple and uses a unique Corbin key lock system for the Classic Solo, while the also available passenger seat bolts to the Corbin Solo in the front and to the stock fender location at the rear.



**CORBIN SADDLES**  
Hollister, California, USA  
Tel: 831 634 1100  
[www.corbin.com](http://www.corbin.com)

## Solo luggage rack and cast fender tips for the Indian Scout



Though best known for their popular motorcycle windshield designs and technology, there is more to the Maywood, Illinois based National Cycle offer, including saddlebags, backrests and luggage racks such as this new design for the Indian Scout and Scout Sixty.

The company says that this fender-mounted solo luggage rack's inspiration came from their early product line back in the 40s and "looks like it's fresh off a 1942 Indian Sport Scout."

Simply remove the passenger pillion and use the supplied hardware to mount the rack to the stock passenger seat mount points; available in brilliant chrome or powder-coated gloss black. Another option to further accessorize the Scout is National Cycle's durable cast fender tips.

"Unlike traditional fender tips, these cast metal tips are specially styled to complement the design of the OEM Scout fenders. The two-piece set is made to mount to the front and to the back of the front fender and the back of the rear fender." All National Cycle products are made in the USA.



**NATIONAL CYCLE**  
Maywood, Illinois, USA  
Tel: 708 343 0400  
[info@nationalcycle.com](mailto:info@nationalcycle.com)  
[www.nationalcycle.com](http://www.nationalcycle.com)

## 3" performance slip-ons for 'Octane'

Last month we featured Californian manufacturer Bassani's new 'Road Rage' stepped head pipe full exhaust system with long or short megaphone mufflers for Victory's new 'Octane'.

The company is also offering black 3" slip-ons (with black billet end cap) for the 'Octane' that are said to deliver up to a 5hp and 7lb torque gain when used on their own. They are also said to deliver a 50 percent weight reduction over stock. Made in 16-gauge steel with a black finish, they have removable baffles and "deliver

more power, better performance and an aggressive exhaust sound," according to the company.

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# Illuminator module for Indian models



NAMZ Custom Cycle Products, Inc

This Badlands illuminator module converts rear turn signals into running lights, brake lights and turn signals for added visibility and safety; simply swap out the stock rear amber turn signals with red versions by using their plug-n-play turn signal kits. They come with a pair of red LEDs, rubber backing grommets and red lenses that install in minutes.

The Badlands program is manufactured at their Oreland, Pennsylvania facility by NAMZ Custom Cycle Products. The company is celebrating its 17th year in business providing "world class" electrical components, fluid transfer lines, custom installation supplies and Badlands lighting modules. NAMZ/Badlands products are available through Drag Specialties, Parts Unlimited, Tucker Rocky, Mid-

USA, J&P Cycles, V-Twin, Parts Canada, Motovan, Les Importations Thibault, Parts Europe, Custom Chrome Europe, Motorcycle Storehouse, W&W, Zodiac, Rollies Speed Shop and Wildrider International Pty Ltd.

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# Solo rack for Octane

Charlotte, North Carolina based Aeromach is now shipping its Solo rack for 2017 Victory Octanes. Made of laser-cut and formed steel brackets, with CNC-machined billet aluminum end plates and real carbon fiber tubing, it has a flat black powder coated finish; all the required hardware is supplied in stainless steel. Aeromach, USA, [www.aeromach.net](http://www.aeromach.net)



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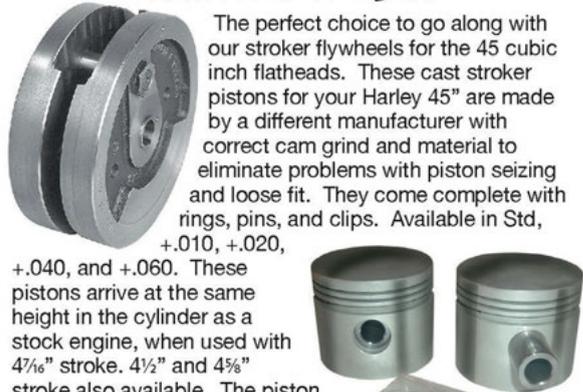


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**NEWS BRIEFS**

Although reported to be only worth some 1,000 or so units a year, Indian Motorcycle last year joined Harley (and a plethora of other large displacement manufacturers) in the rush for market presence in the so far largely low-cost, low cc powered two-wheel market in the Indian subcontinent. Parent company Polaris already has manufacturing joint ventures there, and Indian has now opened a seventh dealership in the architecturally noted Le Corbusier planned post-independence metropolis of Chandigarh in the Punjab.

Fort Lauderdale, Florida based Travertson Motorcycles (Christian Travert and Tim Cameron) are best known for their pioneering motorcycle and trike designs, including the famed 'V-Rex' Harley V-Rod engine bike and 'Striker' reverse trike design. Our thanks to Nicole Travert for news that they are importing and selling the noted French made EMC line of shock absorbers. Featuring a patented 3-tube design, their 'Custom line' products are fully adjustable, heavy duty gas shocks ideal for heavier weight motorcycles.

On July 21st Polaris Industries Inc. (NYSE: PII) announced the declaration of a regular quarterly \$0.55 per share cash dividend payable on September 15, 2016 to shareholders of record at the close of business on September 1, 2016.

**S&S secure E9 certification for 'Stealth' air cleaners**

Viola, Wisconsin based S&S Cycle has released details of the first of what looks set to be a series of EC approval product announcements. Their popular Stealth air cleaner kits are now available E9 approved for cable or throttle by wire throttle body

103 and 110 inch Dyna and Softail models, as well as EFI 883 and 1200cc Sportsters. With a choice of optional Air 1, Tri-Spoke and Torker and a variety of other cover options covers also available, 'Stealth' air cleaners offer an increased



filter area, combined with an air horn like radiused inlet and unique S&S Stinger cone to allow smoother and faster air flow.

They can be run with or without an air cleaner cover; they can also be run with the stock 1999-up Big Twin air cleaner cover for a "sleeper" look, or without a cover at all. The kit includes back plate, filter element, top cover, hardware and instructions.

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



**Over 70 bikes already entered in AMD World Championship**

Custom builder community and wider industry reaction to the opportunities provided for doing business at this year's AMD World Championship, the flagship feature at INTERMOT Customized in Hall 10 in October, continues to be overwhelmingly positive. Indeed, with the number of booths now being taken by aftermarket vendors (and additional custom program booths by OE manufacturers, including Harley-Davidson - see page 14 of this edition of AMD Magazine), overall reaction to the concept that organizers Koelnmesse are successfully developing has been excellent.



As this edition went to press there were already 54 builders confirmed for the AMD World Championship, coming to Cologne, Germany, from 24 different countries (including as far afield as the USA, Japan, South Korea, Israel, Russia and Ukraine); in total some 70 bikes are entered into the five classes, with six weeks still to go. Set-up day for the event is

Monday October 3rd, with Tuesday 4th as Press Day, Wednesday 5th as International Trade Visitor and VIP Visitor Preview Day, with public admittance from Thursday 6th through to Sunday 9th. The awards ceremony will be held at 4:00pm on Sunday 9th. Hall 10 at INTERMOT is one of the best attended halls, being right alongside the two primary visitor entrances - in 2014 over 200,000 people visited INTERMOT in total, with the 11th AMD World Championship being won by Belgian Fred "Krugger" Bertrand's "Nurb's" - a futuristic 1650cc BMW. [www.amdchampionship.com](http://www.amdchampionship.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

