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WINTER 2023 ★ VOL. 14, #1



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WHAT? Baggers for RACING?

by Don Emde

A century ago, Harley-Davidson and Indian motorcycles were being raced on big wooden speedways and dusty dirt tracks in many countries around the world. That rivalry between the two brands has continued off and on through the years. Not only is the traditional flat track style of racing still popular, but a new type of racing is now the fastest growing form of motorcycle racing in America. It's called Bagger Racing, and its limited only to Harley-Davidson and Indian motorcycles that came from the factories as street legal touring machines, such as a Harley Road King.

Covid hit, and the race was rescheduled for October. When the race was finally held, everyone watching was pretty amazed at how "racy" the 13 entered machines looked. Some had as much as 300 pounds of weight shaved off. Then when the flag fell to start the race, the legendary "Harley-Indian Wars" was renewed in its new form and it's all gone great since. In 2021, the MotoAmerica roadrace sanctioning organization added three Bagger races to its annual race schedule. Those races were so popular that the schedule doubled to six in 2022, and seven are planned for 2023.



Meanwhile, Rob Buydos went in another direction and formed a stand-alone organization called the *Bagger Racing League* (BRL). His idea was rather than share a race weekend with Superbikes and forms of metric bike racing, BRL races would be only for American-made motorcycles, with the Bagger races as the main feature at each race event. There were two BRL races in 2021, three in 2022, and a five-race series is planned for 2023 (two double-header weekends and a solo season finale).

When asked what kind of impact Bagger racing has already made on sales at Drag Specialties, Tom Motzko, head of vendor development said, "We've never seen anything like it." Tom acknowledged that while Flat Track racing is exciting to watch, and the spectators love the Indian versus Harley brand competition, Drag has never actually sold many products for the old Harley XR750s or the current pacesetter, the Indian FTR750. Then came the idea of giving riders with

Performance Baggers an outlet to build an all-out race bike and places to go compete.

It all started as an idea at one of Drag Specialties' dealer rides in Arizona in late-2019. By February of 2020, Rob Buydos introduced his brainchild, the Bagger Racing concept. He had held a couple of meetings, numerous Drag Specialties vendors were committed to building and sponsoring a track-worthy Performance Bagger, and LeMans founder Fred Fox was on board to have Drag Specialties sponsor a first-ever motorcycle race exclusively for Baggers.

Many people laughed in the spring of 2020 when the inaugural Drag Specialties *King of the Baggers* race was announced. It was initially scheduled for July at Laguna Seca Raceway in California. But then

Time will tell if Bagger racing ever comes to Europe, but even if it doesn't, the good news is the 2023 *Parts Europe* catalog will include many of the high-performance products that have been designed and developed for Bagger racing and they fit many of the same motorcycle models that are sold in the European market. Win-win! ■

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FIM Motocross World Championships 2023 Schedule

The FIM and Infront Moto Racing has announced the provisional 2023 FIM Motocross World Championship calendar featuring some new and exciting locations.

There are twenty-one events planned in 2023, including the Monster Energy FIM Motocross of Nations which is set to take place in Ernée, France, on October the



For 2023, the FIM Motocross World Championship includes some exciting new locations including a new venue in Thanh Hoa for the MXGP of Vietnam.



DATE	GP	VENUE	ADDITIONAL CLASSES
March 12	Patagonia Argentina	Villa la Angostura	-
March 26	TBA	TBA	-
April 8-10	TBA	TBA	WMX & EMX125
April 16	Trentino (Ita)	Pietramurata	EMX125 & EMX250
April 30	Portugal	Agueda	EMX125 & EMX250
May 7	Spain	Intu Xanadú – Arroyomolinos	WMX & EMX250
May 21	France	Villars-sous-Écot	WMX & EMX125
June 4	Latvia	Kegums	EMX125 & EMX250
June 11	Liqui Moly MXGP Germany	Teutschenthal	EMX125 & EMX250
June 25	Sumbawa (Ina)	Sumbawa	-
July 2	Lombok (Ina)	Lombok	-
July 16	Czech Republic	Loket	EMX65 & EMX85 & EMX2T
July 23	Flanders (Bel)	Lommel	EMX250 & EMX Open
August 6	Finland	TBA	EMX125 & EMX250
August 13	Sweden	Uddevalla	EMX125 & EMX250
August 20	The Netherlands	Arnhem	WMX & EMX125
September 3	Türkiye	Afyonkarahisar	WMX & EMX250
September 17	Vietnam	Thanh Hóa	-
October 1	TBA	TBA	-
October 15	Great Britain	Matterley Basin	EMX125 & EMX250
October 22	Monster Energy FIM MXoN	France, Ernée	bLUcRU
July 9	FIM Junior World Championship	Romania, Bucharest	-
October 8	Motocross of European Nations	TBA	-

22nd. Additional events, such as the FIM Junior Motocross World Championship, will head to Romania on the 9th of July, while the MXoEN (Motocross of European Nations) will be held on October the 8th with a TBA venue.

The FIM Motocross World Championship is set to kick off on the 12th of March at the MXGP of Patagonia Argentina in the stunning Villa la Angostura, followed by two events in locations to be confirmed on the 26th of March and then the 8th and 10th of April.

Grand Prix are set to take place in Trentino, Portugal and Spain, before MXGP will return to Villars-sous-Écot for the MXGP of France. Then the MXGP of Latvia and the Liqui Moly MXGP of Germany are scheduled in early June. That will round out the first half of the season in Europe before the trip to Asia for the Indonesian double header in Sumbawa and the brand-new Lombok race.

Czech Republic, Flanders (Belgium), Finland and Sweden will see the action return to Europe, before we see the much-anticipated return of the MXGP of the Netherlands. The

continued on page 12...

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...continued from page 10

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race will be run at a track that is not new to the MXGP Paddock as the Dutch GP will be held at the popular Arnhem on the 20th of August!

And to finish off the season, Türkiye will once again host MXGP in Afyonkarahisar before the series will make its very first trip to a brand-new venue in Thanh Hóa for the MXGP of Vietnam.

A *To Be Announced* (TBA) event will follow in early October before the Championship is set to conclude at the MXGP of Great Britain in Matterley Basin for the 2023 Grand Finale. ■



And they're off! The 2023 FIM Motocross World Championship kicks off in March at the MXGP of Patagonia Argentina.



THOR/GASGAS rider Jorge Prado returns to the team to race in the Premier Class for 2023.

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SBS Brakes Now Available Through Parts Europe

SBS Friction A/S is expanding its coverage in Europe with Parts Europe as its new pan-European distributor. The addition of Parts Europe as a cross-border distributor follows the focused growth strategy of SBS, to cover each market with local presence and cover market gaps through a pan-continental distributor.

Parts Europe will extend SBS's long-term relationship with LeMans Corporation, U.S. (Parts Unlimited and Drag Specialties) into Europe. Parts Europe's long history of supplying the powersports sector, its strategic logistic location in Europe, and its vast experience in the moto industry, will be key in maintaining and growing SBS market presence across Europe.

"Habits and synergies in the European powersports market have changed. Both due to the habitual develop-

ment caused by COVID-19, but also due to the consumers becoming more digital observant," said Christel Munk Pedersen, CSO at SBS Friction A/S. "To enable riders access to their preferred SBS products anywhere, at any time, we need to secure the power of distribution with partners such as Parts Europe,"



Dealerships across Europe can now source SBS brake pads, discs, clutch kits and accessories from Parts Europe.

"By cooperating with SBS, Parts Europe can add the high-performance brake components and accessories of the Danish manufacturer to its range. Thus we are fulfilling our own standards to offer the right accessories for all types of powersports vehicles," said Anthony Damevin, Parts Europe Purchasing Manager. ■

Custombike Show Returns to Bad Salzufflen

Photos by Horst Rösler

For the first time in two years, Bad Sazuflen, Germany became the mecca for fans of custom motorcycles, who traveled from all over Europe for the annual Custombike Show. And, as in the past, Parts Europe and Drag Specialties were right there for visitors eager for their V-Twin fix.

As it was with many other events postponed due to the Covid pandemic, the two-year break only served to make fans more eager than ever to see the massive display of custom motorcycles, parts, products and accessories return in early December 2022. How eager? By day two of the show, both Messe Bad Salzufflen exhibition halls were fully packed with visitors. ■



The Parts Europe/Drag Specialties crew at the Custombike Show. From left: Uwe Weber, sales rep German; Gunther Hildebrandt, country sales manager DACH; Ralf Zander, sales rep Germany; Daniel Steuer, sales rep, Germany; and Peter Rohlfs, sales rep, Germany.





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Visitors to the Parts Europe booth at the 2022 EICMA show had a chance to meet the entire Parts Europe sales force, a number of co-exhibitor product specialists and employees from LeMans Corporation.

EICMA 2022 – Back on Track

PARTS EUROPE IMPRESSES IN MILAN!

The 79th edition of the *Esposizione Internazionale Ciclo Motociclo e Accessori* – the EICMA show – took place from 8th to 13th November 2022 in the halls of Fiera Milano, Italy.

Right back in the middle of it all was Parts Europe with a booth of 609 square meters that hosting the areas of eight co-exhibitors and five house brands. Country sales managers and all Parts Europe sales reps traveled from all over Europe to Milano to meet with their dealers and support the in-house sales teams at the booth during the show.

By all accounts Parts Europe's presence at the 2022 EICMA show was a smashing success. Over 60 sales reps from 21 European countries, the different country sales managers and the Parts Europe inhouse purchasing and sales teams were at the spot, making sure that the visitors at the booth always had help aside if needed. All the Parts Europe sales force received product training by the various co-exhibitors at the booth and were able to discuss and clarify questions and ideas.

In general, this year's EICMA recorded a massive increase in terms of visitor and exhibitor numbers. According to EICMA figures, 1,370 brands presented their latest products. Of those 59 percent of them came from abroad, representing 45 different nations. The six pavilions occupied at the Fiera Milano exhibition center in Rho (amounting to a plus-35 percent increase over 2021 exhibition space) were packed with visitors. At the end of the five-day exhibition, EICMA scored a significant plus-38 percent in overall attendance over 2021. The numbers related to the show's business-related visitors were equally impressive – 38,747 industry professionals (a plus-35 percent increase over 2021) visited the exhibition, with more than half of them coming from abroad.

"It is these numbers, the embrace of the general public, the massive presence of exhibitors who have emphasized their solid satisfaction and whom we thank for having always believed in EICMA, the attractiveness and international centrality, the positive increase in every performance indicator – that affirms the unique value and indispensability of our event," said EICMA S.p.A. president Pietro Meda.



The range of custom made show bikes at the Parts Europe booth showed just what is possible with a little imagination and the company's big line of catalogs.

SHOWBIKES AND CO-EXHIBITORS

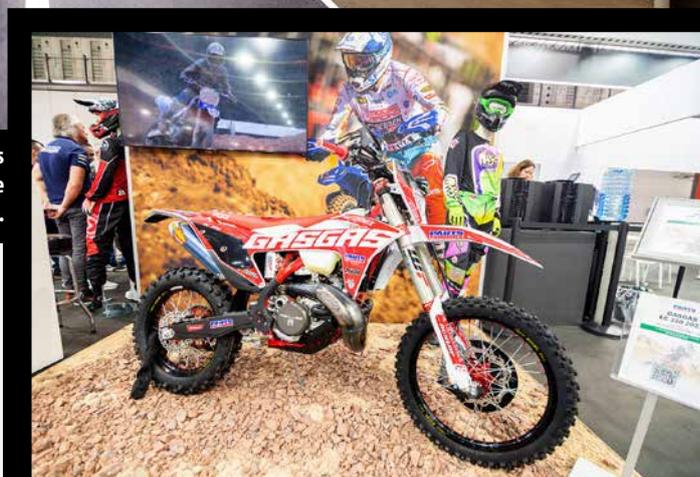
Parts Europe's new booth design received high marks from both the sales team and visitors alike. Instead of the previous space that featured separate areas for different motorcycle segments and related show bikes, the 2022 booth feature a "street" with five of the eight total show bikes built by Italian Parts Europe dealers on display across the booth. The other three show bikes were highlighted in different spots at the booth. New partners and co-exhibitors Kesstech and CultWerk showed up together with a quintet of their latest bike builds – one more exceptional than the other.

The booth of co-exhibitor Michelin featured a custom Kawasaki Z900, assembled by Toplevel Trier that was raffled in the Make it Your Ride – powered by Michelin – 2022 bike lottery at the show (See story on page 28). All the show bikes that were built with parts from the Parts Europe portfolio and other demo bikes can be found in the *Built from our Garage* section on the Parts Europe website.



<https://blog.partseurope.eu/en/built-from-our-garage>

Other Parts Europe co-exhibitors included long-term partners S&S Cycles and Saddlemen, as well as the newly added Show Chrome/Big Bike Parts, which completed the V-Twin segment. The motocross area was situated on the opposite side of the booth, with specialists from Airmouse sharing



details with the visitors and explained about the company's wide range of tire mousses "that will satisfy the needs of the most demanding customer and toughest driving conditions." Next to them the Australian off-road tire specialists MOTOZ shared their co-exhibitor stand with Barkbusters, the well-known handguard company from Australia that was recently added to the Parts Europe portfolio. Rounding out the Parts Europe booth was RJWC Powersports and its range of products.

THOR's area of the Parts Europe booth showcased the company's range of off-road riding apparel and products.



HOUSE BRANDS – ICON, MOOSE RACING, MOOSE UTILITY DIVISION AND THOR

ICON showed, for the first time of their history, a sneak preview of the new Domain helmet that will be available Spring 2023. ICON Design Director Kurt Walter, and Kat Foster, ICON Sales Manager, made their way from Portland, Oregon, USA to Italy. Click here to see Kat talking about what's new at ICON.



https://bit.ly/EICMA22_ICON

THOR brand manager Josh Shorter and Eve Chang made their way from sunny California to join the Parts Europe Team in Milano before moving on to Supercross de Paris for the weekend.

Moose sent its product specialists – Dan Fitch and Jared Krueger – over from Wisconsin. They provided many details about Moose Racing and Moose Utility Division and showed the new parts that are coming for the 2023 season.



Fans lined up several people deep for the chance to get an autographed photo of nine-time-world champion and new RedBull KTM Racing Team manager and THOR athlete Antonio Cairoli.

Take the scenic route

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RACER'S DELIGHT

Besides showing new products and fantastic new custom bikes, Parts Europe also hosted a long list of champion racers at its booth at EICMA.

One of the first highlights on the schedule took place at the booth of Indian Motorcycles on Tuesday afternoon. There, LeMans Corporation's Chairman/CEO Paul Langley presented the Drag Specialties winners check to the MotoAmerica *King of the Baggers* Champion 2022 Tyler O'Hara who was visiting the Parts Europe booth one day later for chats and signing sessions. See the hand-over of the Drag Specialties winner's check at the EICMA show here.



https://bit.ly/EICMA22_KingOfTheBaggers

At the Parts Europe booth on the Wednesday of the show, new Honda Factory team rider and freshly crowned winner of the Andalucía Rally, Adrien van Beveren, paid a visit. The rider is still committed to the Parts Europe team, and stopped by to not only meet and greet his fans, but also to chat and enjoy the time with the Parts Europe members.

In the following public days of the EICMA show, the THOR riders had their appearance at the show: Nine-time-world champion and new Red Bull KTM Racing Team manager Antonio Cairoli, as well as the Red Bull GASGAS Factory Racing



The THOR/Red Bull GASGAS Factory Racing DeCarli Team riders, from left: Mattia Guadagnini, Jorge Prado and Simon Längenfelder.

DeCarli Team riders Mattia Guadagnini, Simon Längenfelder and Jorge Prado stopped by the Parts Europe booth to welcome their fans at the autograph sessions.

It's never too late to start making plans for EICMA 2023, which is November 7-12. The team at Parts Europe is looking forward to seeing you there. ■

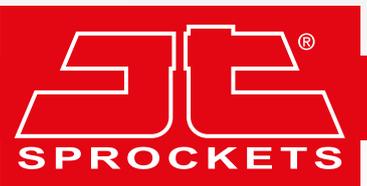
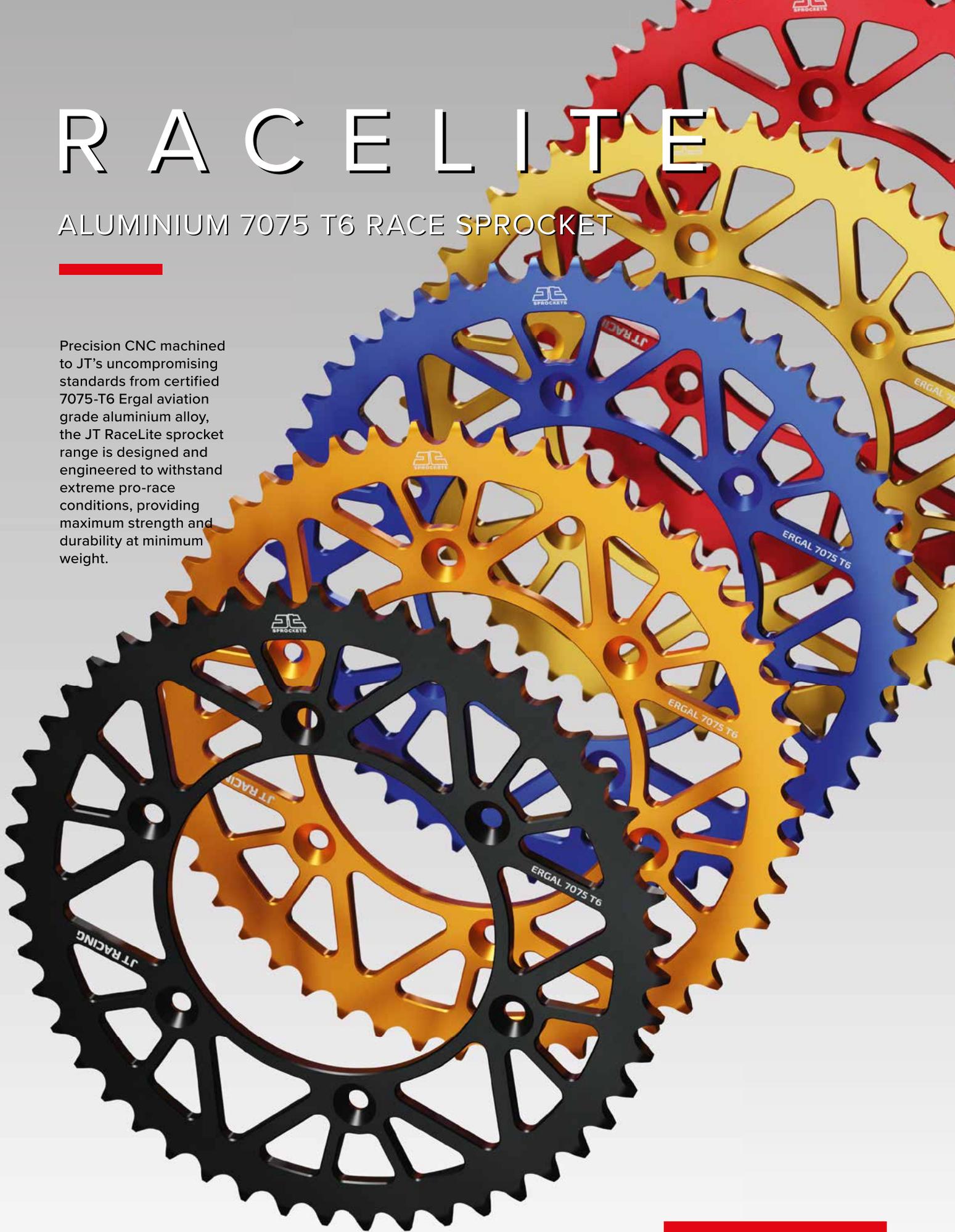
Honda Factory team rider and freshly crowned winner of the Andalucía Rally, Adrien van Beveren.



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Discovering Portugal with Parts Europe and Freeride Spirit

In October, Parts Europe had something very special for selected dealers from different European countries. For the first – and pretty sure not the last – time, Parts Europe dealers were invited to experience the Enduro and Adventure-tours tailor-made by the company's partner Freeride Spirit in Portugal.

The travel started on Friday, 28th October 2022. On that day, all invitees, as well as Parts Europe Sales Manager Xavier Williart and the Parts Europe marketing team, started their journey to Portugal.

As Freeride Spirit offers All-inclusive service to their guests, the transfers from airport to the basecamp of the next four days were organized and running smoothly between Porto airport and the small town of Viana do Castelo, ca. 70 km northern from Porto airport. The town is situated next to the sea, and at the mouth of the river Lima and represents the beauty of the Costa Verde region in the best way.

A first get-together allowed the participants and the crew to meet everybody in a casual atmosphere with snacks and welcome drinks. Later, after checking into the comfortable rooms of the FeelViana hotel, the participants enjoyed the first traditional Portuguese dinner and right after, the first special show that Freeride Spirit had prepared. It was a concert with traditional Portuguese instruments, not only playing folk music from the region, but also re-enacting world famous songs. The next morning, the riders started to their Off-Road and On-the-Road adventures.



https://bit.ly/FS_VIP_tour22

ADVENTURE TOUR: 750 KILOMETERS, BEAUTIFUL LANDSCAPES AND HISTORICAL INSIGHTS

The Adventure tour kicked off on its two-day journey on the 29th October through the beautiful landscape of northern Portugal. As this was a special tour, the Freeride Spirit team extended the normal maximum of five participants to 10, and featured 10 BMW Adventure bikes of different types and engine sizes for the Parts Europe crew.

Accompanied by an assistance car that transported the luggage of the riders and was available for help if needed, the 10 Parts Europe invitees left the hotel with their two tour guides. Heading south towards Porto and through the



Freeride Spirit organized an airport shuttle to transport the Parts Europe dealers and employees.



Those riding on the Adventure tour gear up for the start of the ride.

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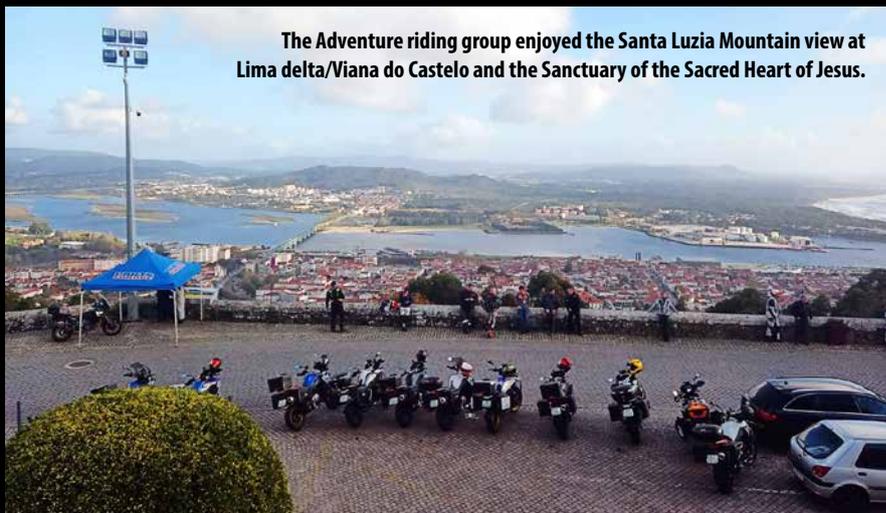
SHOWN: ROAD WARRIOR FAIRING 2320-0237, TRIGGER-LOCK MOUNTING KIT 2320-0241, AND 11" DARK BLACK SMOKE WINDSHIELD 2350-0447

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The Adventure group, from left: João Roxo (Freeride Spirit CEO), Vincent Arnould (Parts Europe, CSM France), Jon-Öivind Kvam (NO/Polaris Nordmøre AS), Dawid Kornacki (PL/Lidor Rakowski Dariusz), Fabien Gallo (FR/La Bécagerie), Iván Segura (ES/Motocross la Estación S.L.) Gareth Porter (UK/Agrimek), Gerard Martinez (ES/Tradelnn), Marc Quazzola (FR/Comas Motos), Christopher Hagl (GER/Zweiradwerke Vertriebs GmbH), and Pedro Carrilho (Freeride Spirit tour guide).



The Adventure riding group enjoyed the Santa Luzia Mountain view at Lima delta/Viana do Castelo and the Sanctuary of the Sacred Heart of Jesus.

Serra da Estrela mountains, the first stage of the Adventure bike riders took its course. The alpine-like, fascinating landscape formed by glaciers offers the travelers insights into the vastness of the natural park and thrilled them in the evening at the hotel's rural setting. There was also local cuisine offered with the usual warm hospitality of the Portuguese hosts.

In the morning of the next day, the tour continued eastward on small creeping paths surrounded by vineyards directly along the banks of the Douro River, taking the riders to cultural sights of the region in and around the numerous centuries-old settlements. After dinner in one of the oldest vineyards of Portugal, the riders headed back to the basecamp on the following day. The last stopover before meeting the Enduro riders back at the FeelViana Hotel, was the Sanctuary of the Sacred Heart of Jesus at the Mount of Santa Luzia that is located above the Lima delta.

ENDURO TOUR

Shortly after the Adventure tour left, it was time for the Enduro group to hit the road. The 12 riders had the chance to choose from the latest KTM models – from 125cc up to 450cc – and hit the road of Viana do Castelo.

The Freeride Spirit team and their guests have permission to ride the Enduro bikes over public roads to remote locations that allowed riders to discover, develop and sharpen their skills, while admiring breathtaking views and seemingly untouched natural landscapes. Coming home to the basecamp, the riders had the chance to relax in the spa before the next traditional Portuguese dinner and entertainment highlight on the agenda.

The highlight of the Sunday Enduro ride out was for sure the slow race where the riders must complete a short course as



Choose Your Weapon! The riders on the Enduro Tour had the chance to choose between a range of KTM models – from 125cc up to 450cc.

slowly as possible without touching the ground with their feet. The new record was set by our partner Zsolt Varga from Romania. Get an insight about the best scenes from the slow race here:



https://bit.ly/FS_VIP22_SlowRace

The last riding day started rainy, but that did not stop the fun! The Enduro riders braved the weather and were richly rewarded. The sun was shining during the lunchtime break at the small rural tavern in the mountains. Even while the riders took off their boots and emptied them of rainwater the experiences of the previous four hours were recounted with laughter and beaming faces. The riders wrapped up stage two of the last day's ride with more beautiful highlights of the Portuguese countryside. See what the group had to say about the trip.



https://bit.ly/FS_VIP22_feedback



The Enduro group, back row from left: Francisco Agudo (ES/Import-Export Bike S.L.), Zsolt Varga (RO/Offroadtech S.R.L.), Zilvinas Kazakevicius (LT/UAB Bikeparts), Franco Zoboli (IT/Bike Inside), Fredrik Regnestam (SE/Motorrad Center), Daniele Facchin (IT/DF Moto), Xavier Williard (Parts Europe SME), Stephen Warwick (UK/Dirt Bike Express), Richard Sagmajster (HU/Déli Városkapu), Franck Anin (GER/Streetbuzz Distribution GmbH), Manuel Fröhlich (CH/RPS GmbH), José Leão (Freeride Spirit tour guide). **Front row:** Francisco Pintado (ES/Quadest S.L.) and Kornel Horvath (Parts Europe CSM CEE)

Later that last day, all riders – Enduro and Adventure – arrived back at the basecamp hotel together, welcomed like champions by champagne showers and refreshments. In the evening, the last farewell dinner in this constellation took place with riders exchanging stories about the adventures of the last few days, all of this accompanied by a traditional Portuguese Fado concert.

The whole Parts Europe team would like to thank Freeride Spirit for organizing and hosting its great B-2-B event, and all participating partners for the great time and the successful cooperation of the last and in the upcoming years! ■

And the Winner is – from left: Christelle Dehlinger (Michelin Marketing Manager Two Wheels Europe North Region), Xavier Williard (SME Parts Europe), David Hertz (owner, HF Motorcycles) and Jacky Schoeffler (Sales rep France Parts Europe)



Make it Your Ride – Powered by Michelin – 2022

Parts Europe and Michelin teamed up again with other partners from Parts Europe for the *Make it Your Ride – Powered by Michelin* 2022 bike raffle by building up a custom 2022 Kawasaki Z900.

The Kawasaki Z900 was one of the custom bikes that Parts Europe showed at the EICMA fair and was raffled off on the spot by Thomas Kirstein, Michelin German Key Account Manager Two Wheels. The lucky winner of the Kawasaki is David Hertz from HF Motorcycles, which is located in the small village of Rettel, France, directly at the German border and about 40 kilometers away from Wasserliesch and the Parts Europe headquarters.

Hertz was invited to pick up his new 2022 Kawasaki Z900 on the 6th of December in a formal handover of the keys by Christelle Dehlinger, Michelin Marketing Manager Two Wheels, Europe North Region.



To see a video of the raffle at EICMA here:
https://bit.ly/MIYR22_KawaZ900_raffle

Since 2014 the radical design of Kawasaki's Z-family has followed the Japanese "Sugomi" philosophy, which Kawasaki said is the embodiment or spirit of a predator on the hunt. Since the best hunter is nothing without the right equipment, Parts Europe and Michelin decided to get the Kawasaki Z900 built-up for the next stalk.

Parts Europe dealer Topspeed from Trier – just a stone's throw away from the Parts Europe headquarters in Wasserliesch – had the desired 2022 Kawasaki Z900 in stock and agreed directly to set up the bike for the raffle. For more than 25 years Topspeed has served customers with all matters around the two-wheeler. The shop services motorcycles and scooters of all brands, and is an authorized dealer for Aprilia, Ducati, Indian, Kawasaki, Moto Guzzi, Piaggio, Suzuki, Vespa, and Zero. The store has been a Parts Europe dealer for more than five years. Here is what the team of technicians at Topspeed installed on the bike:

- » **Michelin Road 6:** As the main sponsor of the Make it Your Ride project bike, Michelin delivered these must-have road tires that are an improvement on its popular Road 5 tires. The new high-tech rubber compound of the Michelin Road 6 increases tire life by up to 10 percent, and guarantees up to 15 percent more grip in the wet compared to the predecessor, thanks to 100 percent silica technology and a brand-new tread pattern.
- » **Daytona D-Light 2.0** turn signals: The Z900's signature headlights are now flanked by the high-quality D-Light 2.0 turn signals from Daytona. This turn signal is the technical development of the award-winning D-Light 1.0 turn signal, and comes with three bright LEDs per turn signal. The signals feature vibration damping integrated in the housings, which are protected against overvoltage with an integrated circuit breaker.
- » **Gilles Tooling RCT10GT** rear-sets, clutch and brake levers, grips and assorted small parts: Gilles Tooling products are high-quality motorcycle accessories that feature clever function, great details and many adjustment options.
- » **LeoVince LV Pro** slip-on muffler: For nearly 70 years, Italian exhaust brand LeoVince has delivered high-quality and innovative exhausts that

sound great and perform even better. They have been a Parts Europe vendor since 2019. LV Pro Slip-on muffler has the right aggressive racing look with a shark-cut end cap, which, combined with its small size, fully enhances the aesthetics of the Japanese Sugomi philosophy.

- » **Moto-Master** Flame rotors: Moto-Master's brake products aren't just stylish, but extremely functional. The company's revolutionary Flame rotors are just one of the many innovations that have given the Dutch company a solid reputation as a leading aftermarket brake systems manufacturer. The unique Flame design offers optimal cooling, as well as smooth and predictable braking action.
- » **Motogadget** mirrors: Motogadget's exclusively glassless range of mirrors. The special feature of this motorcycle mirror is the patented mirror surface, which is integrated directly into the metal of the body. The aluminum itself is the mirror surface. A weightless design without edge and frame is possible, and the mirror body itself is very thin and light, and resistant to scratches, corrosion and oxidation.
- » **Polisport Performance** engine covers: Polisport Performance's engine covers protect against stone strikes and damage from falls or impacts when handling the bike. The impact-absorbing rubber inserts are positioned to cushion the contact between part and engine cover and adds a further visual highlight to the bike.
- » **Pro-Bolt** hardware: Pro-Bolt, one of the leading suppliers of high-quality nuts, bolts, washers and accessories complements the color details of the Kawasaki. Pro-Bolt has supplied the motorcycle industry for 20 years, including racing teams in MotoGP, Moto2, Moto3, World Superbikes and British Superbikes.
- » **Samco Sports** high-performance clamp kits: Samco Sports' marine-grade 18/8 stainless steel clamps feature rounded edges, smooth inners and polished surfaces that are specifically designed to directly replace the OE hoses on the bike.



The Make it Your Ride – Powered by Michelin 2022 project bike on display at the 2022 EICMA show.

- » **SW-Motech** luggage and accessories: Along with added comfort and protection accessories, the German manufacturer reached deep into its product lineup and equipped the bike with its quality PRO-line luggage and accessories in every conceivable place.
- » **Zieger** parts and accessories: The German company provided a black powder-coated license plate holder as well as a matching Radiator guard to round off the stylish look of the finished Kawasaki Z900. ■



Do you want to see all the parts in detail?
Scan the QR code and place your order!

A Decade of Service

Parts Europe counts its employees as part of the family and in November 2022, four of the company's dedicated workers celebrated their 10th anniversary. The company is now looking forward to another decade of working together!

Dorothee Berger from the warehouse, Susana Fernandez de Gabriel from the in-house sales team, Christoph Hoehl from purchasing, and Wilhelm Weißbecker from warehouse software systems got together with our management and received their 10-years trophies.

Susana Fernandez de Gabriel, sales & CS agent Spain/Portugal: "Ten years at Sales Department have shown me how companies can move on thanks to vision and engagement. I have learned how important for my daily work is never to forget how things should be or how they could run smoothly, and for never missing the goal."

Christoph Hoehl, buyer: "I am a buyer here for Parts Europe and it was never boring. Nearly every month provides another challenge or experience with a lot of movement all



Celebrating their 10th anniversary with Parts Europe, front row from left: Wilhelm Weißbecker (team lead warehouse software systems), Christoph Hoehl (buyer), Dorothee Berger (warehouse), and Susana Fernandez de Gabriel (sales & CS agent Spain and Portugal), Back row from left: Matthias Bayer (COO) and Hans Lautem (CEO).

the time. The job is still fascinating after 10 years, and I feel good in times of pandemic with the good handling of this whole situation." ■

- » **Parts Europe Magazine congratulates the four on 10 great years with Parts Europe.**

RACE-READY, PERFORMANCE

THE 2023 *FATBOOK* COVER BIKE



It's no street bike this time, but it's still a *FatBook* build through-and-through. That giant catalog has plenty of hardcore performance parts in it, pretty much everything needed for a real racer and it's all on display here.

This could be the first-ever *FatBook* cover bike with slicks." Alex Fox, the bike's builder and founder of SLYFOX, is probably right. *FatBook* cover bikes are always street machines, sometimes ground-up customs, sometimes mildly or even wildly worked-over Harley-Davidson stockers.

In either case they're built to showcase what's possible when building with the *FatBook* in one hand and a wrench in the other. But a race bike? A track-ready Harley ready for the *Bagger Racing League*? On the cover? Absolutely, because just like all those street-bound cover bikes before it, this Harley is every bit the showcase of what Drag Specialties offers, a demonstration of everything inside the *FatBook*. With a twist, because there's a lot more than just chrome and good looks in that catalog, there's plenty of hard-core performance, and this cover bike is the proof.

When Alex got the call to put together the 2023 *FatBook* cover bike there was no question, at least in his mind, what he'd do with the opportunity. Alex isn't just the man behind the SLYFOX Performance brand. He's also the son of the late midget and IndyCar racer, Stan Fox, and nephew of Fred Fox, the retired LeMans Corporation Chairman and architect behind Drag Specialties' massive success.

For this build, Alex partnered with Joe Haupt and Suburban Harley-Davidson to build a race bike right that would be right at home in the *Bagger Racing League*. This 2018 Road King is it and, naturally, it went together with a racer's eye, finished off with the same white paint and bright-red No. 9 that were the track-



Beginning with an S&S Cycle 124-inch package and a complete Feuling valvetrain upgrade, the engine Alex Fox and the SLYFOX team spec'd out is race-ready. A Bridgestone Racing slick on a 6-inch wide SLYFOX Track-Pro wheel takes the power. It's covered with a SLYFOX carbon fiber fender and flanked with SLYFOX carbon fiber saddlebags and lids.

NCE-BUILT BAGGER



Naturally there's plenty from SLYFOX in this build. Besides the weight-shaving carbon fiber fenders and saddlebags, and a one-off carbon fiber fairing and bellypan, the wheels and brake rotors are SLYFOX, as well. The all-titanium exhaust is a collaboration between SLYFOX and Bassani.



Faster, more responsive, and lighter than ever – it's a recipe for success on the race track. The message here: If it's performance you're after Drag Specialties has it. This *Bagger Racing League* contender came right out of the *FatBook*.

favorites of his late father. Importantly, though, and true to cover-bike tradition, nearly everything needed to create this racer came out of the *FatBook* and we'll detail plenty of it in a minute. But, as Alex says, "We also used a lot from the *FatBook* that no one will ever see, hardware impossible to showcase and consequently rarely included into a cover-bike build."

He's talking about everything that makes this bike the real racer it is, not just a showpiece made to look like one. Nearly every part and product designed to build power inside the engine and making up the stout, heavy-duty driveline behind it, came with a Drag Specialties part number.

For this build, nothing has been skipped, overlooked, or short-changed, starting with the S&S Cycle 124-inch conversion. Add to that a complete Feuling Race Series valvetrain – camshaft to springs, an S&S 55mm intake manifold, a Thundermax Tuner, and a Branch-O'Keefe

port-and polish job on the heads, which were then custom flowed to the nth degree.

All this was backed with a Baker Drivetrain DD7 transmission, a Barnett Scorpion clutch and a combination of heavy-duty Drag Specialties/PBI/Alloy Art/RK primary and final chain drives. This is serious stuff, and purpose-built performance equipment, and all right out of the *FatBook*.

The *exhaust system here deserves special note. Developed in collaboration with Bassani, it's an all-titanium system sized and styled to work with mid-controls on a Bagger. It's a neat piece and something that'll soon be made available in stainless steel with the choice of either a stainless steel or titanium muffler.

Naturally, Alex incorporated lots of his own SLYFOX offerings into the build, some of it custom-fabricated just for this bike, many more coming with a Drag

2018 ROAD KING CUSTOMIZED BY SLYFOX PERFORMANCE

PART # DESCRIPTION

CHASSIS

0201-2427	SLYFOX 17 x 3.5" Black Track-Pro Front Wheel
0202-2199	SLYFOX 17 x 6" Black Track-Pro Rear Wheel
0408-0392	SLYFOX 49mm Raw Triple Tree
0801-1240	SLYFOX Step-Up Pro-Series Gel Black-Stitch Seat
1401-0844	SLYFOX Gloss Carbon Fiber Front Fender
0404-0552	Custom Cycle Engineering Black Diamond 25.5" Fork Tubes
0403-0157	Alloy Art 49mm Black Lower Fork Legs
1301-0142	Alloy Art The Swinger Aluminum Swingarm
0414-0552	Legend Suspensions Axexo High Performance Front Suspension Kit
1310-1888	Legend Suspensions Revo ARC Remote Reservoir Shocks
N/A	Bridgestone Racing Battlax V02 Tires
1401-0848	SLYFOX Gloss Carbon Fiber Rear Fender
N/A	SLYFOX Racing Carbon Fiber Fairing
New	SLYFOX Carbon Fiber Saddlebags and Lids

FUEL & OIL

N/A	Thundermax Tuner
1050-0468	S&S Cycle 55mm Performance Intake Manifold
0703-0328	Drag Specialties Chrome Dummy Pop-Up Fuel Cap
0703-0459	Drag Specialties Chrome Vented Pop-Up Fuel Cap
1010-3145	Feuling Air Cleaner

ENGINE & EXHAUST

0925-1214	Feuling Race-Series 521 Camchest Kit
0926-2974	Feuling Endurance Beehive Valve Springs W/Titanium Retainers
2401-0994	Feuling/ARP Stainless Internal Rocker Box & Shaft Studs
2401-0951	Feuling/ARP External Stainless Engine Fastener Kit
2401-0992	Feuling/ARP Stainless Engine Case Fastener Kit
2401-0952	Feuling/ARP Stainless Primary & Transmission Fastener Kit
2401-1525	Feuling Rocker Shaft Kit
0931-0834	S&S Cycle 124" Black Big Bore Cylinder Kit
0940-2029	SLYFOX Gloss Finish Carbon Fiber Timing Cover
New	SLYFOX/Bassani Custom Exhaust

TRANSMISSION/DRIVELINE

1105-0261	SLYFOX Gloss Finish Carbon Fiber Transmission Cover
1107-0616	Feuling American Flag Derby Cover
1120-0413	Drag Specialties Solid Primary Chain Sprocket
1120-0281	Drag Specialties Inner Primary Bearing & Seal Kit
1212-0526	PBI .750 Offset 24 Tooth Transmission Sprocket
1210-2511	Alloy Art Black 53 Tooth Cush Drive Chain Sprocket
1223-1183	RK BCS30GXW-130 XW-0-Ring Chain
1130-0298	Barnett Scorpion Billet Clutch (Hydraulic)
1132-1394	Rekluse Hydraulic Clutch Slave Cylinder
1103-0034	Baker Drivetrain DD7 M8 Gear Set
0710-0260	Feuling Black Vented Oil Dipstick

ELECTRICAL & LIGHTING

2210-0509	Dakota Digital MLX Series Black Bezel Speedometer
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HANDLEBARS, CONTROLS & FOOTPEGS

0601-4142	Thrashin Supply 1" Low Bend Black Handlebars
0602-1157	SLYFOX Straight 6" Tall Black Risers
0630-2694	Hart-Luck/ODI Black Lock-On Grip Set
1623-0539	Speed Merchant Polished Mid-Control Kit
0611-0164	Magura HC3 Radial Brake Master Cylinder

BRAKES

1710-4291	SLYFOX 13" Black Front Track-Pro Brake Rotors. (2)
1710-4293	SLYFOX 11.8" Black Rear Track-Pro Brake Rotor
1701-0709	Performance Machine Radial Rear Caliper Mounting Bracket (Black)

MISC.

Painter: Kris Echert, Long Beach, California, USA
Master Mechanic: Matt Virgil, Garden Grove, California, USA
Fabricators: Heath Pinter, Long Beach, California, USA (Fairing, Bag Mounts & Belly Pan)
Shaun Guardado: Long Beach, California, USA (Tank Pockets)
Branch-O'Keefe: Port & Polish Heads



The SLYFOX/ Drag Specialties/Suburban Harley-Davidson Road King racer will be on tour and on display at events in the USA throughout the year. Then it's race time!

Specialties part number and available in the *FatBook*. A SLYFOX carbon-fiber fairing, an ultra-lightweight replica of a Harley-Davidson piece falls into that former category.

The SLYFOX Track-Pro wheels, 6-inches wide for the rear, the Step-Up Pro-Series seat, carbon-fiber fenders, saddlebags and lids, the triple-trees, risers, brake rotors and more are all *FatBook* available. So are the Alloy Art fork legs and aluminum swingarm Alex picked, as are the full Legend Suspensions systems both front and rear. And naturally there's some slick, one-off magic mixed in, like the pockets formed into both sides of the stock Harley-Davidson gas tank allowing the rider to tuck-in tight and cheat the wind.

Fully sorted, track-tested and ready to go, the Number 9 SLYFOX/ Drag Specialties/Suburban H-D BRL Harley will have to wait just a bit before taking its place on the grid. Like all *FatBook* cover bikes before it, this one has a few dates to keep first, becoming the main attraction on the Drag Specialties show-and-tell event-tour circuit. And everywhere it'll go the story will be a simple one to tell – if it's performance you're after the *FatBook* has it, in spades. ■



THE IGNITION SPECIALIST

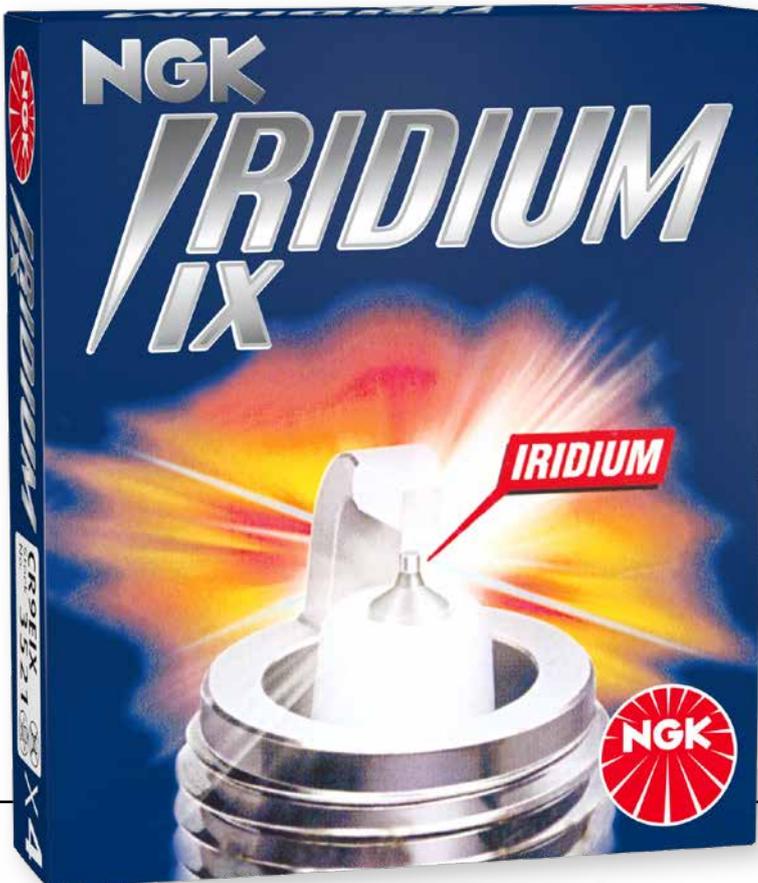
High-Performance Spark Plugs

Lighting the Fire in Powersports

All the engine upgrades in the book can't perform to their potential if the final link in the ignition chain – the spark plug – doesn't reliably light the fire that sets the whole package into action. NGK knows that, and knows how to fill that need.

With more than 80 years' experience, and with an ultra-modern ignition design and test centers, NGK produces spark plugs (p/n DPR8EA9) perfectly suited to the varied needs of powersports. Whether the application has two wheels or four, or the engine is stock or full race, NGK has the spark plugs to fit the bill. Each plug is designed for quick starts, smooth running, optimum efficiency, a long service life, and is built to deliver all the performance that engine has in it.

Every new-design NGK spark plug (p/n CR8E) begins with a full technical analysis of the role that spark plug will play and where it will be used. Factors include the expected service life for that spark plug, as well as its



NGK's Iridium IX spark plugs are just one example of the company's product lineup of extensively designed, developed and rigorously tested spark plugs. They offer optimized acceleration, smoother running, increased service life and no misfiring – they stand out as a spark plug of choice for motorcycles.



physical specifications. For some years now there has been a trend towards slimmer and more compact spark plug sizes, while inside the compression chambers forces have become even greater. It's a delicate balance to meet because the spark plug's shape and size, to a large degree, determines its ability to dissipate the heat put through it.

Another factor to consider is the material chosen for the center electrode. Depending on the application NGK

can choose between standard-tip, platinum-tipped or iridium-tipped electrodes and the NGK Iridium IX spark plugs. Those Iridium IX plugs (p/n 2103-0045) offer optimized acceleration, smoother running, increased service life and no misfiring – they stand out as a spark plug of choice for motorcycles.

Equally important are the different types of earth electrodes used and how they're positioned, either above or to the side of the center electrode and even varying

in number. All this influences the plug's spark pattern, service life, resistance to fouling and overall efficiency.

With all of this taken into account, prototypes of any new spark plug design are evaluated on both the test benches at NGK's Technical Center and in the actual engines they've been designed for. Short and long-term tests are run under the expected load conditions ensuring that the new spark plug meets an even higher standard than originally specified, exceeding the requirements in all conditions and through a wide temperature window. Only then does that plug go into production.

At this point responsibility for spark plug performance shifts from NGK to the person installing it. When installing spark plugs it's important to pay attention to the correct tightening procedures, and that depends on the spark plug's seat type, either flat with a crush-washer or conical, the plug's thread diameter and the cylinder-head material it's going into, either cast iron or aluminum. NGK says most spark plug failures can be traced to incorrect tightening.

A spark plug installed either too tight or too loose can cause incorrect heat dissipation, damage to the spark plug, and even the engine itself. Over-tightened spark plugs will overheat, sometimes to the point of melting the

SEAT TYPE:	FLAT (WITH SEAL)		CONICAL
Thread:	10mm/12mm	14mm/18mm	14mm/18 mm
Angle Of Rotation:	1/2 turn: 180°	1/2 – 2/3 turn: 180°–240°	1/16 turn: 22.5°

NGK offers a handy tightening chart based on degrees of additional rotation after a spark plug has been snugged into position.

electrodes. Over-tightening can also damage the threads on the spark plug and cylinder head.

If a spark plug is left too loose there may be a loss of compression, excessive heat, and the vibrations can lead to thread damage or a fracture of the spark plug's insulator. Proper torque values – different for spark plugs with a flat seat or a conical seat – can be found in the vehicle's service manual or on the spark-plug packaging.

» *Talk with your Parts Europe sales rep for details, and learn more in the Parts Europe catalogs and at www.partseurope.eu.*



IGNITION PARTS

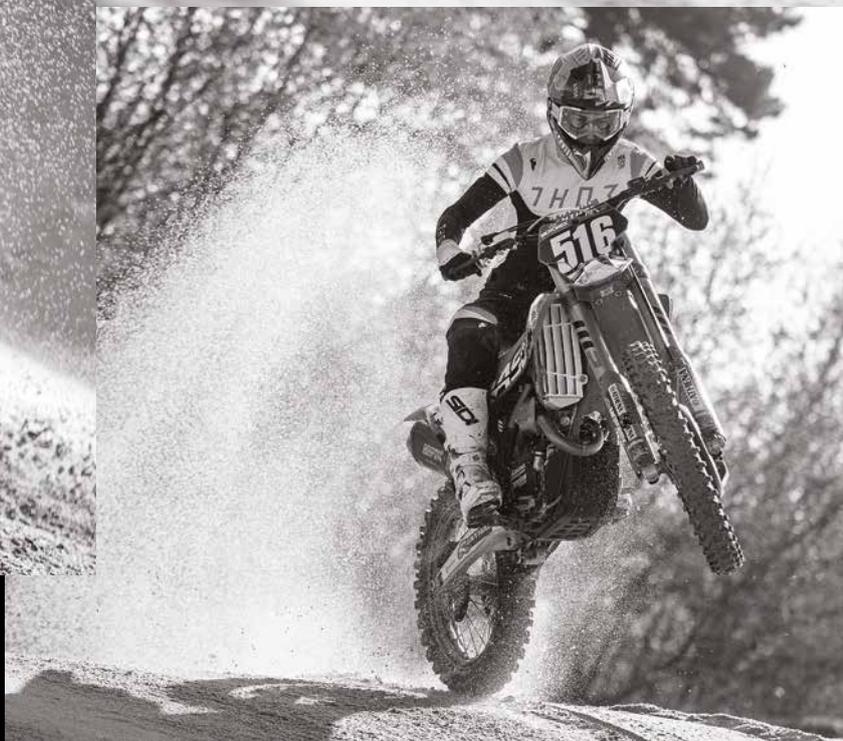


BURNING PASSION.

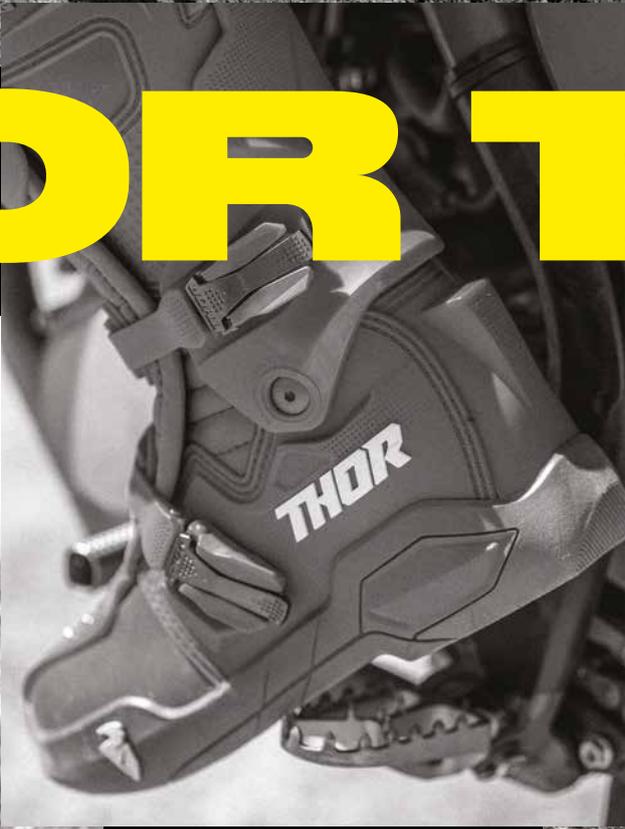
NGK Spark Plugs.



BUILT FOR



Proudly building quality moto products for fifty-five years.



DR THIS.



Keep Spinning

Professionally Proven Cycling Wear

The reality of life means most people don't get to ride their motorcycles every time the itch presents itself. Thankfully, the evolution of mountain biking equipment, riding locations and culture has developed into a great way for riders to get their two-wheel fix in between throttle-powered sessions.

Throughout the past decade or so, mountain bikes have become increasingly capable, well-prepared to take riders down chunky trails and up leg-burning climbs. More

fabric with hybrid, set-in short sleeves, Assist jerseys wick moisture while remaining flexible with the body to keep riders cool and comfortable. Assist short sleeve jerseys are available in six different designs featuring clean and sleek colors and looks.

A perfect pair-up with the short sleeve jerseys, Assist mountain bike shorts (p/n 5001-0033) bring motocross inspired design and construction to mountain bike and E-bike performance. THOR's proprietary In-Motion fabric



THOR Assist short sleeve jersey and mountain bike shorts

and more riders have come to love their pedal-powered bikes as fuel for two-wheeled thrill, both in traditional and E-bike form. With this modernized mountain bike fun comes the need for modernized mountain bike riding wear. As a veteran of motocross and the two-wheeled lifestyle overall, THOR has applied its irreplaceable experience in motocross racewear to a performance-tailored collection of cycling gear.

As mountain bike riders themselves, THOR knows cyclists want something light, cool and dry for their rides, and this insight is evident in the short sleeve jerseys of the Assist lineup (p/n 5020-0021). Designed with a performance fit and constructed of durable, polyester main body

delivers a unique blend of mobility and durability for a comfortable and in-control ride feeling without wearing out after just a handful of rides.

Adapting to each specific rider, Assist MTB shorts utilize a side-cinch system for precise waist adjustments along with a hook-and-loop fly with a snap closure to ensure a secure fit. Plus, two zippered pockets fitted on the sides provide riders with convenient, on-the-trail storage.

An industry leader in mountain bike and cycling performance and equipment with and nearly thirty years in the game, INTENSE Cycles is no stranger to this world and the love for riding, which is why collaborating with THOR

came as a natural relationship. After all, the company produces the line of Tazer MX E-bikes carried by Parts Europe. The product of this experienced partnership with THOR is the racer proven INTENSE Assist line.

The INTENSE Assist lineup consists of short sleeve and long sleeve jerseys, MTB shorts and MTB pants and gloves, all boasting the same performance and comfort benefits as standard Assist equipment but in a variety of sleek, INTENSE Cycles-inspired designs and colorways.

INTENSE Assist long sleeve jerseys (p/n 5020-0224) and MTB pants (p/n 5010-0008) were developed with the more serious downhill riders and racers in mind. The jerseys utilize polyester main body fabric and hybrid, set-

THOR doesn't just claim the INTENSE Assist line was built to perform for and withstand the demands of top-level riders, it's been proven with five-time World Downhill Champion, Aaron Gwin, a moto-MTB crossover athlete who directly represents THOR's values and commitment to two wheels. An INTENSE Cycles athlete as well, Aaron grew up racing motocross wearing THOR gear in his younger years before finding his calling in downhill racing. "It's funny how certain things in life come full circle," commented Aaron on joining the THOR family. "This is definitely one of those childhood 'dreams come true' type of moment for me." Through countless runs and many victory celebrations, Aaron has not only proven the INTENSE Assist line is championship capable, but his



THOR/INTENSE Assist mountain bike pants and jersey

in sleeves for a performance fit that wicks away moisture and provides full-arm coverage.

True motocross and cycling crossover is displayed in the INTENSE Assist MTB pants. What could be described as a lightweight motocross pant, these also utilize THOR's In-Motion fabric, a rear yoke stretch panel for mobility in the active riding position, two zippered pockets for storage and a side cinch precision waist adjustment system. Vented mesh panels are strategically placed along with laser cut vent holes for sufficient ventilation plus a ratchet-style waist closure to remain secure during even the most extreme rides.

professional input has helped fine-tune the products to what they are today.

Whether your customers need gear for their casual ride or training sessions, or they're preparing to smash rocks and dodge trees, the complete line of Assist mountain bike gear is expertly designed and built to equip riders across the board with the look, feel, performance and comfort they want when they're out getting their miles in. ■

» For complete sizes, colors and more on cycling wear from THOR, talk with your Parts Europe rep, and check them out in the *Bicycle, Helmet & Apparel* and *THOR* catalogs.

OptiMATE

Get Connected

A Range of Premium Cables and Adapters

In the business of charging or drawing power from a powersports battery, making a secure connection is important. TecMate offers an extensive range of premium cables and adapters for powersport vehicles and apparel to achieve that goal.

OptiMate battery chargers utilize the industry standard two-pin SAE connection system, with their upgraded version including silicon rubber in-line or end cap seals that protect against ingress of dirt and water.

OptiMate's waterproof fused battery leads make it easy to connect directly to the battery. All battery cables are made with SPT-2W cable, with the "W" signifying a -40°C rating, and with "SPT-2" signifying a 1.2mm thick protective insulation recommended for on-vehicle use. Ring

OptiMate's range of SAE-to-SAE extenders include lengths from 180cm to 460cm, with 7A or 13A ratings – with an even longer 762cm 13A extender now also available.

OptiMate's range of SAE-to-SAE panel mount sockets include the unique front mount O-20 (p/n 3807-0324) socket with rubber expander system, designed for difficult to reach behind spaces. They are simple to install by drilling a 25mm hole, making the connection to a fitted, fused battery lead (already fitted to the battery), pushing the socket into the hole, and then tightening the nut on the front until the rubber expander jams it in position. The conventional O-40 socket line fits an 18mm diameter hole. Short (15cm) and long versions (100cm) are available for both.



In the business of charging or drawing power from a powersports battery, making a secure connection is important. TecMate offers an extensive range of premium OptiMate cables and adapters for powersport vehicles and apparel to achieve that goal.

sizes vary from M6 for the O-01 (p/n 3807-0159), and O-31 to the innovative M6-M8 dual ring system found on the O-01n. This allows for connection to all powersport batteries irrespective of bolt size. Bulk options include a jar of 20 or a box of 100. These are perfect for readying new vehicles for battery maintenance or placement on a parts counter. The O-21 (p/n 3807-0325) battery lead has a DC2.5x5.5mm socket that accepts the axial plug found on most heated gear.

Rounding out the panel mount options is the O-30 tank or pannier bag 12V power-pass through that fits the cable entry on most tank bags. It can also be used as a low-profile panel power pass-through.

OptiMate's BIKE DIN connectors fit the ISO / DIN 4165 Ø12mm connector used extensively by BMW, Ducati and Triumph motorcycles. The plugs are fully encapsulated with two plug styles on offer – in-line with cable exiting at 180 degrees, and a right-angle low-profile connector



A number of OptiMate cables and connectors are available in bulk.

ideal for side mounted sockets. The O-09 (p/n 3807-0171), O-19 (p/n 3807-0323) and O-29 (p/n 3807-0327) adapts from DIN to SAE, whereas the O-39 adapter adapts from DIN to DC2.5x5.5mm to power heated apparel.

The larger 21-22mm diameter AUTO J563/SAE563 socket is found on Japanese motorcycle brands, Harley Davidson and on KTM models. OptiMate offer two fused SAE to AUTO plug adapters – the standard O-12 and the dual size O-02, which can adapt to the smaller DIN/ Ø12mm socket.

OptiMate also offers adapters that mate with diagnostic connectors found on different European motorcycles, which can be used for maintaining the battery. OptiMate offers a fused O-47 (p/n 3807-0242) adapter for Ducati, a O-57 (p/n 3807-0243) for MV Agusta, as well as the latest O-77 EURO5 adapter for all post 2021 European motorcycles.

OptiMate's smart adapters measure and monitor battery voltage, with one of four LEDs flashing once every three seconds to indicate the current charge level of the battery. The O-124 (p/n 3807-0317) smart battery lead with dual size M6-M8 rings, is for all 12V lead-acid batteries, whereas the O-127 is for 12.8V/13.2V lithium batteries, with both also available in bulk as a jar of 20.

The portable O-125 (p/n 3807-0318) and O-126 (p/n 3807-0394) can quickly indicate charge level of any battery, including classic wet cell, sealed AGM and Lithium (LFP) batteries. Plug it in and it will confirm if the battery holds at least 50 percent charge. If not, it is time for your customer to charge that battery. ■

» *Talk with your Parts Europe rep for details, and learn more in the Scooter, Snow, Street and Tires, Tools & Chemicals catalogs, and the FatBook.*

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x1



x2



x4

OptiMate 2
(Duo 12V 2A)

YOU MAY ALSO LIKE





Top-End Parts for Off-Road

Preparing for the New Riding Season



Wössner has standard and oversize piston sizes available for most 2-stroke and 4-stroke off-road models, and high-compression ratios are available for 4-stroke applications.

With lower winter temperatures curtailing riding for now, it's a great time to prepare off-road equipment for the next riding season. Perhaps that's just new brake pads and fresh tires, or maybe it entails a full engine rebuild on your customers' off-road motorcycles.

Whether it's a 2-stroke or a 4-stroke, and if it's being rebuilt to stock or bored out, Wössner Pistons has the forged pistons (p/n 0910-4684), connecting rods (p/n 0923-0415), and bearings (p/n 0924-0447) needed to get the job done.

Pistons have a tough life. They're beaten and heated from above and attacked by friction all around, with only the scantest bit of oil splashed or misted on them for lubrication. It's no wonder then that pistons eventually wear out and need to be replaced, and when your customers are ready for a rebuild they can confidently turn to Wössner products.

Wössner's reputation was founded on making light-weight, high-quality replacement pistons. Wössner pistons are precisely manufactured and undergo strict quality controls to ensure optimal piston-to-wall clearance. That's important for power and performance, but also quietness and longevity.

Standard and oversize piston sizes are available for most 2-stroke and 4-stroke off-road models, and high-compression ratios are available for 4-stroke applications. To make life as easy as possible for your techs and customers, Wössner piston kits are provided as a complete package that includes the piston, rings, wrist pin and circlips.

Wössner doesn't just make pistons. The company also produces high-quality forged connecting rods, main bearing and needle-bearing kits for complete crankshaft overhauls. The main bearing kits include precision-made roller bearings for smooth, trouble-free operation at high rpm, while Wössner's needle-bearing kits are a great complement to any connecting rod replacement.

Better still, Wössner's lineup isn't just for new bikes; the company covers popular applications dating all the way back to the 1990s, so your customers with older bikes can keep them running strong with modern, premium engine parts.

Founded in 1990, Wössner Pistons has developed a reputation for high-quality, precision-made parts. The company is headquartered in Weil am Rhein, Germany, where it maintains massive research and development and manufacturing facilities. From initial product planning to



Wössner doesn't just make pistons. The company also produces high-quality forged connecting rods, main bearing and needle-bearing kits for complete crankshaft overhauls.

prototyping and FEA (Finite Element Analysis) computer simulations to real-world testing and final forging and finishing, Wössner's headquarters is a truly state-of-the-art facility producing high-quality engine components. It's for that reason that many professional teams in MXGP and Supercross rely on Wössner products when they're gunning for the podium, and your customers can too, even if they're just weekend warriors.

Wössner Pistons has a long history in the off-road world at both the amateur and professional level. With premier facilities and a dedication to quality components, it's easy to see why Wössner is a popular choice for replacement pistons, connecting rods, and bearings. ■

» For more details on Wössner's extensive 2-stroke and 4-stroke application list, contact your Parts Europe sales representative, and check out the Off-Road catalog and www.partseurope.eu.

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Get a Grip

Grips and Guards for Off-Road Success

When riders are interviewed after winning a race, they are usually quick to thank their team. It might be the rider's name that fans are shouting, but getting to the top of the podium is all about teamwork.

Sometimes, it's the same when it comes to manufacturing products – teaming up can bring great results. That's certainly the case with Moose Racing grips made by ODI. It's the Moose Racing name on the grips, but it is a team effort between a big name in off-road racing and a popular name in grip design.

Moose Racing has a lot of products designed to give riders a competitive edge when it comes to their hands. In addition to grips, Moose Racing also has handlebars,

Lock-On grips install in seconds and give riders a secure, slip-free hold on the bars, all without needing to use grip glue or safety wire. A 3mm Allen wrench is all that is needed to ensure a solid, twist-free mounting. These Lock-On grips will not slip under any circumstances, even when bikes are slogging through wet or muddy environments.

One benefit to not having to use glue or wire is that it gives the grips a longer lifespan. And, for added versatility, they can be modified to work with full-wrap hand guards by simply removing the end caps. The throttle tube comes with the necessary cams to fit most dirt bike applications, including 2-stroke and 4-stroke models.

Moose Racing also has Lock-On Mud grips (p/n 0630-0979) for ATVs. These grips eliminate the need for an outside

Moose Racing Lock-On grips



Lock-On Mud grips



Moose Racing's Stealth MX and Stealth ATV grips



levers, handguards and risers to get the front end of off-road bikes set up for success.

One of the things the ODI brand is best known for is its signature Lock-On grip, and there are Moose Racing Lock-On grips (p/n 0630-2540) available in six different color combinations.

clamp, so riders who like to keep a wide stance with their hands can use the grips all the way to the outside edge. Instead, the clamp is internal, and it holds the grip in place without any twisting or slipping. Each set of grips includes the necessary cams for the chosen application.

Moose Racing and ODI also teamed up for the Stealth MX (p/n 0630-0390) and Stealth ATV grips (p/n 0630-0396). These grips have a half-waffle pattern with high-traction chevrons for a firm, comfortable grip. Available in one of five color choices, the Stealth grips are made from a special compound that feels soft against a rider's hands, but it has the longevity of a harder compound. The end cap is also designed to be exceptionally durable.

Riders who are swapping out grips might want to add a set of new handguards at the same time, so Moose Racing teamed up with Enduro Engineering to create a range of options.

Moose Racing's Contour handguards (p/n 0635-1491) feature premium 6061-T6 aluminum that is contoured to the shape of the handlebar. Inner clamps are designed so there is more room for cables to pass through. Moose Racing offers the Contour handguards in various clamp sizes to accommodate a wide range of fitments, including both dirt bikes and ATVs.

event of an impact. These durable deflector handguards are available in a variety of colors.

Moose Racing also emphasizes the balance between rigidity and flex in the Roost2 composite handguards (p/n 0635-1556). These handguards mount directly to the handlebars, and the deflector can be adjusted to one of three positions for ideal placement.

The Moose Racing riser kit (p/n 0602-0755) is also constructed from 6061-T6 aluminum, and it comes with all hardware as well as the wrench needed for installation. The kit will work with handlebars like the Moose Racing STL center high handlebars (p/n 0601-4964). The bars are made from 2mm-thick carbon steel for ultimate strength, and the knurled center clamp area prevents slipping. Each set of handlebars is powder coated and comes with a crossbar pad.

No front-end setup is complete without levers. Like the riser kit and handguards, the Moose Racing clutch lever (p/n 0613-1385) and brake lever (p/n 0614-1147) are made from 6061-T6 aluminum. The levers are exact re-



Moose Racing Roost2 handguards

Moose Racing's riser kit and STL center high handlebars

Some riders want even more coverage for their hands and controls, which is where the Moose Racing Contour Deflector handguards (p/n 0635-0550) come in. These feature the aluminum bracket paired with an open-ended rail that offers support while also providing flex in the

placements for OEM designs, but they are more resistant to breaking compared to standard levers. ■

» *Talk to your Parts Europe rep to learn more about Moose Racing grips made by ODI. You can find all options in the ATV & UTV and Off-Road catalogs, and at www.parts-europe.eu.*



Small Parts, Big Upgrade

A Trio of New Parts for the Sportster S



With HeinzBikes' Side Mount License Plate Holder and NANO 3-in-1 Light Bar, your customers seriously tidy up and transform the rear end of their Harley-Davidson Sportster S.



The Harley-Davidson Sportster S is a good-looking motorcycle and a popular platform for riders who want to do some customizing. Because, no matter how good-looking a bike is right off the showroom floor, there is always room for improvement.

HeinzBikes has a trio of new products for 2021 and newer Sportster S models, and all of them offer a quick, easy upgrade to the looks of the stock bike. The NANO LED Turn Signals for handlebars, NANO 3-in-1 Light Bar, and the Side Mount License Plate Holder are all made with the precision engineering and quality that customers expect from HeinzBikes.

Both the handlebar-mounted turn signals and the 3-in-1 light bar feature NANO LED technology. Each NANO light is smaller than a one-cent coin but 50 percent brighter than a standard LED bulb. This technology allows turn signals and running lights to be smaller than ever before while still boosting brightness.



The NANO LED Turn Signals for HeinzBikes are a sleek upgrade to the lighting on a Sportster S.

The NANO LED Turn Signals for handlebars (p/n 2020-2125) are "the little blinkers with big lights." They mount to the end of the handlebar, where they are barely noticeable thanks to their small size. HeinzBikes offers a version that is just the turn signals and another that includes both turn signals and running lights.

The NANO LED Turn Signals clean up the lights at the front end of the Sportster S while the NANO 3-in-1 Light Bar (p/n 2030-2258) really streamlines the look at the rear. When used in conjunction with the HeinzBikes Side Mount License Plate Holder, the entire back end of the bike looks completely different. The big, bulky lighting and license plate setup is gone, leaving just the sleek NANO 3-in-1 Light Bar across the back tire.

The light bar replaces the rear blinkers, brake lights and running lights. The smaller size really adds to the look of the Sportster S. Despite being so much smaller than stock, the lights are impossible to miss thanks to the brilliant shine of the NANO LED lights.

The Side Mount License Plate Holder (p/n 2030-2247) is a product that helped put HeinzBikes on the map for its great looks, quality and ease of use. Now, it is available for the Sportster S. It installs easily via stock mounting points, and the stable arm prevents the license plate holder from twisting or turning. Wires run through the arm to the LED light that illuminates the license plate, so there are no visible wires.

The real magic of the Side Mount License Plate Holder is the SLIP-INN opening, which allows a rider to simply slide the license plate into a secure slot. No screws necessary! HeinzBikes offers the Sportster S fitment in two different license plate sizes for Germany as well as ten other countries in Europe and Great Britain. ■

» *Talk to your Parts Europe rep to learn more about the latest HeinzBikes products for the Sportster S. You can find all three in the FatBook and at www.partseurope.eu.*

Heinz Bikes
CUSTOM PARTS



NEW SPORTSTER S PARTS

NANO TURN SIGNALS • SIDE MOUNT LICENSE PLATE HOLDER • 3-IN-1 LIGHTBAR





Small Size, Big Performance

A Hypersport Tire for Smaller Bikes

Often, when tire manufacturers talk about performance tires for sportbikes and sport-touring models, those tires are designed for larger-displacement bikes. Riders on lightweight sportbikes deserve to have quality and performance in their tires, as well, which is why Dunlop has introduced the Sportmax Q-Lite. Ideal for daily riders and sport-riding enthusiasts alike, this tire offers performance and durability in a smaller size.

This all-new tire has just hit the warehouses at Drag Specialties, and it is expected to be a popular choice for customers who ride entry-level and low-displacement motorcycles.

At its core, the Dunlop Sportmax Q-Lite (p/n 0305-0921) is a hypersport tire for 125cc sportbikes and lightweight naked bikes. It is a great tire for bikes like the Aprilia RS125, Honda CBR250, Kawasaki Ninja 300 and the Yamaha MT-03.

The Sportmax Q-Lite offers sporty, dynamic handling characteristics paired with good mileage, giving 125 riders the best of both worlds. The tire has the looks of a racing tire with the convenience of a daily commuter tire, making it an attractive choice for a wide range of riders.

This new high-performance bias-ply tire was developed specifically for small-displacement sport and naked bikes.



Dunlop's new Sportmax Q-Lite offers performance and durability in a smaller size. It is expected to be a popular choice for customers who ride entry-level and low-displacement motorcycles.

It might have been designed for small bikes, but the Sportmax Q-Lite is big on technology. The supersport tread design, a new compound and even the latest in casing design have all gone into the Sportmax Q-Lite. All of these things combine to give the tire excellent handling, grip and durability.

The result is a tire that is suitable in virtually every kind of riding scenario that a lightweight sportbike might be in. The tire is right at home on a daily commute, but it is also up for sporty riding on country roads thanks to its predictable and performance-minded handling characteristics. The Sportmax Q-Lite is also an excellent choice for track days, allowing riders to enjoy the full potential of both their tires and their bike on a closed course.

The Sportmax Q-Lite is also designed to perform well in both the wet and dry. That is an especially attractive feature for riders who rely on their bike every day to get around. No matter what the weather conditions may be, the Sportmax Q-Lite is up to the challenge.

One of the first things riders are likely to notice about Dunlop's new Sportmax Q-Lite tire is the bold pattern design. It is inspired by Dunlop's iconic racing and hypersport tread patterns, which means it has a host of performance features.

The long continuous main grooves aid stability in wet conditions since they are able to efficiently evacuate water. The shapes and angles of the grooves in the tread pattern are engineered to increase mileage and reduce uneven wear. The contact patch has also been optimized, and it offers excellent grip even under high loads, like under hard acceleration or braking.

The cross-section of the Sportmax Q-Lite is a straightforward single-radius profile. A multi-radius shape is popular for most sporty, performance-minded tires since it helps with sharp turn-ins. However, the single-radius cross-section still allows for excellent handling while maintaining a consistent feel and predictability at all speeds and lean angles. That is exactly why Dunlop chose the single-radius profile for the Sportmax Q-Lite – as a tire that can serve commuters and track day enthusiasts alike, it offers characteristics to suit everyone.

Dunlop chose a compound for the Sportmax Q-Lite tire to improve



SPORTMAX Q-LITE

At its core, the Dunlop Sportmax Q-Lite is a hypersport tire for 125cc sportbikes and lightweight naked bikes. It provides sporty, dynamic handling characteristics paired with good mileage.

both dry grip and performance consistency. At the same time, the compound incorporates state-of-the-art resins, which boost performance in wet conditions.

To ensure optimal performance, the casing stiffness of the Sportmax Q-Lite varies depending on the size of the tire. By customizing this detail for each individual tire size, Dunlop was able to offer riders a fully optimized riding experience.

Not surprisingly, Dunlop reports that the Sportmax Q-Lite sets a new standard for its small-bike tires. The improved tread wear, improved grip in both wet and dry conditions, better handling and excellent stability all add up to create an outstanding performance tire for small-displacement bikes.

Dunlop is offering the Sportmax Q-Lite hypersport tire in ten different sizes. As riders get ready for spring riding, these tires will be a great choice for riders on small-displacement sport and naked bikes who want to take advantage of the great weather to ride the streets and the track. ■

» **Talk to your Parts Europe rep to learn more about the new Dunlop Sportmax Q-Lite tire. You can find all the available sizes and more details in the Tires, Tools & Chemicals catalog, and at www.partseurope.eu.**





Clutch Cache

Replacement Clutch Parts for Big Twins

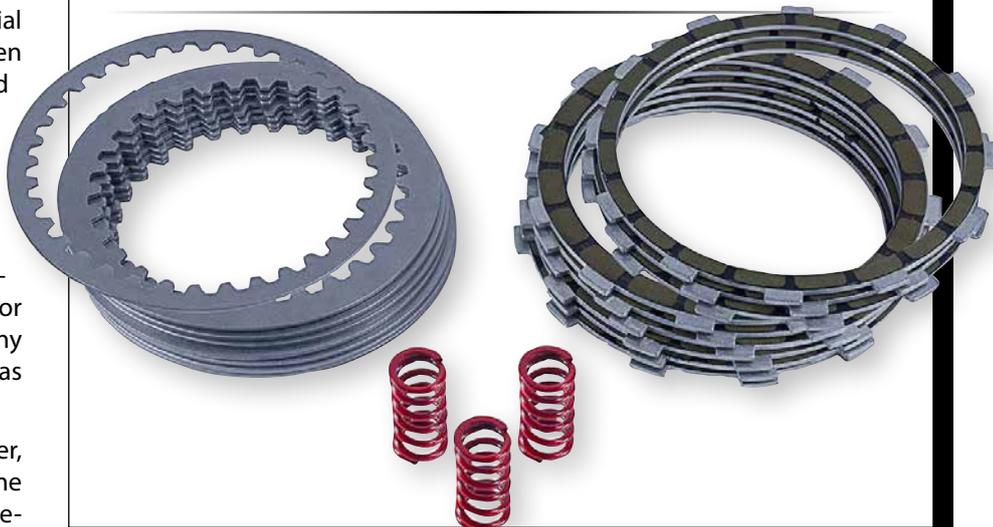
Riders don't often think of their clutches as consumable components, but every time that lever gets let out, a little bit of material wears off the clutch plates. When the kilometers finally win and it's time to replace or repair a worn or damaged clutch, Barnett has the components and kits to handle the job. Whether it's clutch plates for a Harley-Davidson Milwaukee-Eight or a Revolution Max motor or a replacement basket for any late-model Big Twin, Barnett has your customers covered.

Harley's M-8 makes big power, which means a lot of load on the clutch. Barnett's direct-replacement clutch packs for 2017-2022 FL Touring models (p/n 1131-3325) and 2018-2022 Softails are designed to improve performance and durability. The friction plates use ultra-tough Kevlar segments oriented to offer increased oil flow through the clutch pack. More oil means better cooling, which leads to smoother clutch operation and a longer service life. The clutch kit also includes tempered-steel drive plates and replacement clutch springs, so you have everything required to replace all common wear items.

For the new Revolution Max bikes like the Pan America, Nightster S and Sportster S Barnett has an increased-capacity clutch for better power transfer and durability. This kit uses carbon fiber for the friction material and sandwiches extra plates into the pack for more torque capacity. As with the M-8 kits, the Revolution Max kits include all needed plates plus replacement springs, and all components are measured for proper stack height prior to packaging for trouble-free performance right out of the box.

If your customers are facing a worn or cracked clutch basket in their 2007-2022 Big Twin, the Scorpion billet clutch basket (p/n 1132-1000) is a cost-effective replacement part. Compared to OEM it's a higher quality product, too, thanks to improved materials and manufacturing. We're talking 2024-T3 aluminum and hard anodizing rather than cast and uncoated metal. Plus, it's easy to install.

Barnett's direct-replacement clutch packs for Harley-Davidson FL Touring and Softail models are a market upgrade over the stock components. They're designed to improve performance and be more durable.



The Scorpion billet clutch basket from Barnett is built tough and is designed for easy installation. It's a great choice when it's time to replace a worn or cracked basket.

Simply remove the stock basket from the ring gear/primary sprocket and bolt on the new Barnett Scorpion basket. All hardware and instructions are included, and, like all Barnett products, the Scorpion basket is proudly made in the USA.

Founded in 1948, Barnett's experience building clutch parts for Harley Davidsons goes back to the early days of the Bar & Shield brand. When your customers need clutch components or control cables, they can rely on Barnett to have the correct fitments and to provide parts that are engineered to a higher standard. ■

» To order these clutch kits or any of Barnett's other components, reach out to your Parts Europe sales rep, and check out the FatBook and www.partseurope.eu.

CLUTCH UPGRADES

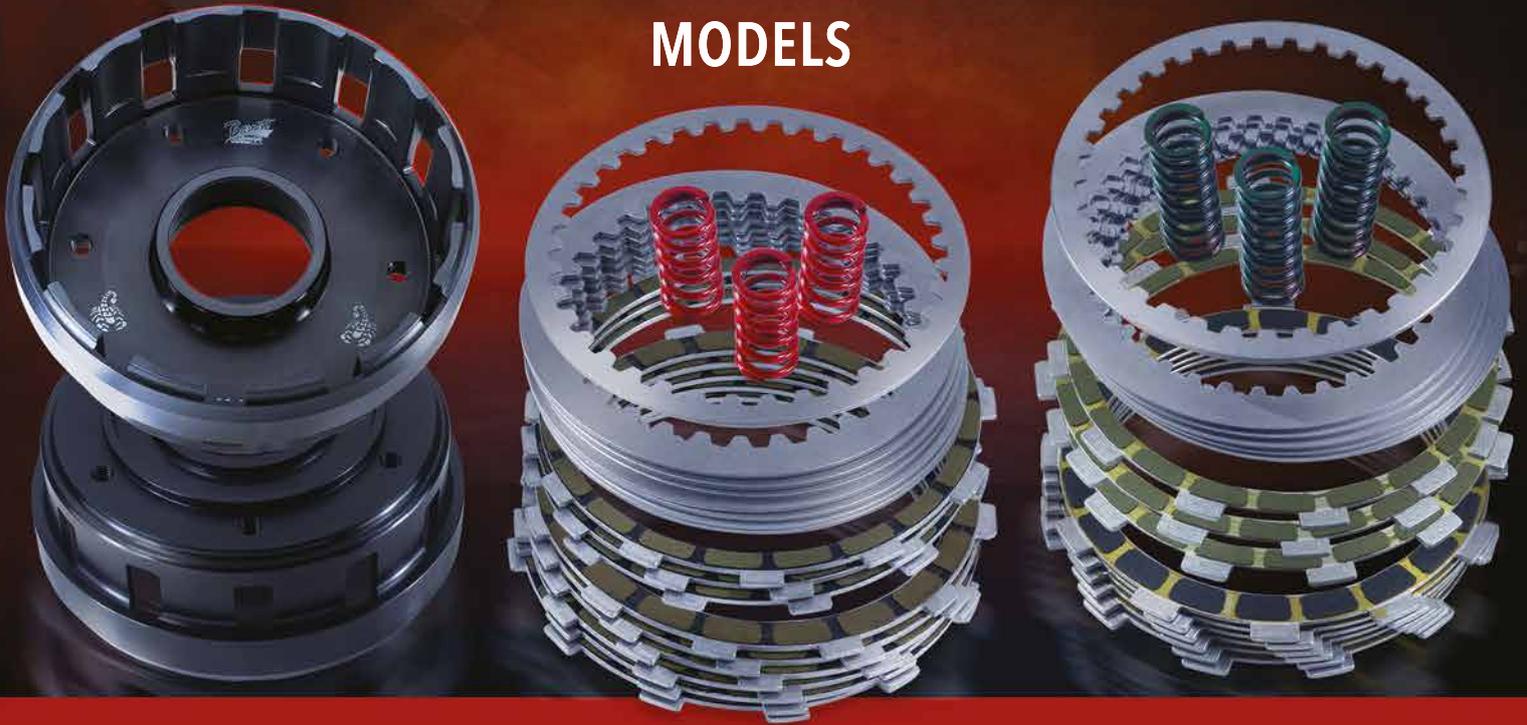
FOR HARLEY DAVIDSON

M8 AND REVOLUTION

MODELS



MADE
IN THE USA
SINCE 1948



M8 BIG TWIN CLUTCH KIT

- Kevlar friction plates
- Tempered steel drive plates
- Heavy-duty clutch springs
- Direct-fit upgrade



SPORTSTER S AND PAN AMERICA CLUTCH KIT

- Carbon Fiber friction plates
- Tempered steel plates
- Heavy-duty clutch springs
- Increased clutch capacity over stock



M8 BIG TWIN CLUTCH BASKETS

- Precision machined billet aluminum
- Hard anodized
- Bolt-on installation
- Cost effective upgrade for broken/damaged stock basket





Podium Power

Championship-Winning Pistons

When it comes to winning championships, Vertex Pistons' GP-Racer's Choice piston for 4-stroke motocross and enduro use is highly coveted by manufacturers, factory teams and riders, thanks to its high-performance features.

In addition to the GP-Racer's Choice model, the Vertex range of 4-stroke off-road pistons includes the high-tech Replica, High Compression and Big Bore models. Each is equipped with its own specific features that offer excellent quality at a great price. They also provide an increase in compression

Nowhere did this performance manifest itself more than during the 2022 racing season. While the number of world titles garnered by riders and bikes equipped with Vertex GP Racer's Choice Pistons (p/n 0910-5672) has long been impressive, 2022 was a banner year.

For 2022, victories start at the top with Tim Gajser's FIM Motocross World Championship MXGP class, and includes Maxime Renaux in the MXGP of the Motocross of Nations, and Nancy Van de Ven in the WMX class. The impressive showings also include Yamaha riders Jeremy Seewer and Jago Geerts in the runner up slots for MXGP and MX2, respectively.

And then there was the 2022 FIM Junior Motocross World Champion in the 125cc class Ivano Van Erp. The GP-Racer's Choice pistons also won 1st and 2nd place in the constructors category of the MXGP Motocross World Championship, respectively with Yamaha Racing and Honda HRC. Zachary Pichon of Sherco CH Racing took the Enduro World Championship world title in E Junior class, and Matthew Green of KTM Rigo Moto Team won the Hard Enduro World title. All of them won with Vertex Pistons on board.

The same pistons also dominated in Supermoto with Marc Schmidt who became S1GP world champion with the L30 TM Factory team. Wil Ruprecht of TM Boano Racing took the Enduro World Championship world title in the E2 classes, while Brad Freeman of the Betamotor Factory Team topped the E3 class.

GP-Racer's Choice pistons are available for most popular motocross and enduro bikes, and are hot forged with high resistance VP-310 alloy, and equipped with the F1-inspired T-Bridge machining. There are also DLC coated pins, and rings in chromed or nitrated steel, depending on the application. The pistons are known for the exclusive shape of their head that allows excellent performance without any loss of reliability.



Vertex Pistons has a range of 2-stroke and 4-stroke pistons built specifically for the rigors of racing. That performance helped riders in a variety of disciplines across a range of classes make it to the top of the podium in 2022.

ratio which improves power and torque, and an increase in displacement which greatly improves performances.

Vertex Pistons also offers a range of high-performance 2-Stroke products – the Race Evolution pistons (p/n 0910-6209). Developed with championship input, these pistons are the result of collaboration with numerous winning motocross and enduro teams. Special features include reduced top ring land, 0.8 mm rings, special MoS2 coating to facilitate cylinder/piston smoothness and a dedicated racing profile. ■

» Talk with your Parts Europe sales rep for details, and learn more in the Off-Road catalog and at www.partseurope.eu

⚡ Nine World Champions, ⚡ Two pistons



GP Racer's Choice & Race Evolution
the pistons developed with the factory riders
for your 2 and 4 stroke
motocross, enduro, motard



2022 MXGP World Champion
Tim Gajser
Honda HRC



2022 MXeN MXGP Champion
Maxime Renaux
Monster Energy Yamaha Factory MXGP



2022 Junior 125cc World Champion
Ivano Van Erp
Team Mjc Yamaha



2022 WMX World Champion
Nancy Van de Ven
Yamaha Ceres 71



2022 EJ1 World Champion
Zachary Pichon
Sherco CH Racing



2022 E2 World Champion
Wil Ruprecht
TM Boano Racing



2022 Hard Enduro Junior Champion
Matthew Green
Rigo Racing



2022 E3 World Champion
Brad Freeman
Beta Racing



2022 S1GP World Champion
Marc Schmidt
L30 TM Factory

VERTEX

PISTON & POWER

• DESIGN • PERFORMANCE • RELIABILITY





Dominant Domain

New Helmet is a Blast from the Past

Dealers and other visitors at the 2022 EICMA show in Milan had the chance to get a sneak peek at ICON's new for 2023 Domain helmet line. Given the helmet model's history with ICON, consider that peek a future look at a blast from the past.

After a decade-long absence from the ICON helmet range, the Domain (p/n 0101-14919) returns to the lineup with a decidedly neo-retro twist. The futuristic styling combines with ICON's core design ethos of avant-garde styling with premium, quality construction, purpose-built for the street rider. The Domain helmet is ECE 22.06 approved.

In re-introducing the Domain to the riding public, ICON has completely upgraded and redesigned

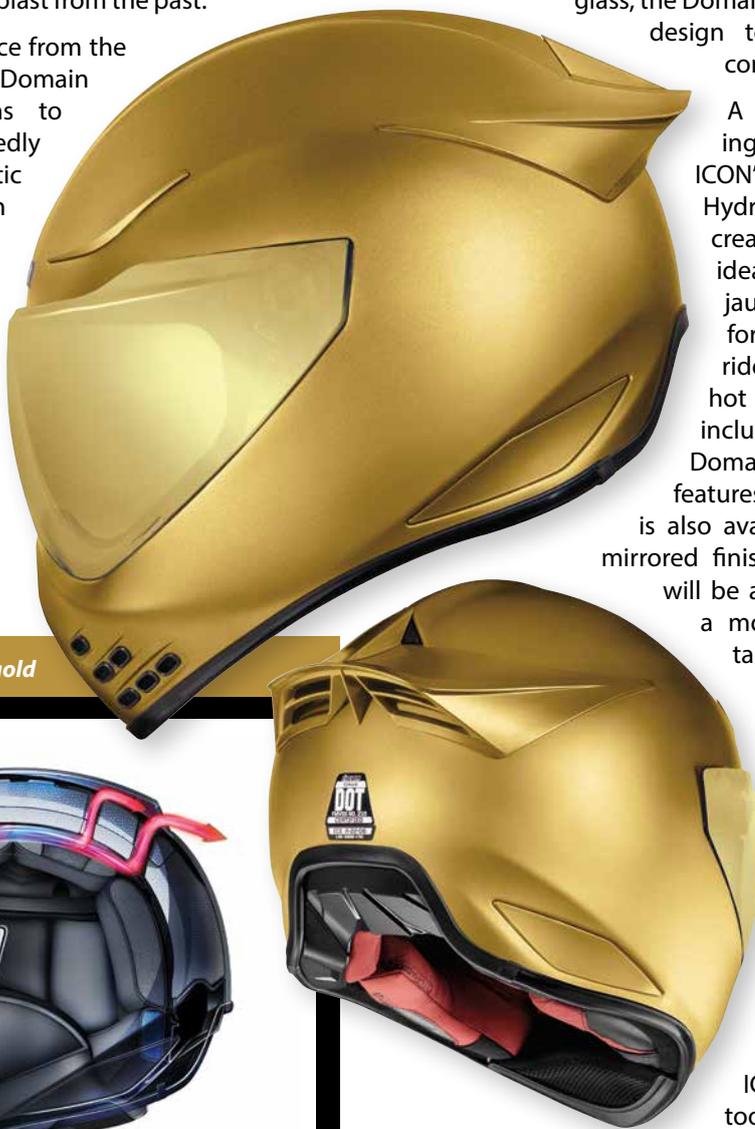
The new ICON Domain helmet is a marriage of that neo-retro styling and craftsmanship combined with the latest in helmet technology. Beginning with a lightweight shell of hand-laid layers of pre-impregnated fiberglass, the Domain utilizes an advanced design to create an overall compact look.

A highly efficient venting system paired with ICON's moisture wicking Hydradry liner helps create a versatile and ideal helmet for short jaunts across town or for those long extended rides, particularly in hot climates. The helmet includes an anti-fog clear Domain shield, which features pristine clarity and is also available in various RST mirrored finishes. The MotoShield will be available as well, with a moto-inspired visor attached to the shield. Graphics will come with either the Domain shield or the MotoShield, and some will include the OTT spoiler (available separately) for even further customization.

The Domain is also compatible with ICON's HelmLink Bluetooth communications system (p/n 4402-0910), which seamlessly integrates with the helmet and is sold separately. Designed by Sena Communication Devices, the HelmLink features Bluetooth, voice-activated digital assistant access, One-Click-to-Connect Mesh Intercom™ and a new rear facing light system with adaptive flash.

The controls are mounted seamlessly within a specifically designed recess inside the Domain helmet, reducing any exterior bulk. The internal EPS foam is channeled out for the system speakers, boom microphone and antennas. ■

» *Talk with your Parts Europe sales rep for details and get more information in the Helmet & Apparel catalog and at www.partseurope.eu.*



The Domain in gold



The Domain features large brow-mounted intake vents and channeled EPS to provide increased ventilation that is paired with the Hydradry liner and removable chin curtain to provide great rider comfort.

the helmet, rebuilding the new shell from the ground up. In fact, given the reworking, the Domain only shares the name of the original helmet that was released in 2006. It's a bold move by a company that is always reaching forward, yet truly reveres its past.

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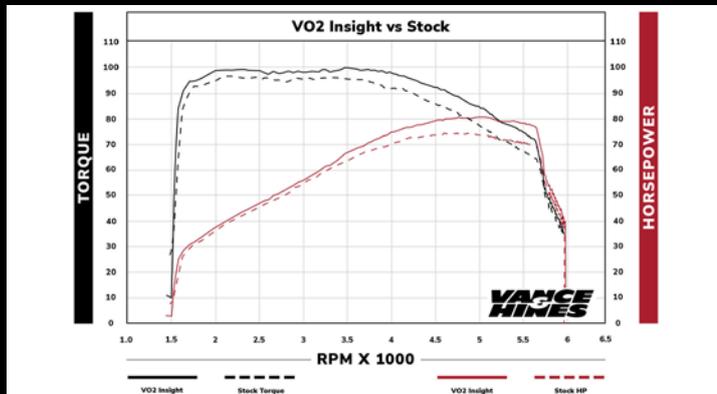
RIDEICON.COM

PARTS
EUROPE



Performance Flow

Air Intake Systems for Harley-Davidsons



Vance & Hines' VO2 Insight air intake system not only adds a unique style touch thanks to a clear, polycarbonate top, it also provides plenty of the company's well-known performance. It offers a nice bump in torque and horsepower over the stock setup.

Born from a love for motorcycle performance that evolved over countless trips to drag strips and raceways, Vance & Hines was established by racers and horsepower enthusiasts, Terry Vance and Byron Hines. This performance pair was always looking for ways to make more power and go faster, and Vance & Hines products remain true to those roots today.

From a core necessities standpoint, internal combustion engines make power with three things – air, fuel and spark. Vance & Hines lives by these performance rules, which is why they know more air can equal more power. This concept has been meticulously developed and fine-tuned through Vance & Hines' popular line of bolt-on VO2 high-flow air intake systems for Harley-Davidson motorcycles. With the latest addition of the Insight to the VO2 lineup, there are now over a dozen options available, ready to power virtually any Harley rider.

The VO2 Insight (p/n 1010-3112) adds a unique style touch that looks as good as it performs with a clear, polycarbonate top embossed with the Vance & Hines logo surrounded by a precision-machined, billet aluminum cover complete with stainless, racing-grade ARP hardware. The Insight uses the company's patent-pending Force Velocity Stack, a proprietary design element that helps accelerate air into the engine for improved performance. This contributes to the notable horsepower and torque increases the VO2 Insight delivers, as proven by Vance & Hines' dyno testing. In fact, each intake in the VO2 lineup has had its performance dyno-proven by Vance & Hines, available for everyone to view on the company's website.

Like many intakes under the VO2 line, the Insight is available for a wide range of Harley models in various, high-end black and chrome finishes.

Beyond the Insight, there is a variety of intake systems available from Parts Europe under the VO2 line, including the Falcon (p/n 1010-2942), Radiant III/V (p/n 1010-3123), and



The VO2 Falcon air intake in the Forged Carbon finish offers an aggressive, hot-rod look and a welcome increase in performance.

Eliminator/Stingray (p/n 1010-2983), all offering Harley riders the convenience of a washable filter element and simple installation with a simple remove and replace design.

For your customers looking for a sleek, forward facing 90-degree intake design, the VO2 Falcon offers a streamlined look that delivers hot rod performance to match. Available in four different finishes, a vast range of your Harley customers are covered.

Riders wanting a simpler, yet trick look have their choice of the Radiant, Eliminator and Stingray VO2 intake models. Radiant models were designed with a sleek, minimalistic design that helps maximize power. Eliminator and Stingray models feature distinctive, formed covers inspired by the timeless nostalgia and performance of pushrod V-twin engines. Each of these models also utilize Force Velocity Stack, producing dyno-proven horsepower and torque gains. ■

» *Talk with your Parts Europe rep for details, and check out the FatBook and www.partseurope.eu.*



Riding Season Ready

Prepping ATVs and UTVs for Spring

It might still be winter, but spring is on its way, and Moose Utility Division is helping ATV and UTV riders get ready for riding season. From tires and wheels to covers that keep vehicles clean and dry until the next outing, Moose Utility Division has the right products to make work and play possible.

The fact that the new 361 X (p/n 0230-1199) and 415 X (p/n 0230-1213) wheels have Moose Racing branding speaks to their versatility as wheels that can get work done or get riders through tough terrain on a fun day out. As stylish as they are functional, both of these wheels are capable of handling heavy loads and come in multiple sizes.

Riders can use the 361 X and 415 X wheels with confidence. Like all other wheels from Moose Racing and Moose Utility Division, every single one is X-rayed on the production line to ensure its quality and reliability.

When it comes to making a tire choice, the Moose Utility Division Insurgent tire (p/n 0320-1131) is ready for the most difficult conditions. It is designed to take on sand, snow, mud and rocky terrain. The flatter profile of the Insurgent tire provides more ground contact and better cornering traction, and the radial construction offers better stability in those challenging environments.

It is always a good idea to have spare tubes on hand, just in case. Moose Utility Division's ATV/UTV tubes (p/n 0351-0042) are made from a high-quality, heavy-duty rubber and come in a wide range of sizes. Even the valves were given careful attention – they are designed to be just as rugged as the tubes themselves.

Among the products that Moose Utility Division launched in the fall are three different covers. There is a UTV cover (p/n 4002-0103), the ATV Dura cover (p/n 4002-0099) and the ATV Trailerable cover (p/n 4002-0101). All three of these options are made from UltraMax, an innovative, durable polyester material. In addition to standing up to wind, rain and snow, UltraMax also has incredibly strong UV protection to prevent sun fading.

These covers feature a water-resistant coating. To prevent moisture from building up underneath the cover, a Perma-vent system keeps air flowing without letting water get inside. Both the UTV cover and the ATV Dura cover have an elastic hem for a snug fit over the vehicle.

As the name states, the ATV Trailerable cover can be used even when an ATV is being transported on a trailer. In addition to the elastic hem, the cover also has four tie-down locations plus two heavy-duty, quick-adjustable straps and side-release buckles to hold the cover in place. ■

» *Talk to your Parts Europe rep to learn more about these and other new Moose Utility Division products for ATVs and UTVs. You can also find everything in the ATV & UTV catalog.*



Moose Racing's new 415 X wheel is a great addition to the company's rugged lineup of ATV and UTV products. It's built for tough use, yet still cuts a stylish profile.



The Moose Utility Division Insurgent tire is designed to take on sand, snow, mud and rocky terrain.



The ATV Trailerable cover provides protection from the elements, and can be used even when an ATV is being transported on a trailer.



Mini-Bike Makeover

Accessories for the Honda Monkey

There's just no way around it, the Honda Monkey is built for fun. The 125cc mini-bike has a long and storied history going back to the 1960s when Honda first introduced the Z100 at its own motorsports theme park in Japan.

The bike was an immediate hit and bloomed in popularity around the globe in a variety of iterations. Capitalizing onto that nostalgic charm, Honda released the Monkey 125 in 2019 and it's grown to be one of Honda's most popular mini-moto 125cc motorcycles!

So, what does C-Racer do with a popular bike like the Monkey? They've made it even cooler looking with a complete range of bolt-on accessories to dramatically stylize the bike's retro-cool looks.

The range of accessories for the Monkey include a selection of headlight masks and an uber-hip headlight grill and screen. The headlight masks (p/n 2001-2607) are made from durable ABS plastic in gloss black that are ready paint to match your customer's Monkey build. The 2mm metal headlight grill and screen (p/n 2001-2608) provides a slick look and protection for the light.

There are also two options for front fenders – a Scrambler look (p/n 1402-0433) and a straight-forward street style (p/n 1402-0431) fender. Both are also made of tough ABS plastic and are ready for the paint scheme of your customers' choosing. Further improve the look of that front end with the fork guards that are made of 3mm aluminum and are available in black or silver.

Further body upgrades include a chain guard (p/n 1202-0176) and an engine guard (p/n 0506-1936), both made from 3mm aluminum and available in black or silver. The chain guard and the engine guard offer a beefy looking improvement over the stock body styling.

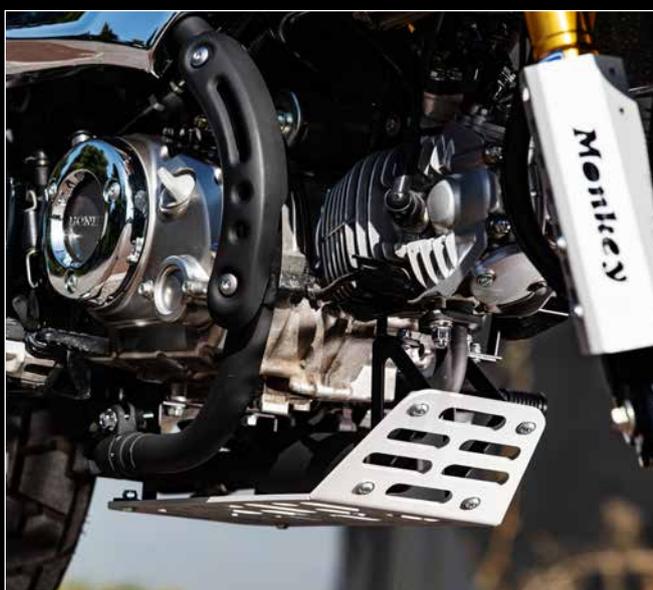
Rounding out the accessory lineup is a sleek license plate holder (p/n 2030-2260) designed as a notable improvement over the OE part. It's made from 2mm-thick steel, comes in all black, and is a perfect way to tie together the overall look your customer's custom Monkey.

Your customers with Honda Monkeys know they are cool machines with a unique retro flair and all-day rideability. Point them toward the new lineup of C-Racer accessories to show them that they can increase that cool factor with a range of seriously stylish add-ons. ■

» *Talk with your Parts Europe sales rep for details, and learn more in the C-Racer catalog and at www.partseurope.eu.*



C-Racer's range of bolt-on accessories for the popular Honda Monkey 125 will transform an already cool-looking machine into a slick, custom mini-moto.



The C-Racer Honda Monkey 125 lineup includes an engine guard to protect against road hazards and a license plate holder that's a nice upgrade from the stock setup.



The Sound of Technology

Adjustable Exhaust Systems

Regulations and laws for motorcycles can be a touchy subject for most, and a daunting hurdle for aftermarket performance part manufacturers. This may dissuade some, but a passionate motorcycle technician, Roland Kess, saw this as a challenge to accommodate all parties without sacrificing performance. This is how KessTech and its exhaust systems were born.

For more than three decades, KessTech has developed and evolved the concept of adjustable exhaust systems for Harley-Davidsons and other motorcycles. Working through early generations of mechanically adjustable systems, and then introducing an electrical component has led to the high-tech, German-made exhaust systems coming out of the KessTech factory today.

KessTech offers non-adjustable and adjustable exhaust systems for a wide range of BMW (p/n 1811-4417), Harley-Davidson (p/n 1801-1763) and Indian (p/n 1811-4393) models, all of which are designed, built and operated on the road with EC type approval, making them fully legal for your customers to enjoy.

The quality and passion that goes into KessTech exhaust systems is audible in the rich and unique exhaust notes they produce. These systems are built in-house in Germany using high-quality stainless steel, with great attention to detail. This robust design and construction allows KessTech to provide a four-year guarantee on exhaust parts.

The secret behind KessTech exhaust systems is what they call ESE, or Electric Sound Experience. The systems use an electronically controlled valve near the final exit of the exhaust openings that not only have closed and open modes (referred to as OFF and ON, respectively), but are tied into a pre-programmed system allowing users to switch between modes at the press of a handlebar button, along with two automatic adjustment features as well.

OFF-Mode provides a very quiet exhaust experience, usually quieter than OEM in most cases, perfect for late night home arrivals or quiet neighborhoods. ON-Mode provides a full-sound experience, allowing riders to enjoy the raw



KessTech offers non-adjustable and adjustable exhaust systems for a wide range of BMW, Harley-Davidson and Indian models. Customers can control the sound of their ride with the touch of a button.

character of the motorcycle beneath them. KessTech also offers what it calls a MEDIUM-Mode, in which the exhaust valve moves to an intermediate position and provides another completely unique sound experience.

The technology doesn't end there. New KessTech exhaust systems are also equipped with a Power-Feature function that automatically detects when a rider is suddenly laying on the throttle in need of more power and adjusts the exhaust accordingly to optimize power delivery.

Another impressive feature is KessTech's Active Engine Protection. In OFF-Mode, the system will detect if the bike is getting too hot, such as when sitting idle for long periods of time, and automatically adjust the valves to allow more air flow and keep the engine temperatures at a safe level. ■

» *Contact your Parts Europe rep for details and learn more in the KessTech catalog and a www.partseurope.eu.*



Custom Feel

Fine Tuning a Road Glide Cockpit

THRASHIN Supply is a brand your customers can feel. After all, the California-based company specializes in interface surfaces like handlebars, foot pegs, grips and other points where the rider makes contact with the bike. With that focus in mind, THRASHIN is excited to introduce two new products that can totally change the look and feel of your customers' 2014 to 2022 Harley-Davidson Road Glides – a new gauge relocation kit and top triple tree.

If your customers have installed bar risers that make it hard for them to see their gauges, THRASHIN's new gauge relocation kit (p/n 2210-0631) is a clean solution. This rad new setup works with THRASHIN's existing OG and Holeshot risers (with the appropriate bracket adapter) and allows riders to position their gauges ahead of or behind the risers and adjust the gauge's angle.

The gauge relocation kit is several years in the making, and other than a riser-specific bracket, comes with everything needed for installation. That includes a beautiful carbon-fiber gauge backing and precision-machined billet-aluminum gauges faces in anodized black or chrome. The kit also comes with an OE-style harness extender, fresh gauge gaskets and hardware.

Next up on the new-release list is a billet top triple tree (p/n 0408-0421) for the Road Glide. This premium, made-in-America assembly offers a host of awesome features for riders who want to update their bike's cockpit.

THRASHIN's existing Road Glide riser adapter is a great entry level way for your customers to change out their



THRASHIN's new gauge relocation kit works with the company's OG and Holeshot risers and allows riders to position their gauges ahead of or behind the risers and adjust the gauge's angle.



With THRASHIN's new top triple for Road Glides, customers retain full fork-lock functionality – the lock sits behind a discreet spring-loaded cover. This top triple also provides two locations for riser installation for further fine tuning.

stock bars and risers. The only downside is that they'll lose the fork-lock function, which the new top triple clamp remedies. With the new top triple, riders retain full fork-lock functionality thanks to an under-mount location for the (included) fork lock. Better yet, the lock sits behind a discreet spring-loaded access door, so when the key is out the top triple clamp has a clean, keyless appearance.

This top triple also provides two locations for riser installation for further fine tuning. There are mounting holes in the stock spot and as well as a set that's a bit closer to the rider. Bushings aren't needed when installing risers on this triple since they're bolted directly to the top triple clamp, leading to better steering feedback and handling. And, since THRASHIN appreciates the details, the company included plates that cover the unused mounting holes so the triple tree's clean look isn't compromised.

With the new top tree and gauge relocation kit, your customers with Road Glides have a new option for dialing in the cockpit on their bikes. These components are diligently designed and manufactured in America and backed by a company that's as into riding as you and your customers are. ■

» *Talk with your Parts Europe rep for details, and check out the FatBook and www.dragspecialties.com.*



Quick Change A Versatile Modular Helmet

Conditions can fluctuate a lot during a ride. Temperatures can rise and fall, and a ride that starts during the day might end at night; even the setup the rider wants may need to be altered as the ride progresses. This is all especially true for Touring riders, who often encounter big changes in their environment during the course of a trip.

The right helmet for all of these conditions is one that can change just as quickly as the weather. The Z1R Solaris modular helmet (p/n 0101-10027) is an extremely versatile helmet, making it easy for riders to choose just the

There are a number of notable features on the outside of the Solaris helmet. For one thing, the polycarbonate shell has an aggressive design aesthetic for an ultra-sleek look. In warmer weather, the chin and top vents can be opened to keep air flowing through the channels in the liner and out the rear exhaust vents. Z1R knows riders do not want shield changes to be overly complicated. Swapping from one shield to another is quick and easy thanks to Z1R's innovative shield mounting design.

Inside the Solaris, the moisture-wicking liner and cheek pads help keep a rider cool and comfortable. As expected,



The Z1R Solaris modular helmet is a great do-all helmet for riders looking for protection that can be adapted to the different conditions riders encounter while out on the road.

right setup for any given moment on their journey. The Solaris helmet is ECE 22.05 approved, too.

For shifting lighting conditions, the Solaris helmet features a scratch-resistant polycarbonate shield paired with an internal drop-down sun visor. The sun visor operates via a rigid lever on the side of the helmet. That means a rider can easily raise or lower the sun visor while on the go, even with gloves on. This is an especially useful feature for riders whose route goes through tunnels – just a flick of the lever raises the sun visor for a clear view in the dim light of the tunnel.

the interior elements can be removed and washed to keep everything fresh.

The Solaris helmet is available in solid colors as well as the Solaris Scythe graphic. Both the solids and the Scythe are available in five different color options. In the Solaris solid category, riders can also choose whether to stick with the traditional shiny finish or opt for flat black. ■

» *Talk to your Parts Europe rep to learn more about the versatility of the Z1R Solaris and Solaris Scythe helmets. You can find all color options and sizes in the Helmet & Apparel catalog.*



Dream to Reality

Custom Body Parts and Accessories

What was built from a passion for motorsports and V-Twin has evolved into a company known as the MEC Engineering group – with MEC an acronym for Motorcycle Equipment Company. The company’s slogan is, “Driven by Passion,” and that’s where its Cult-Werk brand comes in.

Long-established under MEC, Cult-Werk has done the heavy lifting on plastic component engineering and manufacturing to better equip dealers with Harley-Davidson and Indian motorcycle components, specializing in body parts and accessories. The Cult-Werk team handles every step of the plastic component creation process, from scanning, prototyping, R&D, tooling and production through to a finished part.

in a variety of styles for different models, from Bobber to Sportster to Club style, and even custom conversion kits in some applications.

The possibilities for custom styling with different components from Cult-Werk are seemingly endless. For example, a range of uniquely styled spoilers are offered in racing, custom and Bobber styles (p/n 0504-0378), all supplied with necessary mounting hardware. Another product range inviting custom flair are Cult-Werk’s airbox and air filter covers (p/n 1014-0339). Just like all its body accessories, these covers are manufactured from ABS plastic and are designed with distinctive styling characteristics, offering your customers the freedom to choose a classic feel or a racing finish, or just about anything in between.



Cult-Werk offers a range of uniquely style spoilers, including this version that’s perfect for a custom Bobber.



Your customers can add some streamline style to their bikes thanks to Cult-Werk’s range of body work. The radiator grill is a nice hot-rod touch.

The result is a line of unique components for your Harley and Indian customers. The range of items includes everything from large body pieces to small accessories. Front and rear fender kits (p/n 1401-0859) are available

Cult-Werk knows finishing touches are in the details, which is why there’s a complete offering of smaller body accessories, too. From fork caps and covers (p/n 0411-0192) to headlight masks and radiator grills (p/n 0520-3701), each and every component is designed to offer riders the opportunity to complement their machine and help them down the road to achieving their custom dream bike.

Quality is ensured with all plastic components from Cult-Werk thanks to its meticulous ABS manufacturing techniques and precise, CNC milling operations for shaping and finishing. These techniques and resources, combined with the Cult-Werk team’s extensive design experience, provides impressive fit and function throughout its products as well. Components are offered in paintable finishes or completed, gloss black finishes, ready to bolt on and look sleek for miles. ■



Cult-Werks front fender

» For complete details on these products and more from Cult-Werk, contact your Parts Europe sales rep check them out in the Cult-Werk catalog and at www.partseurope.eu.



Robust Hand Protection

Super Tough and Model Specific

Barkbusters handguards are common on off-road and Adventure motorcycles, and for good reason. Their model-specific handguard kits provide outstanding protection for the rider's hands and the bike's controls, and Barkbuster products are now available to your customers through Parts Europe. Barkbusters' long list of specific fitments include the popular Yamaha 700 Tenere (p/n 0635-2153) plus the Honda Africa Twin (p/n 0635-2150), as well as many other off-road and Adventure bikes.

guards, Barkbusters has a wide range of options to choose from to fit your customer's preferences. The company also supports its kits with a complete lineup of replacement parts, ensuring customers can readily maintain and repair their handguards as needed.

The Barkbusters story started in the early 1980s in a small shop in the backyard of Australian dirtbike legend Ted Goddard. A qualified engineer and accomplished enduro and ISDT racer, Ted combined his two passions – engineering and dirt bikes – by creating the Barkbusters business



Barkbusters' lineup of rugged and model-specific handguard kits are now available through Parts Europe. The handguards are extremely popular with the off-road and Adventure riding crowd, who praise the specific fitments and robust protection for hands and equipment.

What makes Barkbusters special? They're made to fit specific models, and they're built to take a beating. Barkbusters measures and studies bikes, and then builds robust hardware kits that are custom tailored to work on that machine. That means when your customers buy a set of Barkbusters for their motorcycle, they won't need to drill holes or bend parts to make them fit, and once they're installed, they'll know they're well protected.

The backbone of the Barkbusters Hand Guard (BHG) system is quite literally a backbone – a hardened-aluminum spine that wraps from the bar end to a robust clamp on the other side. This two-point approach forms a cage around the rider's hands and also protects the controls to prevent or minimize damage in a crash. Barkbusters also offers a single-point mounting system for those concerned with wind and weather coverage, but not impact protection.

To further Barkbusters's function and style, your customers can equip the backbones with any number of plastic handguards. From the simple and sleek JET guards to the comprehensive weather protection of the STORM hand-

guards in 1984. After selling a few of his handguard kits to the local Husqvarna importer, the Barkbusters brand quickly gained popularity in the enduro market.

A decade later, Matthew Philpot, another Australian enduro racer, started to work with Ted and helped him design the first plastic guards to fit Ted's aluminum Barkbusters spine. Adding weather and branch protection to the proven and popular aluminum backbone gave Barkbusters a second wind, propelling the brand beyond the hardcore enduro market and making the products more appealing for a wider range of riders. After 14 years at the helm Ted decided to sell Barkbusters, and Philpot was right there to take the reins.

Today, Barkbusters is owned by the father-and-son team of Bruce and Jackson Collins. The duo is thrilled to be joining forces with Parts Europe, ensuring Barkbusters handguard kits are accessible to your customers. ■

» *Talk with your Parts Europe sales rep for details, and learn more at www.partseurope.eu.*

PSR

Form and Function

Billet Levers and Chain Tensioners for Harleys

Regardless of the machine, riders everywhere love their motorcycles because of the unmatched feeling they get when riding. That direct connection to the motorcycle is improved when they can set up their controls exactly to their liking.

This where PSR comes in. Heavily experienced and proven in precision clutch and brake levers, PSR has applied years of first-hand rider experience to fine-tune its levers for V-Twin motorcycles. Available for a range of popular Harley-Davidson, Indian and other select models, Anthem levers from PSR (p/n 0610-2130) offer riders easy-to-use adjustability for lever-to-bar reach, allowing them to achieve the precise feeling they're looking for.

Anthem levers for V-Twins are available in shorty and standard-length designs, depending on the application, as well as in matte black and chrome finishes.

PSR's dedication to optimized rideability doesn't end there. As riders themselves, the crew behind PSR rec-



PSR's primary chain tensioners help avoid over-tightened primary chains.

ognizes when riders need a viable solution to potential machine problems. Such is true with PSR's primary chain tensioner for Harley-Davidsons (p/n 1120-0424). Covering a long list of models, PSR designed this chain tensioner to help avoid over-tightened primary chains, which can be the root cause of much larger engine issues. They are built to last with billet construction and mount conveniently with OEM hardware, providing customers a simple solution to avoid painstaking problems. ■

» For more information on these and other products from PSR, talk with your Parts Europe rep and check them out in the FatBook and at www.partseurope.eu.

PSR

Dualsport Kickstand



Luggage Rack

Dualsport Mirror



Denali Mirror



Cam Chain Tensioner

Low Bike, Low Stress

Lowering Kits and Compression Tools

Lowering a Harley-Davidson Milwaukee-Eight, Evo or Twin Cam bike doesn't have to be difficult. With a lowering kit and compressor tool from Müller Motorcycle, lowering a bike is a simple, bolt-on job.

Müller Motorcycle's lowering kit (p/n 1304-0966) gives bikes as much as a 40mm difference in ride height. Continuous adjustability means the rider can choose exactly how low they want to go. That feature makes the lowering kit attractive to riders who want to make a simple ride height adjustment for comfort and ergonomics. At the same time, riders who want to make a big style statement by going as low as they can also appreciate the capabilities of the lowering kit.

Müller Motorcycle engineers and manufactures its lowering kits in Germany, using stainless steel and billet aluminum for quality and durability. Thanks to precision engineering and thoughtful design, the lowering kits reduce ride height without sacrificing the rider's comfort level.

The Müller Motorcycle compressor tool (p/n 3805-0205) is designed to make the lowering kit installation process



With Müller Motorcycle's lowering kit and compressor tool, lowering a bike is quick work.

easy. The compressor tool securely clamps the shock absorber so each step of the lowering kit installation can be completed without hassle.

While the compressor tool was designed for M-8 Softails, a simple adapter ring makes it compatible with EVO and Twin Cam models, too. ■

» Have a talk with your Parts Europe rep to learn more about the Müller Motorcycle lowering kit and compressor tool. You can find them in the FatBook and at www.partseurope.eu.

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WINDSHIELDS/WINDSCREENS

- » Made from high-quality PMMA
- » Standard models are designed for optimum efficiency for the average height rider
- » High models include wind deflectors

FITS MODEL	TYPE	HEIGHT (MM)	THICKNESS (MM)	OPAQUE BLACK	SMOKED BLACK	SMOKED GRAY	CLEAR
HONDA							
CRF1100 A Twin 20-21	Standard	410,5	4	2301-2881	2301-2880	2301-2879	2801-2878
	High	500	4	-	2301-2884	2301-2877	2301-2878
	Super Screen	580	4	-	-	2301-2883	2301-2882
YAMAHA							
Tenere 19-20	Standard	270	3	2301-2873	2301-2872	2301-2871	2301-2874
	High	340	3	-	2301-2868	2301-2867	2301-2866
	Super Screen	420	3	-	-	2301-2870	2301-2869



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DAYRON® RUNNING LIGHTS

- » Replace stock daytime running lights
- » Improve vehicle and rider visibility
- » Flow-optimized aluminum casings
- » Long life Protection Guard® IC operated at 330 kHz
- » M8 x 20 adapter

DESCRIPTION	PART #
Position light (white w/ clear lens)	2040-2719



MOTO MASTER

REPLACEMENT LEVERS FOR PIVOT MX LEVER ASSEMBLIES

- » Lightweight forged replacement levers for Pivot MX clutch or brake lever assemblies
- » Direct replacement for damaged or broken clutch or brake lever
- » Sold each

COLOR	CLUTCH LEVER	BRAKE LEVER
Black	0613-2078	0614-1865
Red	0613-2079	0614-1866
Blue	0613-2080	0614-1867
Orange	0613-2081	0614-1868



PIVOT MX LEVER ASSEMBLY SPARE PARTS

- » Spare parts kit allows you to replace the hardware for one Pivot MX clutch or brake lever assembly
- » Do not include replacement lever
- » Sold as a kit

DESCRIPTION	PART #
Clutch lever assembly spare parts kit	0613-2077
Brake lever assembly spare parts kit	0614-1864



MOTO MASTER

PIVOT MX LEVER SETS

- » Forged lever design is lightweight and extra strong
- » Smart Pivot Action design minimizes damage potential in a crash
- » Ergonomic lever design provides a comfortable feel
- » Lever position is fully adjustable to suit rider preference
- » Durable aluminum CNC-machined lever adapter piece
- » Replacement levers and spare parts kits available separately
- » Available in black, blue, red or orange finish lever styles for popular late-model GasGas, Honda, Husqvarna, Kawasaki, KTM, Suzuki and Yamaha applications (colors available depending on application)

COLOR	PART #	FITS BRAND/MODEL
Black	0610-2225	Honda
	0610-2227	Kawasaki, Suzuki
	0610-2228	Kawasaki
	0610-2229	Kawasaki, Yamaha
	0610-2230	Yamaha
	0610-2232	GasGas, Husqvarna, KTM
	0610-2235	Husqvarna, KTM
	0610-2237	Honda
	0610-2239	GasGas
Blue	0610-2231	Yamaha
	0610-2236	Husqvarna, KTM
	0610-2241	GasGas, Husqvarna, KTM
Orange	0610-2234	GasGas, Husqvarna, KTM
Red	0610-2226	Honda
	0610-2233	GasGas, Husqvarna, KTM
	0610-2238	Honda
	0610-2240	Husqvarna



RED



BLACK



ORANGE



BLUE

DRAG SPECIALTIES

REAR BRAKE MASTER CYLINDERS

- » Complete rear brake master cylinder assemblies
- » Polished with a chrome-plated or black finish
- » Comes completely assembled

PART #	DESCRIPTION
FOR 08-22 FLHT/FLHR/FLHX/FLTRX MODELS	
1731-0759	Chrome; repl. OEM #s 4170028 and 41763-08
1731-0760	Black; repl. OEM #s 4170028 and 41763-08



BATTERY CABLE KITS

- » Black 4-gauge cable manufactured with pure electrolytic-grade, 36-gauge tinned copper strands for maximum current transfer and superior flexibility
- » All cables feature 1/4" and 5/16" terminals
- » Contains all necessary cables to replace the OEM cables

PART #	DESCRIPTION
2113-0798	For 17-22 FLHT/FLHR/FLHX/FLTR; repl. OEM #s 66000116 and 69201130
2113-0797	For 14-16 FLHT/FLHR/FLHX/FLTR; repl. OEM #s 70267-09 and 69200137
2113-0799	For 14-20 XL (except 21-22 Sportster S/RH 1250S, 22 Nightster/RH 975 models); repl. OEM #s 66000034 and 66000036



MOOSE UTILITY DIVISION

361X WHEELS

- » 100% X-rayed on the production line to ensure the highest quality and reliability
- » Center caps included
- » 12x7 wheels rated for load capacity up to 306.5 kg (675 lb.)
- » 12x8 wheels rated for load capacity up to 522 kg (1,150 lb.)
- » 14x7 wheels rated for load capacity up to 317 kg. (700 lb.)
- » Not certified for use on public roads (NHS)

POSITION	BOLT PATTERN	SIZE	OFFSET	PART #	Front/rear	4/136	14x7	4+3	0230-1198
Front	4/156	12x7	4+3	0230-1191	Front/rear	4/110	14x7	4+3	0230-1199
Front	4/136	12x7	4+3	0230-1192	Front/rear	4/156	14x7	5+2	0230-1200
Front	4/110	12x7	4+3	0230-1193	Front/rear	4/136	14x7	5+2	0230-1201
Front/rear	4/156	12x8	4+3	0230-1194	Front/rear	4/110	14x7	5+2	0230-1202
Rear	4/136	12x8	4+3	0230-1195	Front/rear	4/156	15x7	5+2	0230-1203
Rear	4/110	12x8	4+3	0230-1196	Front/rear	4/136	15x7	5+2	0230-1204
Front/rear	4/156	14x7	4+3	0230-1197	Front/rear	4/110	15x7	5+2	0230-1205



415X WHEELS

- » 100% X-rayed on the production line to ensure the highest quality and reliability
- » Designed to take on woods, deep mud and sand
- » Center caps included

POSITION	BOLT PATTERN	SIZE	OFFSET	PART #	Front/rear	4/136	14x7	4+3	0230-1213
Front	4/156	12x7	4+3	0230-1206	Front/rear	4/110	14x7	4+3	0230-1214
Front	4/136	12x7	4+3	0230-1207	Front/rear	4/156	14x7	5+2	0230-1215
Front	4/110	12x7	4+3	0230-1208	Front/rear	4/136	14x7	5+2	0230-1216
Rear	4/156	12x8	4+4	0230-1209	Front/rear	4/110	14x7	5+2	0230-1217
Rear	4/136	12x8	4+4	0230-1210	Front/rear	4/110	14x7	5+2	0230-1218
Rear	4/110	12x8	4+4	0230-1211	Front/rear	4/136	14x7	5+2	0230-1219
Front/rear	4/156	14x7	4+3	0230-1212	Front/rear	4/110	14x7	5+2	0230-1220



ICON

MEN'S OVERLORD VENTED CE BOOTS

- » Durable engineered textile uppers
- » Mesh chassis provide airflow for hot weather riding
- » Quick on/off with BOA® lacing system
- » D30® ankle inserts and reinforced shifter overlays
- » Oil-resistant and slip-resistant outsoles
- » Tested and certified according to Standard EN 13634:2017 level 1 1 1 1 SRA

SIZE (US)	BLACK	GRAY
7	3403-1256	3403-1268
8	3403-1257	3403-1269
8.5	3403-1258	3403-1270
9	3403-1259	3403-1271
9.5	3403-1260	3403-1272
10	3403-1261	3403-1273
10.5	3403-1262	3403-1274
11	3403-1263	3403-1275
11.5	3403-1264	3403-1276
12	3403-1265	3403-1277
13	3403-1266	3403-1278
14	3403-1267	3403-1279



ICON

MEN'S PATROL 3 WATERPROOF CE BOOTS

- » Tough engineered textile/1000D polyester uppers with high-rebound EVA foam insoles
- » Fast on/off with BOA® lacing system
- » Waterproof and breathable boot linings for when the weather turns sour
- » D30® ankle inserts
- » Oil-resistant and slip-resistant outsoles
- » Tested and certified according to Standard EN 13634:2017 level 1 1 1 1 WR SRA

SIZE (US)	BLACK	GRAY
7	3403-1280	3403-1292
8	3403-1281	3403-1293
8.5	3403-1282	3403-1294
9	3403-1283	3403-1295
9.5	3403-1284	3403-1296
10	3403-1285	3403-1297
10.5	3403-1286	3403-1298
11	3403-1287	3403-1299
11.5	3403-1288	3403-1300
12	3403-1289	3403-1301
13	3403-1290	3403-1302
14	3403-1291	3403-1303



VANCE & HINES

NAKED VO2 AIR INTAKES

- » High-flow filter replacement kit with greater airflow
- » CNC-machined venturi
- » Washable, re-usable high-flow air filter included
- » Larger inlet backing plate

PART #	DESCRIPTION
1010-2221	For 17-22 FLHT/FLHR/FLHX/FLTRX/H-D FL Trike models (w/ 107" motor) (accepts stock cover)
1010-0866	For 91-20 XL models (except 21-22 Sportster S/RH1250S, RH975 Nightster) (does not accept stock cover, must use Vance & Hines Skullcap outer cover, sold separately)
1010-1594	For 15-20 XG500/750 (does not accept stock cover, must use Vance & Hines Skullcap outer cover, sold separately)



VO2 ROGUE AIR INTAKE KITS

- » Echoes the classic design of a 2-into-1 upswept exhaust system
- » Larger than stock inlet backing plate and billet venturi
- » Washable, re-useable high-flow air filter element
- » Mounting hardware and installation instructions included

NOTE: CVO, 114" engine models and models with SE Stage 1 air cleaners will require HD support bracket part no. 16400049 for installation.

PART #	DESCRIPTION
CHROME	
1010-2900	For 18-22 Softtail
1010-2898	For 01-17 Twin Cam w/ Delphi EFI, 99-06 Twin Cam models w/ CV carb (except 08-17 FLHT/FLHR/FLHX/FLTR/H-D FI Trikes, 16-17 FXDLS, 16-17 Softtails, 14-15 FLSTNSE, 13-14 FXSBSE, 11-12 FLSTSE)
1010-2899	For 08-16 FLHT/FLHR/FLHX/FLTR/H-D FI Trikes, 17-16 FXDLS, 16-17 Softtails, 14-15 FLSTNSE, 13-14 FXSBSE, 11-12 FLSTSE models
1010-2181	For 91-20 XL models (except 21-22 Sportster S/Rh1250S, RH975 Nightster)
BLACK	
1010-2897	For 17-22 FLHT/FLHR/FLHX/FLTR/H-D FL Trikes
1010-2894	For 91-20 XL models (except 21-22 Sportster S/Rh1250S, RH975 Nightster)
1010-2895	For 01-17 Twin Cam w/ Delphi EFI, 99-06 Twin Cam models w/ CV carb (except 08-17 FLHT/FLHR/FLHX/FLTR/H-D FI Trikes, 16-17 FXDLS, 16-17 Softtails, 14-15 FLSTNSE, 13-14 FXSBSE, 11-12 FLSTSE)



2023 **FatBook**TM *Cover Bike*

2018 H-D Road King
Customized by
Slyfox Performance



Alloy Art: 49mm Lower Fork Legs, "The Swinger"
Aluminum Swingarm, 53-tooth Cush Drive Chain Sprocket

Baker Drivetrain: DD7 M8 Gear Set

Barnett: Scorpion Billet Hydraulic Clutch

Custom Cycle Engineering: 49 mm Black Fork Tubes

Dakota Digital: MX Series Black Bezel Gauges

Drag Specialties: Dummy Pop-up & Vented Pop-up
Gas Caps, Solid Primary Sprocket Kit, Inner Primary Bearing & Seal Kit

Feuling: Race-Series 521 Camchest Kit, Endurance Beehive
Valve Springs, Rocker Shaft Kit, Black American Flag Derby Cover,
Vented Dipstick, BA Race Series Air Cleaner

Legend Suspension: AXE023 High Performance
Suspension System, Revo ARC Remote Reservoir Coil Suspension

Magura: HC3 Radial
Brake Master Cylinder

ODI: Hart Luck Signature
Black Lock-on Grip Set

Rekluse: Hydraulic Clutch Slave Cylinder

S&S: 55mm Performance Intake Manifold,
124" Wrinkle Black Big Bore Cylinder Kit

Slyfox: Track-Pro Front/Rear Wheels and Front/Rear Full
Floating Brake Rotors, 49 mm Triple Tree, Pro-Series Step-up Seat,
Carbon Fiber Front Fender, Rear Fender, Timing Cover and
Clutch Actuator Cover, 6" Straight Riser Kit

Speed Merchant: Polished Mid-Control Kit

Thrashin Supply: 1" Low Bend Black Handlebars

Check out more details on this bike at various rallies and events throughout the year; or log onto dragspecialties.com/bike-builds to view the complete parts list.

PARTS
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