

# PARTS EUROPE<sup>®</sup> *Magazine*

WINTER 2024 ★ VOL. 15, #1



**PREMIER**  
**DIGITAL ISSUE!**



**THE 2024**  
**FATBOOK COVER BIKE**

**STREET-READY PRO-STOCK SOFTAIL LOW RIDER**



- ★ New Vendors
- ★ Hot Products
- ★ Industry News

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 SADDLEMEN

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**NOTE:** The part numbers included in the product editorials within this issue are singular examples of the available part numbers. Click part number links for full listing of available part numbers, fitments, colorways, sizes, etc., or contact your Parts Europe sales rep.

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## ON THE COVER

- » 20 **On the Cover:**  
**The 2024 FatBook Cover Bike**  
– Street-Ready Pro-Stock Softail Low Rider



## DEPARTMENTS

- » 6 **Welcome Letter**  
» 10 **News & Events**  
» 60 **Parts Department**

## PRODUCT SHOWCASE

- » 24 **Dunlop**  
» 26 **OptiMate**  
» 28 **Vertex Pistons**  
» 30 **Barnett**  
» 34 **THOR**  
» 36 **NGK**  
» 38 **Wössner**  
» 42 **Moose Racing**  
» 44 **ICON**  
» 46 **Trask Performance**  
» 48 **SW-Motech**  
» 49 **THRASHIN Supply Company**  
» 50 **SP Connect**  
» 51 **Cometic**  
» 52 **D.I.D Chain**  
» 53 **Biltwell**  
» 54 **Alpinestars Road**  
» 55 **Alpinestars MX**  
» 56 **Hogtunes**  
» 57 **Galfer**  
» 58 **Moose Utility Division**  
» 59 **Müller Motorcycle**



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# 100% Digital

BY DON EMDE



**T**his issue begins our 15th year of publishing *Parts Europe Magazine* with the news that the publication is now 100% digital! For a few years we have been producing a digital copy of the magazine as a companion to the printed version, but our feedback has told us that digital is preferred. We heard you and here we are.

One of the biggest advantages of an all-digital format is the addition of video ads and video editorial content that our advertisers may choose to run. There are some in this issue that I invite you check out. Also, by having the magazine connected to Parts Europe's "Page Flips" technology, as you read through the issue, you will see part number links within the stories. If you see a product that you want to know more about, just click on the part number and it will take you to that Parts Europe catalog page.

As always, each issue has a spotlight on one of the major house brands at Parts Europe. Drag Specialties is that brand in this issue and as we have done before, our feature story is about the great looking 2024 *FatBook* turbo-charged cover bike built by Gary Chipp and his crew at Fat Baggers Inc. The bike started out as a stock 2018 Harley-Davidson FXLR Softail Low Rider but look at it now! Be sure to read all about it starting on page 20. Like all of our *FatBook* stories, the full build sheet is included.

In closing, we wish you all the best this year. We are very excited to bring you our new magazine format, and look forward to the many new ways we now provide for you to enjoy *Parts Europe Magazine*. ■

**Ride Safe!**



**Publisher / Editor-in-Chief**

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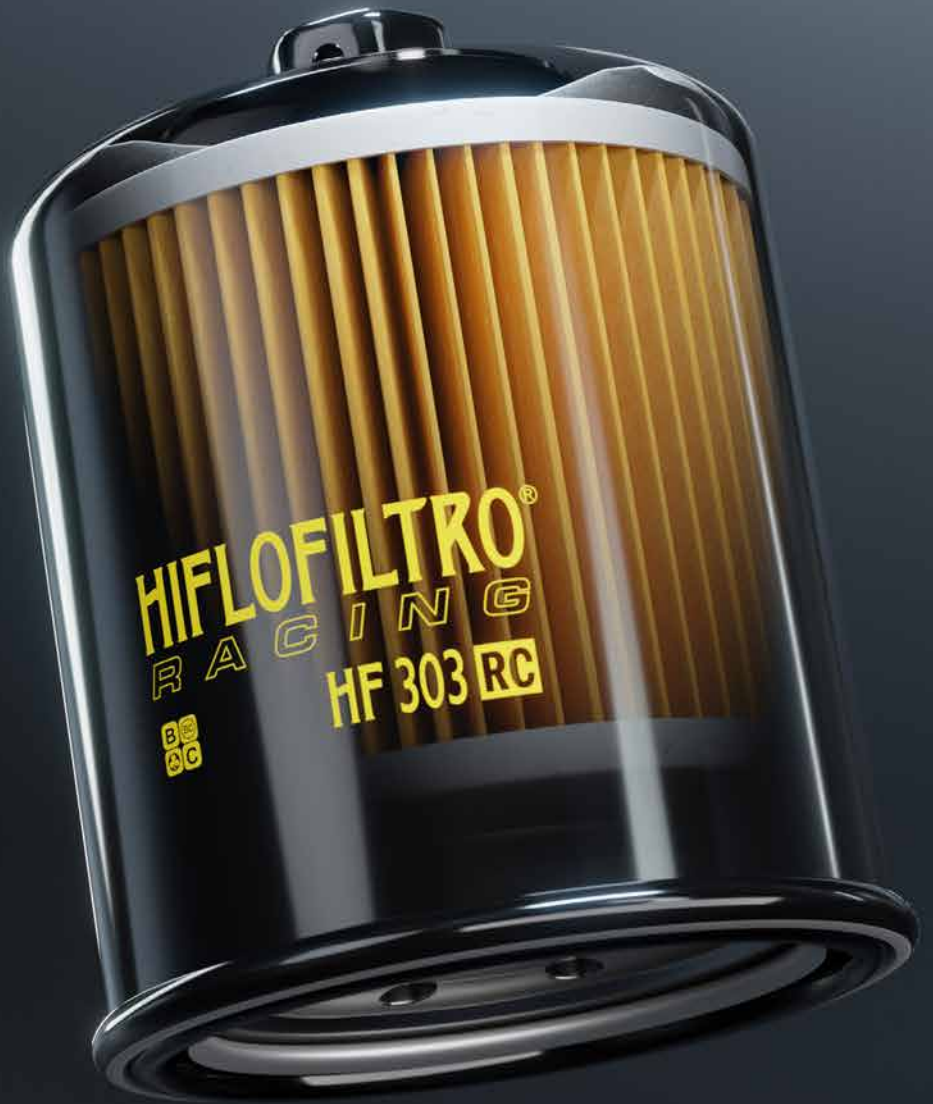
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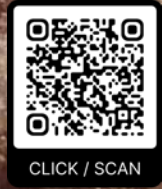
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## Jen Rose Promoted to VP at Don Emde Inc.



Jen Rose

**D**on Emde, President of Don Emde Inc., has announced that Jen Rose has been promoted to the position of Corporate Vice President. Jen started working in the business part time in 2001 before moving to full time in 2002.

Her day-to-day functions include coordinating artwork for the advertisers in the company's three magazines: *Parts Magazine*, *Drag Specialties Magazine* and *Parts Europe Magazine*, as well as billing and other bookkeeping.

Tracy Emde will continue as an Officer of the Corporation, now in the role of Secretary/Treasurer. The staff of *Parts Europe Magazine* congratulates Jen for her promotion and her many contributions through the years. ■

» More about Don Emde Inc. at [www.partsmagazineonline.com](http://www.partsmagazineonline.com).

## We Support the Sport

### 2023 MOTOCROSS OF NATIONS

**W**hen the Motocross of Nations came to its thrilling conclusion back in October, wrapping up the 2023 MX season, the world of motocross witnessed a weekend of adrenaline-pumping action and unforgettable moments.

In bidding farewell to the 2023 MXON, Parts Europe extended its gratitude to everyone who contributed to the event's success, including one of the best spectator followings that this series has ever had.

Parts Europe's commitment to the Motocross of Nations goes beyond the race itself. Over the course of the weekend, the company entertained not only the passionate crowd, showcasing the latest INTENSE Cycles E-Bikes and the THOR MX gear collection, but the distributor was also proud to host hundreds of Parts Europe's dealers at its hospitality area.

All guests had the chance to enjoy exclusive signing and photo sessions with the Parts Europe riders: Mattia Guadagnini, Pauls Jonass, Simon Laengenfelder, Aaron Plessinger, Jorge Prado, and a special appearance by Tom Vialle. The company's dedication to offering the best service, combined with the passion for motorsport, is what made this event something to remember for all participants.

Parts Europe also thanked all of its Press and Media Partners from France, Germany, Italy and Spain who joined the company over the course of the race weekend. It was a great opportunity to strengthen the great relationships that have been built over the years.



THOR/KTM rider Tom Vialle and Team France won the 2023 Motocross of Nations in front of a home crowd in Ernée, France. Vialle also earned the overall win in the MX2 class.

continued on page 12...

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...continued from page 10

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Parts Europe extended this thank you to all participants, and announced that the company is looking forward to the 2024 event. ■



That Parts Europe logo was front-and-center at the 2023 Motocross of Nations. The company had a big presence at the prestigious event, and hosted hundreds of its dealers at the Parts Europe hospitality area where they enjoyed food, refreshments and autograph signings.

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## Ten Years at Parts Europe

### FOUR EMPLOYEES CELEBRATED

**P**arts Europe has come a long way since its founding back in 2009 in the three-border region of Germany, France and Luxembourg. Throughout all that time, the company has counted its employees as part of the family.

In October 2023, four dedicated Parts Europe employees celebrated their 10th anniversary with the company. The group includes buyer Almar Boerboom, buyer Georg Graef, Joachim Gutschi, group manager warehouse operation technology and Taufik Lubis, product information administrator.

In looking back at these 10 years with the company, Gutschi answered some questions about his journey with Parts Europe.

#### Parts Europe: How would you say the company has evolved since you joined?

**Gutschi:** Parts Europe has become more organized. The increased number of employees has allowed for more specific areas of expertise to be developed, resulting in more substantial achievements. We are continually and steadily growing in our professionalism and innovation. I consider our greatest achievement since then to be the preservation of experience (documentation) and team spirit, along with the measures that promote it.

#### How do you think the next 10 years will be for Parts Europe?

I believe Parts Europe will become an even better and more reliable partner. We have numerous excellent ideas and projects that will yield results when completed. We already have a strong foundation of experienced individuals who can implement such changes, and in 10 years, there will be even more.

#### What is your favorite memory about Parts Europe?

For me, it's the moments when you work on challenging and time-critical tasks together with your colleagues. There are

moments of high necessity that bring everyone involved into the same spirit and commitment, creating a flow that requires few or no words. Sometimes, it is enough to look into each other's eyes for a moment, and everyone knows what needs to be done, and everything works hand in hand. In these moments, everyone knows their purpose, and you dedicate yourself fully to the service of the cause, participating in something that transcends yourself. It's in these moments that I am most deeply touched and feel the strongest connection to my colleagues, creating the most beautiful memories.

#### Do you have any tips or advice for new employees joining the company?

Seek out and connect with people who inspire you. Take responsibility early; this is the turbo booster. *Stay hungry, stay foolish.*

In the past five years, more than 50 Parts Europe employees reached this 10-year milestone already with the company. Some of those employees are now heading into their 15th year with Parts Europe – celebrating the same anniversary in 2024 as the company itself! ■



Front row from left: Georg Graef, buyer; Joachim Gutschi, group manager warehouse operation technology; Almar Boerboom, buyer; and Taufik Lubis, product information administrator. Back row from left: Matthias Bayer, COO; Hans Lautem, CEO; and Helga Bödger, HR/legal manager.

# We Support the Sport

## A LONG HISTORY OF BACKING ROADRACING'S PREMIER CLASS



Screenshot motogp.com (Videopass) - 2008 Valencian GP

**F**ifteen years ago, Parts Europe started building its headquarters in the small town of Wasserliesch, Germany. At the same time, the company started its partnership with Dorna and with it, a presence in the masterclass of road racing – MotoGP.

The history of MotoGP goes back to 1949 when the FIM (Fédération Internationale de Motocyclisme) was founded and thus providing the opportunity to coordinate rules and regulations in order that selected events could count towards official World Championships. It is the oldest established motorsport world championship.

Since 1992 DORNA Sports S.L. has handled the management, marketing and execution of MotoGP and is the commercial and television rights holder of the racing class.

In 2002, rule changes were introduced to facilitate the phasing out of the 500cc 2-strokes. The premier class was rebranded MotoGP, as manufacturers were to choose between running 2-stroke engines up to 500cc, or 4-strokes up

to 990cc. Since 2003 only 4-stroke engines have been permitted in the premier class. The maximum permitted engine displacement leveled off finally in 2012 to the maximum 1000cc permitted today.

Back in 2008, Parts Europe celebrated its first steps into the European motorcycle business by being the title sponsor of the 2008 Gran Premio de la Comunitat Valenciana.

Since then, the Parts Europe name has been a regular fixture at various European racetracks and the company's team, together with the participating dealers, have been welcome guests in the MotoGP paddock.

Here in the [picture gallery](#), Parts Europe has put together some pictures from the racetracks going back a number of years when legends were made in MotoGP. One of these legends, namely Randy Mamola, stayed with our dealers in the paddock back then. ■



## EICMA 2023 – Going Strong

### CELEBRATING EIGHT DECADES OF MOTORCYCLES IN MILAN

The 80th edition of EICMA took place in Milan, Italy at the famous Fiera Milano events center in November 2023. Parts Europe was on hand with a full sales staff, events personnel, and a big lineup of popular brands.

With more than 560,000 visitors across the whole week, an increase of +19 percent compared to 2022, the 2023 edition has already been crowned as the best edition in the history of EICMA. That total number includes more than 39,000 industry professional visitors, 52 percent of them coming from 120 different countries, and 7,000 media outlets coming from 62 different countries.

Impressive numbers for a record-breaking show that also Parts Europe was proud to be part of. The company offered a sincere thank you to all its partners and co-exhibitors that set up at the 650 m<sup>2</sup> Parts Europe booth.

The lineup includes: Barkbusters, ITP, Klock Werks, Michelin, Memphis Shades, Motion Pro, Motoz, Neken, S&S Cycle, and Show Chrome. These vendor partners joined Parts Europe house brands – Drag Specialties, ICON, Moose Racing and THOR. The company also had exclusive product displays for Alpinestars, Akrapovič and INTENSE Cycles.

Thanks to THOR, Parts Europe hosted exclusive signing sessions with nine-time MXGP champion and THOR ambassador Antonio Cairoli, 2023 MXGP World Champion Jorge Prado, Simon Längenfelder, and Marc-Antoine Rossi. Hundreds of fans had the chance to meet their racing idols, enjoying some autographs and photo sessions.

Over the course of the show's dealer days, Parts Europe welcomed a massive number of its dealers, who came from more than 30 different countries. This showing made it the biggest attendance ever recorded during a single show at a Parts Europe booth.



MADE IN THE NETHERLANDS

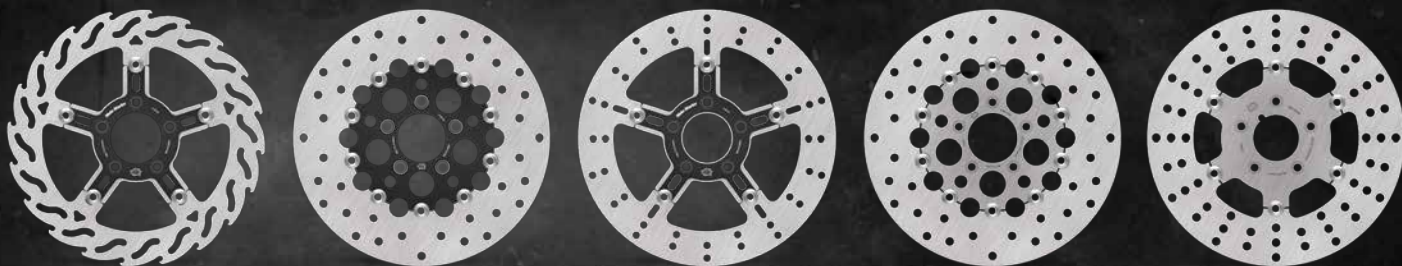
Premium

**HARLEY CUSTOM SERIES** by **Moto-Master**

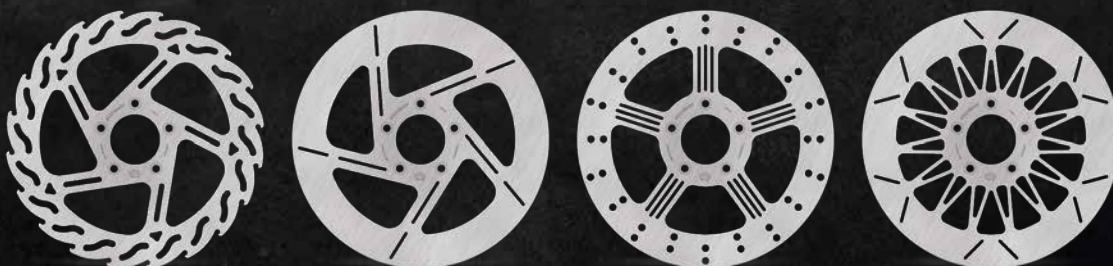
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For once in life you can't go wrong. **Only** great choices.







The Gang's All Here! Visitors to the Parts Europe booth in Milan had the chance to meet with the entire Parts Europe sales force, vendor product specialists and personnel from the LeMans Corporation. *Piotr Szuszkiewicz photo*

*continued on page 18...*



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...continued from page 17



Show-goers lined up more than an hour in advance to get an autograph from nine-time MXGP champion and THOR ambassador Antonio Cairoli.



Drag Specialties and the V-Twin market were strongly represented at the Parts Europe booth.



2023 MXGP World Champion Jorge Prado, Marc-Antoine Rossi and Simon Längenfelder also took the time to meet fans and sign autographs.



MXGP World Champion Jorge Prado

The company's staff and sales representatives had the chance to discuss new business opportunities, introducing all the new products and brands that were recently added to the company's catalogs. The booth featured a range of custom show bikes, an excellent format for displaying new products and brands.

There were 20 vehicles from all segments on display – including V-Twin, Street, Scooter, UTV, Off-Road and E-Bikes. The vehicles were prepared by a selection of Parts Europe dealers who demonstrated how a stock machine can be transformed into a unique showpiece with the parts and accessories available in the Parts Europe portfolio. Check the Showbikes section on the Parts Europe's [Built from our Garage](#) section on the company's website and get inspired!



EICMA confirmed the importance of meeting in person with all partners and customers to build solid and durable business relationships. This is why Parts Europe is thankful to its colleagues from Parts Unlimited and Parts Canada who joined its staff for the whole week.

The company also wanted to extend its gratitude to all media and press partners who visited the Parts Europe booth during the show. It also offered a special appreciation to all of its new partners who will work with the company in the new year, and to the EICMA organization.



Get a taste of what it was like to be at the show with Parts Europe's [recap video](#) from the 80th edition of the EICMA show. See you next year in Milan! ■

# MAKE YOUR MARK.



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Road Warrior Fairing and Hand Guards on  
@greyslopegarage's 2019 Harley-Davidson Fat Bob.

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SHOWN: ROAD WARRIOR FAIRING 2330-0214, TRIGGER-LOCK MOUNTING KIT 2320-0251,  
11" DARK BLACK SMOKE WINDSHIELD 2350-0447, AND HAND GUARDS 0635-1570

## 2018 HARLEY-DAVIDSON FXLR SOFTAIL LOW RIDER

There's a lot to look at on Gary Chipp's 2024 FatBook Cover bike. For starters there's those gorgeous Performance Machine Formula chrome wheels and Saddlemen's new Mini Fairing. They set the tone for this Pro-Stock Softail Low Rider, a great example of what's possible with the FatBook.



CLICK / SCAN



# STREET-READY PRO-STOCK SOFTAIL LOW RIDER

## THE 2024 *FATBOOK* COVER BIKE

**F**atBook cover bikes are more than just pretty faces on a catalog cover. Drag Specialties' annual cover bikes also provide windows to the future of custom bike styling and aftermarket trends. Many of those emerging trends can be – and usually are – covered by using both the new and the well-established products available through Drag Specialties dealers to their customers.

That scenario played out this past autumn when the crew at Fat Baggers Inc. completed the cover bike for the 2024 *FatBook*. In the process of that build, the FBI build crew and Drag Specialties recognized some components on

the bike would be a great fit for the growing number of women riders. More on that later.

"Tom Motzko approached us to build the 2024 catalog cover bike," said FBI's Gary Chipp. Motzko was focused on giving several all-new products for Harley-Davidson M8 Softail models some valuable exposure for 2024. As always, the new product exposure would officially begin at Drag Specialties' 2024 NVP Product Expo in Louisville, Kentucky in January. High on the activities list would be the reveal of the 2024 *FatBook* Cover Bike. The chosen model for this year's project bike turned out to be a 2018 FXLR Softail Low Rider.



Trask's Tornado Turbo Kit looks fast sitting still. For good reason, the bolt-on upgrade provides a 40 percent to 50 percent boost in power.



The Drag Specialties Predator seat is a perfect place for bracing oneself when that Trask Turbo spools up for that major boost.

Highlighting the parts list was Kodlin's new stretched custom gas tank, Saddlemen's new Mini Fairing Kit, and an asphalt-eating Trask Tornado Turbo Kit. However, Chipp realized there was a minor kink to Motzko's plan – FBI specializes in aftermarket custom parts primarily for Baggers, not Softails and the like.

Chipp reminded Motzko that FBI was best known for building custom Baggers, but in so many words the vendor relations expert from Drag indicated that wouldn't be a problem. Part of Motzko's rationale was to encourage FBI to think outside the box in terms of incorporating a styling and parts mix for established builders and DIY customers to consider.

Motzko also indicated he'd prefer a less conventional paint scheme and color for the finished bike. Motzko stressed that FBI's paint team give it an eye-catching color. Motzko also offered that the bike's styling should reflect something in the lines of a Pro Stock drag race bike for the street. Fair enough, especially considering the hugging profile that the Low Rider already projects.



Ironically, perhaps the cover bike's most sophisticated component is the Trask Tornado Turbo Kit mounted onto the M8 engine's right side. Chipp's assembly crew, consisting of Chad Andersen and Jason Harter, got to work mounting Trask's bolt-on muffler. As you see in the photos,



Jason Harter at Fat Baggers Inc. mapped out that trick paintwork and chosen colors, which the crew readily describes as pink.

the turbo's system of tubes, pipes and impeller housing – plus its brushed stainless steel Turbo Exhaust – certainly catches the eye. What you don't see in the photos is how simple it was to mount the turbo kit to the Softail.

"It just plugged right in and worked," beamed Chipp. That Trask Turbo bolt-on installation included a Thundermax ECM to help monitor fuel and air intake based on the turbocharger's needs. Among the Thundermax's features is an integral Auto-Tune System that matches right up to the Trask assembly. Net result of this addition? According to Trask, a 40 percent to 50 percent gain in power once the turbo's impellers start spooling up for additional boost into the engine's intake tract.

With the turbo squared away, the engine received some cosmetic add-ons. Add to that the Drag Specialties Smooth M8 Bolt Kit and Comet EST Complete Motor Gasket Kit.

Next up came the new Kodlin Stretched Fuel Tank, complete with its own pop-up filler cap. This was followed by a subtly tweaked Drag Specialties Smooth Solar-Reflective Leather Predator Seat.

Some minor fine tuning was also necessary before placing the Paul Yaffe's Bagger Nation Super-Lite front fender onto the Performance Machine Chrome Front Fork Kit. Legend Suspensions' AXEO M8 49mm Front Suspension System completes the front fork's internals, which, when matched with the Legend Suspensions REVO-A 13-inch Mono Shock on the rear, offers a smooth and controlled ride.

For stopping this beast, the FBI team chose a mix of up-graded brake components from Arlen Ness, Performance Machine, Drag Specialties and Magnum Shielding. Finally, the brake lines are composed of Drag's 90-Degree 3/8-inch Banjo Brake Fitting, and Magnums AN-3 Rear Brake Line Switch Block.

Among the bike's most defining features is the Saddlemen S-RT Mini Fairing Kit. The fairing mounted easily to the bike, offering even more panel space for paint. All that remained for that front end was a set of handlebars.

FBI is known for its variety of USA-made, innovative handlebar conversion kits for Big Twins and Baggers, so naturally the FBI crew opted to select a handlebar from its own inventory. Only there wasn't one to fit this bike! "We decided to develop a new Fat Baggers EZ Install Bar that will work with this model bike," recalls Chipp. "We started at ground zero to develop a new handlebar, with plans of it being used primarily on the Low Rider ST, to provide a better arm reach for riders by bringing the handlebar closer to the rider, creating a relaxed neutral wrist angle."

New part numbers for the EZ Install low-reach handlebar have been added to the 2024 *FatBook*. That low-reach handlebar is something that Harley enthusiasts who frequent the FBI booth at bike rallies say they want. Chipp says they get a lot of requests from women riders for reduced-reach handlebars.

Since this was going to be, essentially, a street-legal Pro Stocker, the bike would need a license plate. Chad and Jason elected to mount a stylish Kuryakyn Vertical Nova Curved Side-mount License Plate Holder alongside the finished fender. For wheels and rubber, the choice came

down to a set of Performance Machine Formula Chrome Wheels at both ends, 19" x 3" front and 18" x 5.5" rear, each wrapped with Metzeler ME888 tires.

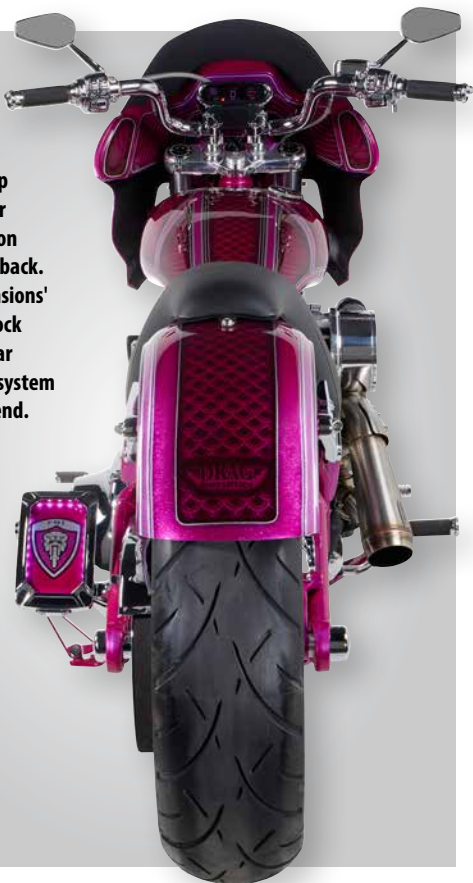
It was time for paint, and for that FBI's in-house paint department team decided to follow its instincts and follow what it perceived to be a growing market trend. It would paint the bike in an extreme color tone that would target the growing number of women V-Twin enthusiasts.

Jason then mapped out the Low Rider's bold graphics, with the combination highlighted by a color that the crew simply described as "pink." A good choice, because the color passed muster when Gary, Jason and Chad polled the many women employees who compose FBI's work force – they all agreed the paint was something they'd be proud to ride with.

The final takeaway, then, with Drag Specialties' 2024 *Fat-Book Cover Bike*, is that the V-Twin market in general, and the Harley market in particular, is enjoying a major uptick in the number of participating women riders, thanks in large part to the M8 platform. And those riders can appreciate products like those new FBI reduced-reach handlebars.

That's something for dealers attending the upcoming NVP dealer show to consider as the 2024 riding season approaches. It might prove to be a very promising – and profitable – year for dealers, and a very productive one for all enthusiasts! ■

FBI's Gary Chipp added Metzeler ME888 Marathon tires front and back. Legend Suspensions' REVO mono shock handles the rear while its AXEO system is in the front end.



## 2018 HARLEY-DAVIDSON FXLR SOFTAIL LOW RIDER CUSTOMIZED BY FAT BAGGERS INC. / CHARITON, IOWA

PART #	DESCRIPTION
<b>CHASSIS</b>	
2330-0307	Saddlemen S-RT Mini Fairing Kit
0802-1516	Drag Specialties Smooth Solar-Reflective Leather Predator Seat
0404-0591	Custom Cycle Engineering Hard Chrome 23.75" 49mm Fork Tubes
N/A	Performance Machine 19" x 3" Front Formula Chrome Wheel
N/A	Performance Machine 18" x 5.5" Rear Formula Chrome Wheel
0301-0698	Metzeler ME888 Marathon Ultra 120/ 70ZR19" Front Tire
0306-0551	Metzeler ME888 Marathon Ultra 200/ 50R18" Rear Tire
1401-0958	Paul Yaffe's Bagger Nation Super-Lite Café Front Fender (modified)
1310-2249	Legend Suspensions Revo-A 13" Mono Shock
0414-0546	Legend Suspensions AXEO M8 49mm Front Suspension System
0403-0170	Performance Machine Chrome Fork Leg Kit
0406-0112	Performance Machine Chrome Fork Dust Caps
2030-1131	Kuryakyn Vertical Nova Curved Side-Mount License Plate Holder
2030-0221	Kuryakyn Chrome License Plate Frame Mount
<b>FEUL &amp; OIL</b>	
0701-0952	Kodlin Stretched Gas Tank w/ Pop-Up Gas Cap
1020-2795	Thundermax ECM with Integral Auto-Tune System (For use w/ Trask Tornado Turbo)
<b>ENGINE &amp; EXHAUST</b>	
0904-0098	Trask Tornado Turbo Kit Polished w/ Brushed Stainless Exhaust
0934-6331	Cometic EST Complete Motor Gasket Kit
2401-0967	Drag Specialties Smooth M-Eight Bolt Kit
<b>TRANSMISSION/ DRIVELINE</b>	
N/A	Performance Machine 66 Tooth 1" Wide Formula Rear Belt Pulley
N/A	Performance Machine Rear Pulley Hardware
<b>ELECTRICAL &amp; LIGHTING</b>	
2001-1750	Custom Dynamics 5.75" ProBeam LED Headlamp
2040-2708	Custom Dynamics Micro Bullet Amber/White LED Chrome Front Turn Signals
2020-1934	Kodlin Neowise 3-1 Mini Fender Strut Indicators
1411-0041	Kuryakyn Fender Strut Cover Plates
2050-0156	Custom Dynamics Smart Triple Play Signal Conversion Module
<b>HANDLEBARS, CONTROLS &amp; FOOTPEGS</b>	
0610-1679	Drag Specialties Handlebar Control Kit with Mechanical Clutch
0652-2838	Drag Specialties Quick Connect Stainless Steel Braided Upper Clutch Cable
0660-0015	Fat Baggers Aluminum Clutch Cable Housing Upgrade
2210-0602	Dakota Digital MLX-9000 Series Oval Digital Speedometer
2212-0530	Dakota Digital MBM Add-On Boost Module w/ Sender
0601-6328	Fat Baggers 1.25" Round Top Chrome EZ Install 8" Handlebars
DS-373873	Dakota Digital Speedometer Handlebar Clamp Mount
0640-1393	Arlen Ness Chrome Mini Stocker Left Hand Mirror
0640-1395	Arlen Ness Chrome Mini Stocker Right Hand Mirror
0630-1668	Performance Machine Overdrive Chrome Custom Grips
1620-2240	Performance Machine Overdrive Chrome Driver Footpegs
1603-0299	Performance Machine Overdrive Chrome Shift Peg
<b>BRAKES</b>	
1701-0608	Arlen Ness 6-Piston Front Brake Caliper
1701-0719	Arlen Ness Rear Brake Caliper Bracket Kit (Painted)
1701-0610	Arlen Ness 6 Piston Rear Brake Caliper
1710-3186	Performance Machine Two-Piece Formula Chrome Front Brake Rotor
N/A	Performance Machine Front Brake Rotor Hardware
N/A	Performance Machine 11.5" Rear Brake Rotor
N/A	Performance Machine Rear Brake Rotor Hardware
DS-098151	Drag Specialties 90 Degree 3/8" Banjo Brake Fitting
1742-0473	Magnum Shielding AN-3 Rear Brake Line Switch Block
<b>MISC.</b>	
2402-0117	Drag Specialties 1/2" Hex Bolt Cover Kit
2402-0119	Drag Specialties 3/8" Hex Bolt Cover Kit

Paint by Jason Harter, Fat Baggers



# Up to the Challenge

## An Enduro Tire for Extreme Competition

**E**nduro racing is tough on both the motorcycle and the rider, and having tires that are up to the challenge can make the difference between falling short of the finish line and standing on the podium.

Dunlop has years of experience and success at the toughest enduro events in the world, including the International Six Days of Enduro (ISDE). Now, there is a new addition to the Geomax EN91 tire line that is ready to take on even the hardest enduro events. The Geomax EN91 EX in a rear

ensure outstanding stability and control. In all, the tire is designed to give the rider great feedback as well as maximum confidence.

At the same time, comfort has been taken into consideration, as well. An additional ply improves the sidewall stiffness, which helps absorb the bumps for a smoother ride.

The new Geomax EN91 EX can be expected to excel in enduro competition, and it will give Dunlop a great chance



Dunlop's Geomax EN91 tire line is designed to take on even the hardest enduro events. The Geomax EN91 EX in a rear 140/80-18 size provides great grip, traction and feedback, no matter what the course has in store.

140/80-18 size is designed to provide the right amount of grip, traction and feedback, no matter what the course has in store.

The Dunlop Geomax EN91 EX (p/n 0313-1054) features a trials competition tread compound, which means it is an extra-sticky tire. It can find grip even in those riding environments where there doesn't seem to be any, like in mud or on hardpack. And being able to navigate both of those terrains with ease is one of the reasons the Geomax EN91 EX is such a great enduro tire. Throughout an event—especially a long one like the ISDE—riders encounter all types of terrain, and they need a tire that can perform well in all of them.

As one would expect, Dunlop engineers worked to make the Geomax EN91 EX both durable and predictable. Hex Shape Blocks and Tilted Crown Blocks increase grip by adding more biting edges, and the tread is designed to

of adding to the list of wins and podiums the brand has earned with Geomax EN91 tires (p/n 0313-0708).

In 2022, Erik Willems won the Enduro European Championship on his Geomax EN91-equipped Husqvarna. In recent years, Team USA has been a standout at the ISDE, taking multiple wins and podiums with help from Geomax EN91 tires.

The Geomax EN91 features Dunlop's patented Block-In-A-Block technology, which increases durability. When it comes to performance, the tire is capable across a varied range of terrain as well as in virtually all weather conditions, including those tricky days when the weather is constantly changing between dry and wet. ■

» *Talk to your Parts Europe rep about helping your customers build a competitive enduro bike with Dunlop Geomax EN91 and Geomax EN91 EX tires. You can find all sizes in the Tire & Service catalog, and at [www.partseurope.eu](http://www.partseurope.eu).*



# Precise Standards

American made with the finest materials

## 3/4 SOLO SEAT for XL Models

The 3/4 Solo seat features 3 1/4" of back support along with improved styling for better leg clearance. Covered in high-quality automotive-grade vinyl, the ABS thermoformed seat base and molded polyurethane foam provide the perfect fit with maximum comfort.

0804-0745



0804-0743



0804-0744



**PARTS  
EUROPE**

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**DRAG**  
Specialties  
seats



Manufactured by  
Drag Specialties in the U.S.A.



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Available in Smooth or  
Double Diamond Stitch  
with black, silver or  
red thread.

**OptiMATE**

# Charger Choices

## Multiple Methods for Battery Maintenance

**T**he OptiMate 4 Quad program is a new GOLD standard of motorcycle battery chargers, able to save, charge, test and maintain all 12V Pb (lead-acid, VRLA, AGM & GEL) and 12.8V LFP (lithium / LiFePO4) motorcycle batteries.

There are two models available, the standard OptiMate 4 Quad program (p/n 3807-0648) includes a removable handlebar hanging hook, a set of O-04 battery clips and a O-01 fused battery harness with M6 rings. The Premium edition (p/n 3807-0649) includes an additional DIN plug adapter (O-19) that enables connection to the 12V power port on BMW and Triumph motorcycles.

BMW motorcycles allow charging through the CAN-bus controlled DIN sized 12V power port. Once connected, OptiMate 4 Quad program automatically communicates with the motorcycle's system to establish connection and delivers the charge and maintains the battery without the need for the rider to turn on the ignition.

Triumph Tiger 900 and 1200 models have a live (always on) fuse protected 12V socket that is connected to the battery, enabling direct charge and maintenance through the 'live' port. OptiMate 4 Quad program delivers 1.25A of charge current which is well within the maximum rating of the 12V ports on both BMW and Triumph motorcycles. It's fully sealed, with cables rated down to minus 40°C, perfect for any winter storage conditions.

As the term Quad program suggests, there are four selectable charge programs. Selection is made prior to battery connection and once made, it remains in memory, even if AC power is lost.

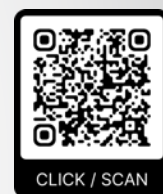
Program 1 is for 12V Pb (lead-acid, VRLA, AGM, GEL) batteries, charged directly through a live 12V port, or with the included connection accessories. Once connected, a Pb battery can be saved from as low as 0.5V, then charged and tested and maintained.

Program 2 is for BMW motorcycles with Pb (lead-acid, VRLA, AGM, GEL) batteries, and charged through the CAN-bus controlled 12V port. The program automatically initializes connection to charge, test and maintain the battery without any need to turn on the ignition. This program is ideal for charging a battery that is healthy. If the battery in the BMW motorcycle was neglected and is completely discharged, it is best to use program 1 to directly charge and recover the battery.

Program 3 is for 12.8V LFP (lithium / LiFePO4) batteries, charge is delivered through a live 12V port (e.g. Triumph Tiger 1200), or direct to battery with the included



The OptiMate 4 Quad program is a high-tech, high-quality motorcycle battery charger. It can save, charge, test and maintain all 12V Pb (lead-acid, VRLA, AGM & GEL) and 12.8V LFP (lithium / LiFePO4) motorcycle batteries. There are two version available.

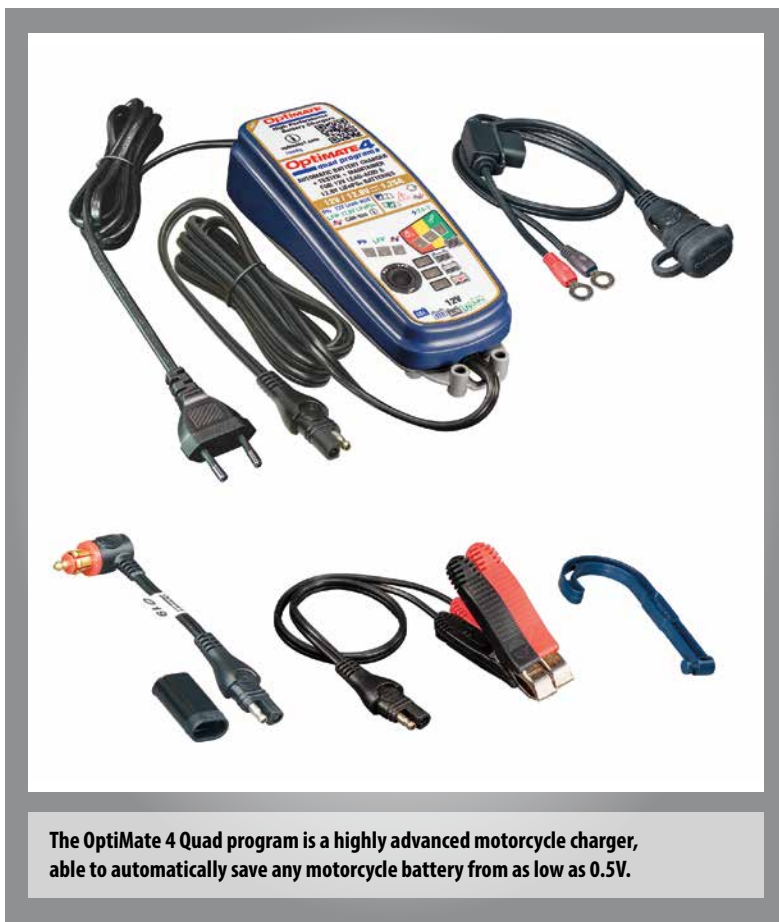


connection accessories. The smart BMS protecting a LFP battery from total discharge, can be reset, or if the battery is completely discharged, this program will deliver OptiMate's trusted lithium recovery charge to safely recover the deep discharged LFP battery. The maintenance program monitors the battery hourly and delivers a charge only when needed.

Program 4 is for the new BMW R1300GS, and future BMW models delivered with a 12.8V LFP lithium battery. Charge is delivered via the CAN-bus controlled port on the BMW motorcycle, the OptiMate 4 will communicate and activate the port when charging or maintenance is required. This program is ideal for a healthy battery in the motorcycle. If the battery is accidentally deep discharged, it should be removed from the motorcycle and charged using program 3.

The OptiMate 4 Quad program is a highly advanced motorcycle charger, able to automatically save any motorcycle battery from as low as 0.5V, or reset the BMS of a smart LFP battery, or safely recover the LFP lithium battery from zero volts. It tests the battery while it applies the proven and trusted OptiMate battery saving recovery method for the selected battery type, ensuring that a damaged battery is not unnecessarily charged. OptiMate's 24/7 maintenance cycle guarantees the battery remains 100 percent charged and healthy for as long as the charger remains connected to the stored vehicle. ■

» *Speak with your Parts Europe rep, and learn more in the Tires, Tools & Chemicals catalog, and find more information at [www.partseurope.eu](http://www.partseurope.eu).*




The OptiMate 4 Quad program is a highly advanced motorcycle charger, able to automatically save any motorcycle battery from as low as 0.5V.

# The **NEW GOLD** standard of battery chargers!

**Pb**  
Lead-acid

**LFP**  
Lithium



- ✓ Charge any battery!
- ✓ Works on all vehicles  

- ✓ BMW CAN-bus (Pb & Li)

**RESET      SAVE      CHARGE      TEST      MAINTAIN**

**OptiMate 4**  
quad program

   More info  
[optimate1.com/om4q-pr](http://optimate1.com/om4q-pr) 



# A Championship Season

## Pistons Built for the Podium

Once again, the world championship off-road season has allowed Vertex Pistons to further raise the quality level of its products, thanks to the company's partnership with factory teams and riders who have played a pivotal role in motocross, Enduro and Supermoto.

Starting from the motocross world championship, where the Vertex pistons boasted the World title reserved for motorcycle manufacturers in both MXGP and MX2 with the Yamaha Monster Energy Wilvo and Kemea teams, respectively. Again, in motocross, in addition to the MX2 silver medal obtained by Jago Geerts, Vertex pistons placed themselves in four of the top five positions in the MXGP class. Romain Febvre (Kawasaki KRT) finished in 2nd place, Jeremy Seewer (Yamaha Monster Energy MXGP) in 3rd, Glenn Coldenhoff (Yamaha Monster Energy MXGP) in 4th and Ruben Fernandez (Honda HRC) in 5th. This is in addition to standing out at the Motocross of Nations with world champions Febvre and Maxime Renaux, the latter also star of the Open class, and in the EMX125 with the Estonian Janis Reisulis (Yamaha MJC).



Rider Jeremy Seewer put in a Top Five overall finish in the MXGP class with Vertex aboard his bikes.

Speaking of enduro races, Vertex pistons was aboard with Beta Factory Racing riders Steve Holcombe (EGP and E2 Champion) and Brad Freeman (E3 Champion) at the world title. Vertex also ensured first place in the manufacturer rankings reserved for the EGP, E2 and E3 classes. In Supermoto, those pistons dominated the scenes with S1GP champion Marc Reiner Schmidt (L30 Racing TM Factory).

Backed by these prestigious results, Vertex Piston presents its entire collection of pistons for 2-stroke (p/n 0910-6209) and 4-stroke (p/n 0910-5656) engines, updated for the 2024 motorcycle models. Leading the charge are those designed for 4-strokes, the Replica, High Compression (p/n 0910-5672) and Big Bore versions.

Also in that lineup is the high-performance GP-Racers Choice, which is made by hot forging a high-strength aeronautical alloy. It stands out for its exclusive shape with an internal support crosspiece. Technology used in Formula 1, combined with the racing profile and the shape of the head allows the maximum compression ratio to be obtained while improving the low-end torque. It achieves this high level of performance without affecting the reliability of the engine.

The pistons are coated with molybdenum disulfide to guarantee smoothness and resistance to wear. They also feature a DLC-coated piston pin, anti-rotation retaining rings, and new segments that receive a special PVD treatment that offers better performance and is more environmentally friendly. ■

» To learn more about the Vertex Pistons talk with your Parts Europe rep, and get more information in the Off-Road catalog and at [www.parts-europe.eu](http://www.parts-europe.eu).



2023 was a banner of racing for Vertex Pistons. A range of riders across a big list of series counted on the companies 2-stroke and 4-stroke pistons, which are built specifically for the rigors of racing.



# WINNER DNA



*Pistons chosen by Factory Teams*

- *Beta Enduro Factory*
- *Beta MRT MXGP Factory*
- *Honda HRC MXGP Factory*
- *Honda Red Moto Enduro Factory*
- *Kawasaki KRT MXGP Factory*
- *Sherco Racing Factory*
- *Sherco CH Racing Enduro Factory*
- *Yamaha Monster Energy MXGP & MX2 Factory*
- *Yamaha MJC EMX125 Factory*
- *TM L30 Racing SuperMoto Factory*
- *TM Boano Enduro Factory*

**VERTEX**  
**PISTON & POWER**



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# Built for Big Twins

## Clutch Products Designed for Performance



With Barnett's extra plate clutch kit, clutch capacity is increased by 10 percent, making this kit ideal for modified motors and high-performance riding applications.



Barnett's Lock-Up Pressure Plates for all Milwaukee-Eight FL Touring models and 2013 and later slip and assist models (except Softails), guarantees no flex and optimal durability.

**T**he recent Performance Bagger movement changed V-Twin community's landscape in a big way. There's no denying that bigger engines producing bigger horsepower require stronger components to corral that big horsepower before it can be transferred to the drivetrain.

And it was that type of "bigness" that led Barnett, makers of performance motorcycle clutches since 1948, to create an all-new Lock Up Pressure Plate for 2017-2023 Harley-Davidson Milwaukee-Eights and 2013 and later Twin Cam CVO engines (doesn't include Softails) that power most of the Performance Baggers on the road today. Barnett guarantees that the new bolt-on, one-piece hard-anodized billet lock-up pressure plate won't flex, bend, break or distort under all riding conditions for maximum durability.

Here's how it's done: Three weighted arms apply progressive pressure as engine rpm increases during acceleration. Two sets of chrome silicon heat-treated and preset no-sag springs offer different pressure options so that resistance at the hand clutch lever remains minimal for upshifts and downshifts. The result is improved clutch engagement during upshifts, and minimal slippage for smoother downshifts.

Barnett's new Lock Up Pressure Plate is suitable for use with OE clutches within the specified model range, making this a bolt-on modification. Barnett says that,

for maximum performance, add an entire Barnett-engineered replacement clutch or a matching Extra Plate Clutch Kit. Either option, when assembled, fits within the OE primary cover, and all applications are available for either cable (p/n 1131-3902) or hydraulic applications (p/n 1131-3901).

Barnett also offers a new extra plate clutch kit for 2017-2023 M8 Harleys. The new kit includes Kevlar segmented friction plates and tempered steel drive plates for a 10 percent increase in clutch capacity, making it ideal for modified or high-performance engines. Like all Barnett clutch kits, the extra plate clutch kit for M8 Harleys is measured at the factory for proper stack height prior to packaging, assuring optimal performance right out of the box.

When absolute high performance isn't necessarily a requirement for some M8 riders, but durability is key, Barnett offers a new M8 clutch kit that is a direct replacement for OE clutches. Models include 2017-2023 M8 Touring and 2018-2023 Softail models. All kits feature Barnett's segmented Kevlar friction plates for increased oil flow that enhances smoother clutch operation and longer clutch life. The clutch kits also include tempered steel drive plates and a set of three heavy-duty clutch springs. ■

» *Talk with your Parts Europe rep for more details, and learn more in the FatBook and at [www.partseurope.eu](http://www.partseurope.eu).*

NEW

# M8 LOCK-UP PRESSURE PLATE

EASY  
BOLT-ON  
INSTALLATION



From

**Barnett**

## TAKING IT UP A LEVEL IN HARLEY PERFORMANCE!

FOR ALL MILWAUKEE EIGHT FL TOURING MODELS  
ALL 2013 & UP 3-SPRING ASSIST AND SLIP  
HD MODELS (EXCEPT SOFTTAILS)

- Progressive pressure as RPM's increase
- One-piece, No-flex billet aluminum pressure plate
- Hard anodized for optimal durability
- Multiple spring sets for optimal tuning
- Fits under stock primary cover

Available for both cable and hydraulic applications

Cable Applications	1131-3902
Hydraulic Clutches	1131-3901

Works great with stock clutches but  
for maximum performance use

Barnett replacement clutch 303-30-10019 or  
Barnett extra plate clutch 304-30-10020



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NO. 38

# HAIDEN DEEGAN

## PRIME JAZZ

NEW SEASON, NEW GEAR. PRIME JAZZ RACEWEAR AVAILABLE NOW.



# SP-24

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**THOR**<sup>®</sup>  
BUILT FOR THIS.



# Aloha, Riding Season

## 2024 Spring Racewear & Protective Equipment



*THOR Prime Aloha*



*THOR Prime Jazz*

**W**hile it might be winter, springtime is on the minds of many. Cloudy skies begin to part way to sunshine, plants and greenery are blooming, and temperatures creep up enough to ditch that last jacket. This is the time moto-heads stop and give their clutch lever a few extra snaps as they walk by their bikes in the garage, getting that itch to go out and rip some laps once again.

Though it may not be springtime quite yet, preparation for the season of loamy dirt and epic conditions has long since begun at the THOR MX headquarters. In fact, THOR's 2024 spring line is a direct showcase of what the two-wheel-minded scientists of THOR MX have been cooking up in their lab of performance for another season of championship-proven racewear. Ready to make their mark on moto in THOR's '24 spring line are an updated pant design and vibe-setting new styles for Prime racewear, new-gen chest protection with the Sentinel Pro and next-level upper body protection with Sentry Stealth.

Kicking it off and setting the riding season tone of the collection are the Aloha (p/n 2901-11385) and Jazz (p/n

2910-7900) versions of 2024 Prime racewear. Prime Aloha kits combine the laid-back vibes of Hawaiian island life with the performance, fit and function racers know and love from Prime, and they do it in two different colorways to help your customers match the tropical moto vacation they're feeling.

The next new Prime racewear design is dubbed Jazz, pulling inspiration from the incredible years of 2000s motocross, and adapting it to deliver on modern-day racewear needs. On top of these fresh designs, Prime pants (p/n 2903-2495) also feature a new, reinforced ratchet strap waist assembly to provide a precise and secure fit. Just seeing these new Prime sets from THOR in your store or on your site will have your customers flashing back to the Reed and Villopoto heydays and get them itching to throw on a set and hit the track where they're sure to win a lit kit award.

Shifting gears into upper body protection, this segment has come a long way in the sport of motocross since the early days of clunky plastic plates with oversized shoulder and arm guards. Referred to by riders simply



Sentinel Pro

as "chest protectors," the design has evolved into something more than the name, providing front and rear upper body protection without hindering movement and feel on the motorcycle.

This type of innovation is displayed in THOR's Sentinel Pro line (p/n 2701-1303), prominently offering riders next-generation chest and back protection in the form of lightweight, purpose-built performance. THOR's overall

A tailored, secure and comfortable fit is also provided to riders with the Sentinel Pro thanks to fully adjustable shoulder straps, adjustable/removable shoulder pads and a ratchet-style waist closure. In addition to the molded panels, impact foam is strategically positioned at the chest and back. No rider ever plans to hit the ground, but THOR has pulled out its best to help them if they do find themselves in an unsavory situation. In fact, Sentinel Pro chest and back protectors are tested and certified to the strict European performance level 1, more than enough to meet FIM safety requirements.

While the Sentinel Pro provides a fantastic level of insurance, THOR understands that some riders are concerned first and foremost with maximum protection. This is where the Sentry Stealth steps up to bat.

Sentry Stealth (p/n 2701-1342) is an upper body protection suit that delivers essential protection with just the right amount of subtlety. THOR's designers succeeded in walking the line between comfort and coverage with the Sentry Stealth, constructing the main chassis of soft, breathable and flexible materials. Add in removeable impact pads for the chest, back, shoulders and elbows and riders can clearly feel Sentry Stealth's truly defensive nature.

This new generation of upper body protection from THOR should not simply be taken for face value. It too meets European performance level 1 for chest and back protection as well as performance level 2 for elbow and shoulder protection, adding up to a complete garment testing certification.

Riders will undoubtedly appreciate the convenience and comfort of the Sentry Stealth as they unzip the full-length zipper and quickly and conveniently slip it on like an under-jersey jacket. Its low-profile design keeps riders feeling like they have natural movement on the bike, while the highly ventilated, moisture-wicking materials promote cooling comfort. ■

» *Talk with your Parts Europe rep for all the info on THOR's 2024 spring line of racewear and protective gear. Check it out in the new THOR catalog, and at [www.partseurope.eu](http://www.partseurope.eu).*



Sentry Stealth

goal with the Sentinel Pro was to provide extensive coverage and protection while allowing complete rider mobility, and succeed they did. These units feature a low-profile, tested and certified front and back panel design that incorporates a unique, press-fit molded and comfort liner system designed for maximum airflow. In fact, there are abundantly placed ventilation ports throughout Sentinel Pro chest protectors to keep body temps down during those sun-laden motos.



THE IGNITION SPECIALIST

# Ride More, Wrench Less!

## Plugs Designed to Go the Distance

**D**igging into the engine of a modern motorcycle to replace the spark plugs is a hassle, one that often entails removing bodywork, the tank and the airbox. Wouldn't it be nice if your customers could delay that unpleasant task, and get better throttle response and a smoother-running engine at the same time? With NGK's Iridium IX spark plugs, they get that and more.

Spark plugs play a crucial role in your customers' engines, and they have a tough life. At 10,000 rpm, a spark plug fires more than 80 times per second! Every time the arc jumps the gap between the center electrode and the ground electrode, the electrode material is stressed. Standard spark plugs use a nickel-alloy plated center electrode that wears quickly, and as the gap enlarges it takes more and more voltage to initiate an arc. That puts more strain on the bike's ignition system, and also causes the spark to be erratic, causing misfires and poor performance.

The iridium tip on the range of NGK's Iridium IX plugs (p/n DPR8EA-9) helps eliminate those problems. Iridium is a dense, hard precious metal (it's far more valuable than gold) that resists erosion, making it the perfect material for the center electrode. NGK

laser-welds a 0.6-millimeter pin of this rarest of elements to the end of the center electrode, giving electricity an optimal jumping-off point that stays consistent for tens of thousands of kilometers.

While standard spark plugs may need to be replaced in as few as 12,000 kilometers, Iridium IX plugs last much longer. In fact, a general rule of thumb is to double the recommended service interval when switching from standard nickel-alloy plugs to Iridium IX. It's true that Iridium IX plugs cost more than standard spark plugs, the investment pays off in more ways than just longer life.

**The fine tip on Iridium IX plugs benefits the ignition system by requiring less voltage to initiate a spark, resulting in quicker and more consistent arcing and less stress on the ignition coils.**

Since a spark is what sets off combustion, you want that tiny flash of lightning to be as intense as possible. The fine-wire tip on Iridium IX plugs, coupled with the tapered ground electrode, focusses the spark and reduces shrouding that can sap heat and slow the combustion process. Faster combustion means a quicker rise in cylinder pressure and more torque to the rear wheel.



**While standard spark plugs may need to be replaced in as few as 12,000 kilometers, Iridium IX plugs last much longer. In fact, a general rule of thumb is to double the recommended service interval when switching from standard nickel-alloy plugs to Iridium IX.**



The fine tip on Iridium IX plugs also benefits the ignition system by requiring less voltage to initiate a spark, resulting in quicker and more consistent arcing and less stress on the ignition coils. And, since iridium is so resistant to erosion, the electrode gap remains consistent throughout the life of the plug, ensuring optimal operation and eliminating misfires and other running issues associated with a widening plug gap.

Making the switch from standard plugs to NGK's Iridium IX spark plugs is a sensible decision that will help your customers ride more and wrench less. NGK has applications for every popular motorcycle. ■

» *Talk with your Parts Europe rep for details, and check out the Street catalog and [www.partseurope.eu](http://www.partseurope.eu).*





**BURNING PASSION**  
NGK Spark Plugs



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IGNITION  
PARTS



# Start Next Season Right!

## Top-End Tips from Piston Pros

**W**ith winter in full swing, it's the perfect time to prepare off-road equipment for the next riding season, and nothing revitalizes a well-used motorcycle quite like a fresh top-end. Replacing a piston and breaking-in new parts is straightforward, but there's some nuance to it. So, to ensure a successful rebuild and reliable performance, here's some advice from the experts at Wössner.

Most modern off-road motorcycles use plated aluminum cylinders that are incredibly durable, which means they can be reused numerous times. Even so, it's important to inspect and measure the bore carefully to not only figure out if the cylinder is still serviceable, but to determine which grade (size) Wössner piston is required.

If the cylinder bore is in good condition and the original cross-hatching is still visible, then the cylinder can be

When it comes time to upgrade a customer's top-end, Wössner has a checklist of steps to take before choosing and installing one of the company's graded pistons.



Wössner piston kits come as a complete package that includes the piston, rings, wrist pin and circlips, and they're available for 4-strokes and 2-strokes.

For more extensive rebuilds, Wössner also offers connecting rods and other bottom-end components.

reused with a fresh piston and rings. However, installing a new, stock-size piston in a used bore may yield too much piston to cylinder clearance, which will result in rapid wear and possibly even catastrophic failure. That's where Wössner's graded pistons come in. They're precisely ground in increments of 0.01mm, starting with A at standard bore diameter and expanding to B, C, and occasionally E and F for some models.

To select the proper size piston, your customer's cylinder will need to be measured at several locations to determine an average diameter. With that information, you can select the appropriate Wössner graded piston to provide optimal piston to cylinder clearance as listed in the bike's service manual. With proper clearance, the engine will be more reliable and produce more power.

With the correct piston selected and installed as per the bike's shop manual, it's time for that first startup. To ensure optimal performance and longevity of the piston, rings and cylinder, it's important to ease the components into service.

For the first running, bring the engine up to medium temperature while gently varying rpm to no more than half the rev limit. Once the temp readout hits the midway point (or the cylinder is very warm to the touch), shut the bike down and allow it to fully cool.

Repeat this process three times, allowing the engine temperature to rise a little higher each time. Finally, run

the engine until it reaches full operating temperature. Since component size changes with temperature, the goal of this heat-cycle process is to gradually bring the components to operating tolerances.

With the engine cool, inspect the cylinder and head bolts for proper torque, check the fluid levels, look for leaks, and remove the spark plug for inspection. The insulator should be brown to dark brown in color for break in. If the plug is light gray in color, this can indicate a lean condition that will need to be adjusted before proceeding.

Now it's time for light-load riding. As before, vary the rpm and avoid heavily loading the engine. Ride the bike for 10 to 15 minutes, then stop and allow the engine to fully cool. Do this light-load riding once again, this time for 15 to 20 minutes, with occasional and brief runs up to full rpm. Allow the bike to fully cool and then perform a final inspection. At this point the engine can be considered properly broken in and ready for the next riding season!

Wössner piston kits come as a complete package that includes the piston, rings, wrist pin and circlips, and they're available for 4-strokes (p/n 0910-4950) and 2-strokes (p/n 0910-4727). For more extensive rebuilds Wössner also offers connecting rods (p/n 0923-0396) and other bottom-end components. ■

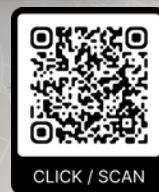
» *Talk with your Parts Europe rep for details, and get the full application list in the Off-Road catalog and at [www.partseurope.eu](http://www.partseurope.eu).*



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# Creating a Classic

## Off-Road Gear that Stays in Style



As Moose Racing's entry-level option, Qualifier jerseys and pants are affordable while still giving riders style and durability. Check out the new colorways and designs available.

**G**ood off-road gear never goes out of style. Moose Racing's Qualifier off-road gear is a favorite with riders, year after year, and for good reason. As Moose Racing's entry-level option, Qualifier jerseys and pants are a smart option for riders who want style and durability.

In fact, Qualifier off-road gear has become so popular that it can be found on riders ranging from the budget-minded casual rider to the expert competitor. Even though Moose Racing designed the Qualifier line to be entry-level gear, it has become a flagship best-seller for the brand. The durability, comfort and style make it an easy choice for a lot of off-road riders.

The wide range of sizes only further increases the Qualifier's popularity. The jersey is available all the way up to a 5XL, and the pants go from a 28 to a 54.

The latest Qualifier pants and jerseys include six different color options in a new, bold graphic design. Since the graphics are sublimated, they won't fade over time, so the colors will remain nice and bright, wash after wash.

The colors and graphics might be new, but the features are the same ones that continue to make the Qualifier line so popular. The jersey (p/n 2910-7528) features a du-

urable polyester fabric paired with performance-fit cuffs that keep the sleeves firmly but comfortably in place. The jersey has a relaxed fit, making it easy for the rider to move on the bike.

The Qualifier pants (p/n 2901-10824) begin with a high-denier polyester material that is tough and abrasion resistant. That material is paired with stretch panels in key areas to allow easy movement without compromising durability.

The fit and comfort of the pants is further enhanced by the athletic styling and pre-curved legs, assuring a non-binding fit on the bike. The waist has a three-point adjustment system so riders get just the right fit.

Moose Racing works with its pro riders to develop and refine riding gear, and the Qualifier line is no exception. These riders put the Qualifier pants and jerseys to the test in real-world racing and riding situations to find out just how durable and comfortable they are. Applying these rigorous testing standards means the Qualifier gear is tough enough for the most challenging of riding situations.

Even though the Qualifier line started life as just off-road pants and jerseys, the line has expanded in recent years to include the Qualifier jacket, over-the-boot pants and boots.

The Qualifier jacket (p/n 2920-0638) is a versatile piece for chilly days. When it's not too cold out, the sleeves zip off to create a vest. Riders don't have to worry about misplacing their sleeves, though, since the zippered back pocket is roomy enough for sleeve storage.

The Qualifier jacket takes temperature control another step further with two front and rear vents plus pit vents, so a rider can adjust the amount of airflow to their taste. When the temperatures dip, the double front zipper flap, adjustable cuffs and microfibre lined collar keep the cold from getting inside the jacket.

Moose Racing designed the Qualifier jacket with a roomy cut so it can slip on over gear. The material is wind-resistant and water-resistant, and additional storage includes an interior pocket plus two zippered hand pockets for smaller items, like keys and a phone.

Like the jacket, the Qualifier over-the-boot pants (p/n 2901-9177) are made to go on over a rider's regular gear. The zippered leg openings make it easy to get boots through, and the oversized knee area keeps things roomy and comfortable.

The knees are designed for premium comfort and durability, and the pre-bent design and spandex stretch panels allow freedom of movement. At the same time, the knee areas are strong thanks to the high-denier nylon inner panels. Other perks of the Qualifier pants include two pockets and a 3-point waist adjustment system.

Moose Racing designed its Qualifier MX (p/n 3410-2583) and Qualifier ATV boots (p/n 3410-2628) to have the right blend of flexibility, durability and comfort. The ATV version has a specially designed sole to better suit that riding segment.

The boots are made of a synthetic leather that is both flexible and durable, and there are a host of additional features that add to their toughness. The reinforced TPU shin, ankle and footplates add stability without giving up flexibility, and a rigid steel shank reinforces the sole.

When it comes to the comfort factor, the Qualifier boots have adjustable straps to ensure just the right fit. Inside, feet stay dry and comfortable thanks to a polyester lining that wicks moisture away. ■

» *Get the details about the latest Qualifier gear from your Parts Europe rep and find it all in the Moose Racing catalog and at [www.partseurope.eu](http://www.partseurope.eu).*



**Moose Racing's Qualifier jacket and over-the-boot pants**



**The Moose Racing Qualifier MX boot features a great blend of durability and comfort.**



## Fun and Functional Motorcycle Gear with Style



Thanks to the glow-in-the-dark graphics, the Airform Manik'RR Dark helmet really comes alive once the sun goes down.

**M**otorcycle riders can have both fun graphics and comfortable gear without having to give up their high standards. This blend of style and function is apparent with the latest helmets and riding jeans from ICON.

Wild graphics abound on three of the newest helmets from ICON, but inside, they are packed with the latest in helmet technology and comfort features. Plus, they carry ECE22.06 certification.

The Airform Manik'RR Dark helmet (p/n 0101-17006) might look understated in the daytime. After all, the graphics are gray laid down on a matte black base. But, once the sun goes down, those gray details glow in the dark for a radically different look.

The Airflite Blegh helmet (p/n 0101-16923) also has glow-in-the-dark graphics, but unlike the Manik'RR Dark, this graphic is all about bright colors that can't be missed. The Airflite Snack Attack helmet (p/n 0101-16929) also features wild graphics with a vibrant pink and blue color scheme.

All three helmets feature the MIPS Brain Protection System (BPS), which has been a game-changer for helmet functionality. This rotational-reduction system can reduce harmful forces transmitted to the brain by allowing a slight uncoupled movement of the shell and liner during a crash. This is possible thanks to a thin, low-friction layer that is inserted between the shell and the EPS liner, which enables a slight sliding motion in all directions in the event of an impact.

The helmets also feature internal DropShields, which can be raised and lowered, even with gloves on, for an easy

transition from day to night riding. DropShields come in 10 different color choices.

A lot of riders want gear that will look as good off the bike as on it. Functionality and style meet in ICON's Slabtown and Uparmor Covec jeans. Both styles got raves at EICMA back in November, and for good reason. They're both tested and certified according to EN 17902-4:2020 class A standards, but at a glance, anyone would think they are fashion jeans. They're also unlined for extra comfort.



ICON's Slabtown jeans are made from Cordura stretch denim, and feature D30 Ghost hip and knee impact protectors hiding under the Cordura fabric.

The Slabtown jeans (p/n 2821-1446) are made from Cordura stretch denim. This material has the looks and flexibility of regular jeans, but its excellent abrasion resistance makes it an ideal choice for riding pants.

The Slabtown jeans also have D30 Ghost hip and knee impact protectors hiding under the Cordura fabric. And "hiding" is the right word, since this armor is designed to be highly functional while having a low profile.

The Uparmor Covec jeans (p/n 2821-1469) have an especially casual look, including pre-faded areas. These jeans are made from Covec T400 stretch denim, a technical fabric that is both strong and lightweight. In addition to providing abrasion resistance, this revolutionary material also helps reduce heat transfer in high-friction situations. D30 Ghost knee impact protectors add to the defense. ■

» Talk to your Parts Europe rep about the latest riding gear from ICON. Find all of it in the *Helmet & Apparel* and *ICON catalogs*, and at [www.partseurope.eu](http://www.partseurope.eu).



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# Driven by Success

## Performance Parts, Built with Passion



Trask's Tornado Turbo Performance Kit is an all-in-one package that unleashes unreal power. The Kit comes with everything necessary for installation.

**S**ometimes our passions drive us to do wild things. For Nick Trask of Trask Performance, his passion for engineering go-fast parts for Harley-Davidsons compelled him to leave his home in New Zealand to start anew in the USA. Founded in 2000, Trask Performance has gained a reputation for unwavering quality and performance. From the now-iconic Trask turbo kits to functional engine and chassis parts, Trask keeps cranking out homerun products. Here are a few of the best sellers.

Trask is most famous for its turbos, namely the Tornado Turbo Performance Kit (PN 0904-0096). This all-in-one package is an engineering masterpiece that unleashes unreal power. Truly, there's nothing that ramps up performance like forced induction, which effectively increases the displacement of an engine by stuffing more air into the cylinders. With the Tornado Turbo bolted to the side of their 104, 107, or 117 Milwaukee-Eight, your customers can expect a massive 40 to 50 percent increase in power.

The power gains are incredible, but the real beauty of the Tornado Turbo Performance Kit is its completeness. Of

course, there's the Trask compressor and turbine housings with Garret internals, the beautiful mandrel-bent and TIG-welded stainless steel plumbing with wastegate, plenum, and exhaust, but this kit also comes with all the other parts needed for installation. That includes larger injectors, spark plugs, a boost gauge with mount, oil feed and drain lines, and more. Add a ThunderMax ECM and a proper tune and your customers will have a bike that will really get ripping.

With all that power on tap, your customers may want to bolt on one of Trask's other popular kits, a sprocket conversion (p/n 1210-1851). These custom steel sprockets replace the pulleys and make way for a 530 chain (not included) that has more tensile strength than the stock belt. The rear sprocket retains the stock cush drive isolator and has a ratio comparable to stock gearing. This kit is perfect for the street as well as the track as proven on many high-performance Harley-Davidson race bikes, including Trask's own *Bagger Racing League M8 Road Glide*.

Speaking of M8 engines, everyone knows about the crankcase-pressure problems on the bigger M8s. Trask

has a solution. The CheckM8 Vented Transmission Cover (p/n 1105-0258) alleviates excessive crankcase pressure issues by routing air through a billet-aluminum Boyesen one-way reed valve.

Another problematic stock component is the fuel-pressure regulator housing on older Harleys with Delphi EFI. It's a plastic unit that's brittle and prone to cracking, which can result in low fuel pressure and poor running. Trask solves the problem with a stout housing machined from solid aluminum. If your customers are riding a vulnerable bike, help keep them from getting stranded by recommending Trask's billet Fuel Pressure Regulator Housing (p/n 1009-0025).

The Assault lineup of parts is a fan favorite thanks to windows that let people peer into the engine's interior. Trask's Assault Charge Air Cleaner for the 2017-2022 M8s (p/n 1010-2521) showcases the polished-aluminum velocity stack and lets you look into the throat of the throttle body. On top of its good looks, the Assault Charge Air Cleaner's pleated filter increases flow for more power.

How about a little more action? The Assault Derby Cover (p/n 1107-0685) and Cam Cover (p/n 0940-1872) let folks look in on the clutch and cam as they spin and splash. It's a little like viewing a lion in its cage as you witness the speed and power of the parts' movement behind the covers' windows. Let your customers show what makes their bikes go!

An exhaust system is always a first step in improving a bike's performance, and the Trask Stainless Assault 2-Into-1 (p/n 1800-2475) is a top pick. It's made from mandrel-bent and hand-welded stainless steel and includes custom heat shields with wire-tied fasteners for a race-inspired look. This is Trask's flagship exhaust system, and it has a deep exhaust note and stunning style.

Trask is focused on performance, but it knows looks and comfort are important too. The V-Line Handlebar (p/n 0601-2788) melds style and comfort into a single package with seamless DOM steel tubing that's drilled for internal wiring and notched for Throttle-by-Wire. Available in gloss black or chrome, the V-Lines are offered in 114mm, 165mm and 216mm heights.

A passion for quality and performance drove Nick Trask to move halfway around the world, and that same commitment is evident in every part Trask Performance makes. ■

» *To learn more about these products reach out to your Parts Europe sales representative, and look in the FatBook and at [www.partseurope.eu](http://www.partseurope.eu).*



Trask's sprocket conversion features custom steel sprockets that replace the pulleys and make way for a 530 chain (not included) that has more tensile strength than the stock belt.



Trask doesn't just excel at performance parts. Its Assault Cam Cover features a little window that allows customers to witness the inner workings of their engines.



Trask's Assault Charge Air Cleaner for the 2017-2022 Milwaukee-Eights showcases the polished-aluminum velocity stack and lets you look into the throat of the throttle body.



# The King's Team

## Building a Performance Bagger

**A**nyone who attended EICMA last November probably noticed the Performance Bagger at the Parts Europe display. After all, it is hard to miss a Harley-Davidson Road Glide that has been built to tackle the racetrack. The bike was the idea of SW-MOTECH France, but it took teamwork from a host of vendors and Parts Europe itself to make everything come together.

Vincent Arnoult is Parts Europe's Country Manager for France, and he got a surprising phone call one day from Thorn Bikes owner Franck Nourry. Franck explained that he and moto-journalist Bader Benlekehal, who are both producers of the High Side website and Ride Festival, had gotten their own surprising phone call from SW-MOTECH France.

SW-MOTECH does have some Harley-Davidson products, but the company is best known for its aftermarket products for metric bikes. However, the team at SW-MOTECH France had noticed the rise of Performance Baggers, and they wanted to get in on the game. The company had an M8 Road Glide that was ready for a full performance makeover.

Franck and Bader had more experience with sportbikes, which is what prompted the call to Vincent and Parts Europe. Not only does Vincent have Harley knowledge, but he also has connections to other companies who could help put this *King of the Baggers* project together.

Not surprisingly, Vincent was excited at the prospect of such a bike build, and he immediately got to work prepar-



This Harley-Davidson Road Glide Performance Bagger was the idea of SW-MOTECH France, but it took teamwork from a host of vendors and Parts Europe itself to make everything come together.  
Dennis Johnson photo



Ready for the racetrack and the Bagger Racing circuit, the Road Glide features a host of products from a variety of Parts Europe vendors. Its build was documented for the High Side website.

ing a list of performance parts in the *FatBook* that would be a great fit for the Road Glide.

A list of parts, though, cannot do much without the right people to install them and tune the bike. C&C owner Christophe Clergeat was brought into the project thanks to his expertise as a high-performance Harley tuner.

Franck made sure Thorn Bikes was part of the build, as well, and he even teamed up with a local Harley shop to further the work. The final piece of the puzzle was Julien Muzzarelli, the owner of Piston Bike and an experienced Harley builder.

Throughout the project, Franck and Bader were on hand to film the progress for High Side. The bike went from stock to show-stopper, and it debuted in May of 2023 to rave reviews. The team at SW-MOTECH France, who had dreamt up the project, were the most impressed of all. Not only did the bike look great, but it had outstanding performance characteristics, too, making it worthy of the original vision – to build the King of the Baggers.

The bike was on track at Alès during the High Side Festival, where it was put through its paces successfully. Now, dealers can see the bike for themselves at upcoming events, like the Lyon Motorcycle Show in March. ■

» Talk to your Parts Europe dealer about the build and the products available from SW-MOTECH. You can find all options in the *FatBook*, the *Street* catalog and at [www.partseurope.eu](http://www.partseurope.eu).



# Trend Setter

## Original American Style

**T**HRASHIN Supply is as original as the Harley-Davidsons it caters to. Founded in Southern California by former X-Games Freestyle Motocrosser Lance Coury, THRASHIN doesn't just keep pace with trends, it sets them. Innovative, road-tested products like the Essential V3 and Escape V2 saddlebags, handlebar and riser combos, as well as performance-minded floorboards, are just a few of the top-selling items THRASHIN is famous for.

The Essential Saddlebags (p/n 3501-1960) were designed with the idea of creating easy-to-use and accessible storage without the bulk of full-size saddlebags. An immediate hit thanks to their function and style, the Essentials are now in their third generation and have improvements that boost capacity as well as overall convenience and usability. With a combined 10 liters of storage, the Essential V3s offer just enough for room for a weekend's worth of clothes.

For trips that span several days, THRASHIN has the Escape V2 bags (p/n 3501-1365), which provide 18 liters of storage. Both the Essential and Escape bags will fit fenders up to 280 millimeters wide and have proven incredibly popular for riders. The latest versions of both models have a molded plastic insert that increases the bags' rigidity so they keep their shape better when fully loaded. Extensive external MOLLE webbing opens the door to an array of readily available accessories, making for a modular and versatile luggage system.

THRASHIN also has a host of hard parts, including bars and risers that will change the look and feel of your customers' bikes. THRASHIN's 165mm Pullback Risers (p/n 0602-1054) are a favorite as they put the grips in an optimal position and add a dose of custom style. THRASHIN's Straight and Pullback risers are designed to work on Harleys dating back to the late 1980s and are the ideal foundation for a set of Mid Bend bars (p/n 0601-4144). The Mid Bends have a 101-millimeter rise and mild sweep for a relaxed look and feel.

Dropping down closer to ground level, THRASHIN has the new Apex Mini floorboards (p/n 1621-0848). They're a dead match for the original Apex product, but in a smaller size that provides more cornering clearance for your fast-charging customers. These can also be installed as passenger floorboards on Touring models to complement full-size Apex boards for the pilot. However your clients use Apex Minis, the intricately machined pyramid-plate surface offers secure footing and loads of style.



THRASHIN's Essential Saddlebags were designed with the idea of creating easy-to-use and accessible storage without the bulk of full-size saddlebags. They're perfect for a weekend trip.



For longer road trips there are the Escape V2 bags. They're compact, yet roomy and feature exterior MOLLE webbing for attaching accessories and straps.



THRASHIN also has hard parts like its Pullback Risers, which help give riders a commanding attack position in the cockpit.

THRASHIN Supply Company is a business built on a passion for functional, attractive parts, founded by an enthusiast that's been on two wheels since age four. If you're looking for parts that will help your customers' bikes stand out, point them toward THRASHIN. ■

» For more details reach out to your Parts Europe sales rep, check the FatBook and go to [www.partseurope.eu](http://www.partseurope.eu).



# Connected Tech

## Smartphone Mounting Systems

**S**martphones have become so intertwined with our personal and professional everyday lives that *not* having your phone is genuinely a major inconvenience, and let's not even talk about what would happen if you lost it. When your customers head out for a ride they're likely bringing their phones, but where to put them? That's where SP Connect comes in.

Stemming from a well-established background of designing and manufacturing a breadth of accessories and gadgets throughout active lifestyle and outdoor markets, the SP group dedicated a major slice of resources to develop a versatile smartphone mounting system – SP Connect.

Launched in 2016, the premise of this system is to offer customers on the go (especially motorcycle riders) a durable and protective case for their smartphones that doubles as an attachment mechanism, allowing riders to secure their phone wherever the receiving mount is attached.

for all popular, late model smartphones, SPC+ phone cases are lighter and thinner than the previous generation, an accomplishment achieved while simultaneously improving the strength of the mounting design.

SPC+ phone cases have been designed to be incredibly versatile, working with a wide variety of SP Connect mounts using both twist lock and magnetic technology. Plus, they are MagSafe compatible and work with other similar wireless chargers.

Any phone equipped with an SPC+ case can be securely mounted onto practically any motorcycle's handlebars with SP Connect's Moto Mount Pro (p/n 0636-0272). These mounts are constructed for durability with CNC-machined aluminum and provide complete stability with 360-degree adjustment so riders can face their phone any way they need, but that's not even the best part.



SP Connect's SPC+ line features the SPC+ phone case. Available for all popular, late model smartphones, SPC+ phone are designed to be incredibly versatile, working with a wide variety of SP Connect mounts.



SP Connect's Moto Mount Pro are constructed for durability with CNC-machined aluminum and provide plenty of stability.



Riders can combine the Moto Mount Pro with the SPC+ Charging Anti-Vibration Module, which keeps things stable and provides wireless charging capabilities.

We know what you're thinking; "This would be perfect to mount phones on handlebars," and you'd be correct. However, the potential is much more expansive than that. The crew behind SP Connect understands that every customer's lifestyle and two-wheeled excursions each have their own set of needs and challenges, which is why they developed the thoroughly versatile SPC+ line.

The SPC+ line consists of a complete catalog of phone mounting systems and accessories aimed to cover modern smartphone needs in any situation your customers need their phone to accompany them in. A great example of this is the SPC+ phone case (p/n 0636-0417). Available

Riders can combine the Moto Mount Pro with the SPC+ Charging Anti-Vibration Module (p/n 0636-0323), an accessory that helps maximize stability of the phone for optimal viewing while simultaneously charging devices equipped with wireless capability.

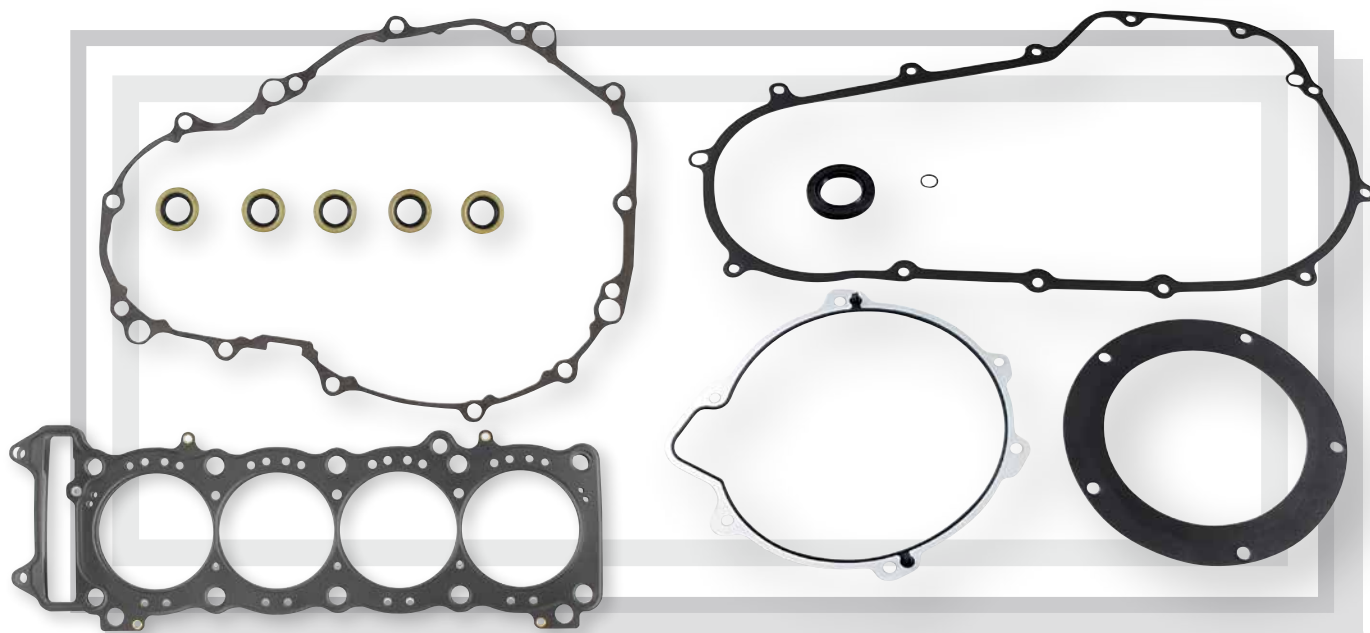
All in all, SP Connect and SPC+ can streamline your customers' smartphone experience, whether they're on the bike or on a different adventure. ■

» *Talk to your Parts Europe rep for more details on these and other products from SP Connect or check them out in the OldBook and at [www.partseurope.eu](http://www.partseurope.eu).*



## Superior Seal

### High-Tech Seals for Old-School Bikes



Whether it's a new gasket, O-ring or seal, Cometic has a big range of sealing solutions for all popular Harley-Davidson models.

**N**obody likes leaks. Whether it's as mundane as a bottom-end drip or as serious as a blown head gasket, a leak anywhere on your customers' bikes is bad news. Help them keep things sealed by using quality Cometic parts, which are available for all popular Harley-Davidson models as well as old-school Japanese icons like the Kawasaki KZ1000 and Suzuki GS1100.

Since 1989, Cometic has pursued better sealing technologies for engines, and things have come a long way since then. "Graphite head gaskets were the norm back then, and Harley still uses that style gasket on some bikes today," says Cometic Marketing Manager Jason Moses. Elsewhere on Harleys and older metric bikes, single-lipped oil seals and old-fashioned pressed-fiber or coated gaskets are used between cases and covers.

Meanwhile, Cometic offers more modern and effective sealing technologies for every mating surface on a motor. Multi-Layer Steel (MLS) head gaskets (p/n 0934-3578) are an excellent approach to sealing the combustion chamber, and are ideal for high-performance builds. "MLS gaskets are engineered to act like a spring, so they'll lift with the head," Moses says. Cometic's head gaskets are available in standard and big-bore sizes in a variety of thicknesses to aid tuning.

For bottom-end assemblies like primary covers and derby covers (p/n 0934-5959) on Harleys and clutch and ignition covers on metric bikes (p/n 0934-4025), Cometic implements its excellent Aluminum Foamet Material (AFM). AFM gaskets blow old-school pressed-fiber gaskets out of the water with improved strength and resilience.

"AFM is really nice stuff," says Moses. "It has a malleable aluminum core so it's not going to push out or suck in,

and it doesn't need sealers. The closed-foam coating fills gaps and can accommodate component flex, so it's awesome for older stuff that didn't have great finishes to begin with and has been through years of hammering and screwdriver abuse."

Another plus with AFM gaskets is that they're easy to remove later. "There's no scraping, so it's really a big-time saver for mechanics," Moses says.

For O-rings and many other rubberized parts, Cometic relies on a high-tech fluoroelastomer called Viton. "It's the Cadillac of elastomers," says Moses. Designed to meet the demands of harsh sealing environments, Viton is oil and gas resistant and can handle temperatures up to 232 degrees Celsius.

More upgrades are available with Cometic's shaft seals, which feature a dual-lip design for trouble-free operation. Cometic's shift-shaft seal (p/n 0935-0163) has developed a cult following thanks to how reliably it solves the dreaded shifter-seal mess on Harleys.

From seals to O-rings to gaskets, Cometic makes it all, and Parts Europe stocks it. You can order individual parts, assembly kits, or complete engine-rebuild sets with everything you need for an overhaul. Parts Europe also has gasket boards for Harleys that put parts within easy reach of your mechanics, and with the part numbers printed right on the board, recording is convenient. ■

» *Talk with your Parts Europe rep for details and learn more in the FatBook, OldBook and the Street catalog. You can also check out [www.partseurope.eu](http://www.partseurope.eu).*





# The Missing Link

## An Iconic Chain Brand Joins the Parts Europe Lineup

**P**arts Europe is proud to welcome D.I.D Chain to its product catalogs. With the addition of D.I.D, your customers now have access to exceptional chains such as the VX3 and ZVM-X2 to help keep their motorcycles operating at peak efficiency.

D.I.D is a new partner for Parts Europe, but your clients already know it as a well-known and respected chain manufacturer. Founded in 1933 in Japan, D.I.D has spent 90 years pursuing new technologies to improve the strength, efficiency, and reliability of drive chains.

Balancing strength and weight, the 520ERV7 (p/n 1223-1457) is the choice of champions. Literally. This is the model preferred by many top-level road racers around the world. With a weight of just 1.5 kilograms for an average-length chain, the 520ERV7 reduces rotating and unsprung weight for improved accelerating, braking, direction changes and suspension action. Even with that low weight, the 520ERV7 has a tensile strength of nearly 4,000 kilograms, making it suitable for machines up to 1000cc and 200 horsepower.



Parts Europe welcomes D.I.D Chain to its product catalogs. With the addition of D.I.D, your customers now have access to exceptional chains such as the VX3, 520ERT3 and ZVM-X2. There are models for on-road and off-road applications.

Out on the street, D.I.D's VX3 Series of sealed chains have become popular replacement chains in the world thanks to its exceptional price-to-quality ratio, with VX3 chains offering a long service life and thus a low cost per kilometer.

The VX3 Series chain is a great upgrade or replacement product and is D.I.D's most popular model for both on-road and off-road riding. The 520VX3 (p/n 1223-1758) boasts a 32 percent longer chain life than its predecessor thanks to D.I.D's patented X-Ring sealing technology.

Big-displacement streetbikes and large Adventure bikes are best served by D.I.D's 525ZVM-X2 Series (p/n 1223-1817), which has a tremendous tensile strength of 4,720 kilograms. This outstanding fortitude is achieved with thicker side plates (2.4 millimeter inner and 2.6 millimeter outer), so this chain won't stretch or wear prematurely when used on heavyweight motorcycles. The ZVM-X2 is also available in 520 and 530 sizes.

For motocross competition, factory teams and serious amateur racers turn to D.I.D's 520ERT3 (p/n 1221-0275). This unsealed chain is D.I.D's best-selling product for 250cc and 450cc machines and offers excellent tensile strength and low weight.

A reputation for reliability has led D.I.D to become the OEM supplier for BMW, Ducati, Harley-Davidson, Honda, KTM, Kawasaki, Piaggio, Suzuki, and Yamaha, and others. In racing, where performance and reliability are paramount, D.I.D sponsors the Ducati and Yamaha MotoGP and WSBK teams as well as the Honda World Motocross Team and top teams in the US AMA Supercross Championship.

With this new partnership between Parts Europe and D.I.D, your customers can now take part in the D.I.D legacy with one of several premium chain models. For more information on these and the other D.I.D Chain products available in the Parts Europe catalogs, [click here](#) and contact your Parts Europe sales representative. ■



# Storage Solutions

## Rugged Luggage for Harley-Davidsons

**W**hen you think about having fun on a motorcycle, the first thing that comes to mind probably isn't luggage. But the truth is, it's hard to have a good time if you do not have the proper gear for the ride. Biltwell's line of luggage and accessories for Harley-Davidsons is built to be high quality, highly functional and a lot of fun, too.

Biltwell designed the EXFIL-18 (p/n 3501-1866) and EXFIL-36 (p/n 3501-1867) saddlebags for a universal fit. The bags go over the rear fender and stay put with an easy-to-install adjustable yoke.

Both sizes of the saddlebags are made from UV-treated 1680-denier ballistic nylon. This heavy-duty material stands up to moisture and fading. MOLLE webbing and D-rings in key exterior areas allow a rider to attach additional accessories and gear.

Inside, EVA foam panels add structure, and multiple compartments make it easy to organize things. And, when the ride gets rainy, a waterproof nylon cover fits securely over the saddlebags for an extra layer of defense.

A lot of luggage needs a mounting point, and Biltwell has EXFIL sissy bars to fit most Harley-Davidson models. These bars provide a great spot for mounting luggage like the EXFIL-60 and EXFIL-80. This setup is an ideal solution for riders who do not want to mount saddlebags to their Harley, but still want ample storage space.

The EXFIL sissy bars (p/n 1501-0735) are available in both chrome and black powder coated finishes. They are made from steel and TIG welded by hand for a true craftsman finish. Tie-down points are built in to make securing the EXFIL luggage easy. And, when there's a passenger along for the ride, the sissy bar makes a great backrest, and there are even handholds built into the design.

Like the saddlebags, the EXFIL-60 and EXFIL-80 bags are made from 1680-denier ballistic nylon. The nylon has a UV coating as well as PVC treatment to further increase the bags' resistance to the sun and weather.

The roll-top design is paired with quick-release buckles. This keeps everything inside the bags protected from the elements while still providing quick entry. The team at Biltwell designed the bags so the main compartment can be accessed without needing to unbuckle it from the sissy bar.

The large EXFIL-80 (p/n 3515-0238) is a popular choice among riders because it is just the right size for several



**Biltwell designed the EXFIL-18 and EXFIL-36 saddlebags for a universal fit. The bags go over the rear fender and stay put with an easy-to-install adjustable yoke.**

days on the road. Thoughtful touches like a built-in tool pouch and a padded backrest add to its popularity.

The EXFIL-60 (p/n 3516-0328) is a great option for riders on shorter trips. The bag has been updated with a sturdy cargo flap, and there are 7 rows of MOLLE webbing to attach additional items. Built-in straps make it easy to grab and go. ■

» *Talk to your Parts Europe rep to learn more about Biltwell's luggage solutions for Harleys. Find all options in the FatBook and at [www.partseurope.eu](http://www.partseurope.eu).*



**The large EXFIL-80 pairs up nicely with Biltwell's sissybars, providing riders with a bag that not only hauls a lot, but doubles as a backrest. The luggage features a built-in tool pouch.**



# Engineered to Perform

## Gloves for Comfort and Protection

**A**lpinestars' new range of Enduro gloves draws heavily on the company's long and illustrious involvement in all forms of off-road racing. The result is created performance products that blend race DNA protection with everyday functionality and comfort. Whether riders need protection, breathability, or light weight, Alpinestars has a solution, no matter how tough the trail.

The Megawatt v2 glove (p/n 3330-7379) typifies the company's commitment to delivering protective functionality without compromise. Meticulously engineered specifically to handle the rigors of Enduro riding, they feature the perfect blend of performance and protection. The Megawatt v2 Glove is equipped with a carbon-effect knuckle guard for protection against repeated impacts.

These gloves also feature a new ergonomic shape derived from road racing and street performance and are constructed with premium materials to offer excellent comfort, performance and level 1 rated impact protection.

The Megawatt v2 comes in a range of sizes sure to fit all of your customers – S through 3XL

The Thermo Shielder glove (p/n 3330-7427) is perfect for riders looking to tackle the cold. Designed to be comfortable, protective and lightweight, this motocross/off-road glove is warm too, thanks to its full Neoprene construction. This cold weather performance is strengthened with the windproof stretch fourchette (material that runs between the fingers) for the effective prevention of windchill/windblast.

The glove is secured via a flap with integrated Velcro hooks to keep things snug. The synthetic suede palm provides plenty of durability, a great feature in a glove designed for protection and hard riding. It's available in sizes S through 2XL. ■

» *Talk with your Parts Europe sales rep for details on the new range of gloves, and learn more in the Helmet & Apparel catalog, and at [www.partseurope.eu](http://www.partseurope.eu).*

Megawatt v2 gloves



Thermo Shielder gloves



# Footwear Solutions

## Street Tough, Extra Comfortable



The SP-X BOA Boots are a sleek sport boot designed to fit under tech riding pants and provide superior walking capability.

Alpinestars' CR-X Drystar Shoe provides all-day foot comfort. Its Drystar waterproof and breathable membrane guarantees effective all-weather performance.

**A**lpinestars' new range of road footwear products sport an array of features taken straight from the company's involvement in premier-class racing, creating stylish boots and shoes that blend race DNA protection with everyday functionality and comfort.

The new additions to the range include the SP-X BOA Boots, the CR-X Drystar® shoes and the Speedflight Shoes. The SP-X BOA Boots are a sleek sport boot designed to fit under tech riding pants and provide superior walking capability. Optimized for the sport and sport-touring rider, the SP-X BOA Boots (p/n 3401-1057) are compact, mid-height boots with premium levels of protection and comfort on and off the bike.

The boot's upper is constructed from a combination of advanced microfiber, ultra-soft Rideknit® material and knitted mesh, plus seamless thermo-welded parts. The lower features a TPU heel counter, toe slider, and the Alpinestars TPF Transversal Protection Frame on the sole, which protect against impacts and any bending or twisting. They feature an integrated shin impact protector, dual-density ankle discs, plus TPU shift pad and toe slider reinforcement.

A riding shoe with off-the-bike, all-day walking comfort, the CR-X Drystar Shoe (p/n 3405-2526) provides a snug fit coupled with ample inner shoe volume to ensure good all-day foot comfort. Its Drystar waterproof and breathable membrane guarantees effective all-weather performance.

It's equipped with a gear shift zone that features a highly abrasive-resistant material for enhanced durability, and a removable OrthoLite® in-sock for long lasting comfort and the prevention of over-heating. These shoes also have an asymmetric outsole stud configuration for grip and abrasion resistance. The oil-resistant dual rubber compound provides optimized grip on unclean/slippery surfaces.

Inspired by popular trends, the Speedflight Performance Riding Shoe take street, sport-styled sneakers and infuses engineered riding protection to create the perfect motorcycling shoe. The comfortable Speedflight Shoes are the perfect choice for short rides and commuting, while super easy to wear every day, all day long.

Constructed from a performance Ripstop upper with seamless reinforcement panels and a molded, semi-rigid heel piece, the Speedflight Shoes have an advanced and lightweight main chassis. Reinforcing the shoe is the Alpinestars TPF Transversal Protection Frame midsole. Also incorporated into the sole is an asymmetric TPU heel counter for added protection and stability, plus an OrthoLite removable in-sock for great breathability and all-day walking comfort.

The sole itself also features an aggressive 10mm drop, meaning the height difference between the rider's heel and toes, allowing for great walking comfort off the bike. ■

» *Talk with your Parts Europe rep for details and learn more in the Helmet & Apparel catalog and at [www.partseurope.eu](http://www.partseurope.eu).*



# Sound on the Go

## Plug-and-Play Audio Solutions



Hogtunes offers dealers and their customers a series of plug-and-play speaker kits that make it easy to upgrade a Harley-Davidson's audio system. The complete kit includes everything for 2014 and newer Street Glides and Road Glides.

Hogtunes' cut-in kit includes templates, adaptors, grills, a wiring harness and all required hardware to install a set of the company's speakers.

**I**nstalling aftermarket audio components on a Harley-Davidson should be easy for the dealer, the customer and even the motorcycle itself. That straightforward philosophy is one of the things that makes Hogtunes such a popular choice among Harley dealers and riders alike.

Hogtunes speakers, amps and complete audio kits for Harleys are designed by riders, for riders. That means meticulous care goes into creating products that sound great on the road, integrate seamlessly into the bike and can stand up to the rigors of motorcycle riding.

When riders turn to a car audio company for an aftermarket setup, they risk getting a system that is far more than their bike can handle or one that is not made to withstand the elements. With Hogtunes, dealers get the convenience of plug-and-play products made specifically for motorcycles. Additionally, dealers can confidently install Hogtunes audio solutions knowing they will be compatible with a bike's charging system.

It is understandable that some service shops might be wary of getting into the audio business, but Hogtunes knows that motorcycle shops are not audio shops. Service technicians need products that are quick and easy to install, so they can move on to the next job on the list.

The plug-and-play setup in all Hogtunes audio products is so simple that company President Mike "Pez" Pesdirz says if you find yourself cutting a wire during installation, then you have made a mistake.

To make it even more simple, Hogtunes kits come with everything needed for installation, including mounting

plates and wiring harnesses. Just one part number takes care of everything, making the ordering process just as easy as installation. Once the kit arrives, the components install with a few basic tools.

Riders can also rest easy knowing their Hogtunes components are covered by the company's generous warranty. Hogtunes-branded speakers have a 20-year warranty, Wild Boar Audio and Hogtunes "XL" series are five years, and all amplifiers are covered for three years.

One of the best examples of the careful design that goes into every Hogtunes product is the Retro Cut-In Lid Kit. Even though there were other cut-in kits on the market, Hogtunes wanted to design a cut-in kit that matched the quality of their other products.

The cut-in template makes installation seamless and error-free, the speakers are designed so water will easily drain off them, and the speakers are pointed towards the rider.

To make things even more convenient for dealers, the kit is available in three configurations. The cut-in kit (p/n 4405-0892) includes the cut-in templates, adaptors, grills, a wiring harness, and all required hardware. Customers who also need the speakers can opt for the cut-in kit with speakers (p/n 4405-0893), while the complete kit (p/n 4405-0894) includes everything for 2014 and newer Street Glides and Road Glides. ■

» *Talk to your Parts Europe rep about Hogtunes audio solutions for Harleys. You can explore the possibilities in the FatBook and at [www.partseurope.eu](http://www.partseurope.eu).*





**GALFER**  
USA

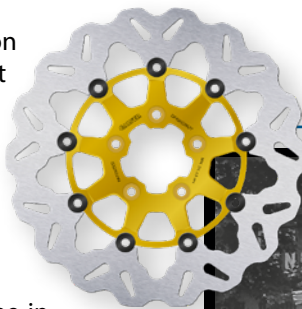
# Wave of Success

## A Braking Company's History of Innovation

**S**tyle and performance were on display in the Galfer booth at EICMA in November, thanks to the newest product from the Spanish braking specialists. The Colour Disc Wave rotors continue Galfer's dedication to giving motorcyclists high-quality braking solutions.

Galfer is surely not a new name to anyone in the motorcycling industry. After all, the company has been in business since 1952, and it has long been known for its performance braking components. Parts Europe dealers can find Galfer products in the *ATV/UTV*, *Bicycle*, *Off-Road*, *Scooter*, and *Street* catalogs as well as the *FatBook*, meaning there are braking options for everything from sportbikes to V-Twins.

Producing performance braking products begins with Galfer's R&D department, which is responsible for creating products with improved braking power, reduced wear and less noise. The materials developed by the R&D department undergo chemical and physical tests, then a new product will be tested on a motorcycle. The product will then move on to the Department of Methodology and the Engineering Department to establish the production process, and finally, the Quality Department ensures the product meets or exceeds European certification standards.



Galfer's new Colour Disc WAVE rotors for Harley-Davidson models are a great way to customize the look of a bike while also improving braking performance.



Galfer has been in business since 1952, and it has long been known for its performance braking components. Parts Europe dealers can find Galfer products for everything from sportbikes to V-Twins.

6000-square-meter factory, which is conveniently located next to the Circuit de Catalunya in Spain. Recently, solar panels were installed at the factory to aid in sustainability efforts. It is estimated that 28 percent to 32 percent of the factory's energy needs will be met by solar power thanks to these new panels.

The best-known Galfer product is the WAVE rotor, an innovative brake disc that features a laser-cut wave design for better heat dissipation. In addition to looking good, the Galfer WAVE rotor keeps the brake pads cleaner and cooler for improved performance and more predictable braking.

The new Colour Disc WAVE rotors (p/n 1710-4595) for Harley-Davidson models are a great way to customize the look of a bike while also improving braking performance. The aluminum carrier has been anodized for a distinct splash of color, and Parts Europe will be stocking the Colour Disc WAVE rotor in Black Bright, Black Contrast and Gold options. These discs offer weight savings, excellent braking

performance and attractive aesthetics, all in one product.

Galfer brake pads pair perfectly with these discs, and there are specific compounds to suit all types of motorcycling. A low wear rate and resistance to fading keep the pads working great, even in wet conditions. ■

» Learn more about Galfer braking components from your Parts Europe rep and find the Colour Disc WAVE rotors in the *FatBook* and at [www.partseurope.eu](http://www.partseurope.eu).



### STREAMING VIDEO PLACEMENT

Along the way, Galfer also works closely with racers and teams, who put the braking components to the ultimate test on the racetrack. Galfer relies on teams from all disciplines of motorcycle competition, including MotoGP, SBK, Motocross, Supercross, Enduro, Trial, Supermotard, and more. In addition to testing and refining Galfer braking products, these racers are also achieving a great deal of success. To date, Galfer has 99 world championships to its name.

All Galfer products – including discs, pads and brake lines – are designed and manufactured at the company's



# Ready, Set, Go

## Setting Up ATVs and UTVs for Success

**W**hether someone is using their ATV or UTV for work or for fun, having a battery that is charged up and ready to go is important, as is having the right tires for the ride. Moose Utility Division helps keep vehicles ready for whatever is in store, whether that means hauling heavy loads or taking on challenging terrain.

The Moose Utility Division OptiMate 3 charger and maintainer (p/n 3807-0271) makes sure that neither work nor fun will be hindered by a dead battery. The OptiMate 3 is designed for charging and maintaining 12-Volt lead-acid batteries, and it is strong enough to recover a battery from as low as 2 Volts.

Additionally, the OptiMate 3 can diagnose a sulfated battery, and its automatic hourly tests while connected to a battery can provide early detection of any problems. The charger is designed for optimal safety – it will not overcharge a battery, it has a spark suppressor and it will automatically shut down if it short circuits or the battery gets disconnected.

Each Moose Utility Division OptiMate 3 comes complete with two detachable, interchangeable battery connectors. Connectors with eyelets are a good choice for a more permanent connection, while the battery clip connectors are ideal for bench charging.

Moose Utility Division has a lot of tire options available for ATVs and UTVs, and there are styles to suit both the vehicle as well as the terrain.

The Rigid tire (p/n 0320-0933), which is available in 4 different sizes, is designed for the heaviest UTVs on the market. These workhorse UTVs need tires that are



Moose Utility Division designed the Switchback tire for versatility. It has an aggressive tread design that provides excellent performance in everything from muddy conditions to hard pack.

The Rigid tire is designed for the heaviest UTVs on the market. It has a wide footprint, and a distinct tread pattern that offers exceptional traction for those heavy machines.

up to the task, even with a full load in the vehicle. The Rigid tire is a great choice thanks to its 8-ply radial construction and puncture resistance. Wide shoulder lugs protect the sidewalls, too.

A wide footprint is one of the hallmarks of the Rigid tire. This along with the distinct tread pattern result in a tire that gets exceptional traction for those heavy UTVs.

While the Rigid tire was designed with a certain type of vehicle in mind, Moose Utility Division designed the Switchback tire (p/n 0320-0841) for terrain versatility. The Switchback tire has an aggressive tread design that provides excellent performance in everything from muddy conditions to hard pack. A wide footprint improves traction in all conditions.

The Switchback tire is available in five sizes, and the smaller options are 6-ply tires while the larger ones are 8-ply to accommodate heavier vehicles.

Both the Rigid and Switchback tires are E-marked and REACH compliant. ■



The Moose Utility Division OptiMate 3 charger and maintainer is designed for charging and maintaining 12-Volt lead-acid batteries. It can recover a battery from as low as 2 Volts.

» Get more details about Moose Utility Division solutions for ATVs and UTVs from your Parts Europe rep. You can explore all the options in the Moose Utility Division catalog and at [www.partseurope.eu](http://www.partseurope.eu).



CLICK / SCAN

# Ride Height Helper

## A Lowering Kit and Installation Tool

**S**mall changes can make a big difference on a Harley-Davidson. One of those changes is ride height, which can give a rider a comfortable stance on the bike and alter the looks of the bike itself.

Müller Motorcycle has a lowering kit plus a spring compressor tool, which makes lowering an M8 Softail, Evo or Twin Cam bike a simple bolt-on operation.

The lowering kit (p/n 1304-0966) has continuous adjustability, so a rider can lower the bike as much or as little as they want, all the way to a 40mm drop. The full amount offers the biggest change in the bike's looks, while those who want a more comfortable ride can pick just the right amount of lowering to suit their needs.

The lowering kits are engineered and manufactured in Germany, and they are built from high-quality stainless steel and billet aluminum.

Before the lowering kit can be used, it must be installed. Müller Motorcycle designed the compressor tool (p/n 3805-0205) to make that process easy. The compressor tool securely clamps the shock absorber so each step of the installation can be completed without hassle.



Müller Motorcycle's lowering kit will fit all M8 Softails, and it has continuous adjustability down to 1.6 inches (40mm). This is ideal for riders looking to improve a bike's ergonomics.

The compressor tool comes ready to use on M8 Softails, but a simple adapter ring makes it compatible with EVO and Twin Cam models, too. ■

» *Talk to your Parts Europe rep about Müller Motorcycle's lowering solutions and find the products in the FatBook catalog, and at [www.partseurope.eu](http://www.partseurope.eu).*



# GET LOW FOR M8 MODELS!



CLICK FOR VIDEO & MORE INFO



The smartest way to get low  
Müller lowering kit for Milwaukee Eight® models

TAKE THE ORIGINAL

from the inventor of the adjustable lowering kits

- continuously variable lowering up to 40mm
- including friction bearing
- can be installed without shortening the threaded rod
- application for utility models
- including technical component report (german ABE)

ORDER NOW AT  
**PARTS EUROPE**

## TRASK

### AXLE ADJUSTER KIT

- » Allows full use of the slot in the OEM swingarm when making adjustments
- » Recommended for motorcycles using a chain drive conversion kit
- » Includes left- and right-side chain adjusters
- » OEM axle will need to be removed for installation of adjusters

DESCRIPTION	PART #
For 20-23 Harley Davidson® models w/ OEM axle	0214-2817



## BITUBO

### FRONT SHOCK ABSORBER FOR VESPA GTS 125/300 22

- » Designed for the sporty Vespa rider
- » 32 mm shock absorber body with remote reservoir
- » Millimetric ring nut used for adjusting continuous spring preload
- » 24 clicks compression adjustment
- » Red shock spring

DESCRIPTION	PART #
Front shock absorber for Vespa	0401-0120



## THRASHIN SUPPLY COMPANY

### MOTO GRIPS

- » Slim design grip designed with V-Twin motorcycles in mind
- » Durable proprietary grip compound gives excellent feel and comfortable for the hand
- » Fully textured grip surface reduces vibrations
- » For 25,4 mm (1") OD handlebars
- » Black
- » Sold in pairs

DESCRIPTION	PART #
Moto Grips	0630-3216



## SHOW CHROME

### 90° ANGLED VALVE STEMS

- » Metal valve stem is nickel-brass plated for maximum durability
- » More durable than rubber valve stems
- » Angle makes it easier to access the valve stem
- » Designed to fit rims on Honda GL1500 and GL1800 Gold Wing models
- » Will also work with any 0,453" x 11 mm valve stem hole
- » Sold in pairs

DESCRIPTION	PART #
90° angled valve stem (pr.) (0,453" hole x 11 mm)	0360-0078



CLICK / SCAN

### BALLISTIC MAX MOUNT COVER FOR CAN-AM RYKER ROADSTER 600/900 19-23

- » For when you are not riding two-up
- » Covers the Max Mount on the Ryker with a touch of style
- » Easy slip-on mechanism is secured using two sophisticated knurled bolts
- » Simply slip it over the back of the Max Mount and secure it forward with the provided knurled bolts
- » Black



DESCRIPTION	PART #
Ballistic Max Mount cover	0521-2106

### COMBAT GRIPS FOR CAN-AM RYKER 600/900 ACE, SPORT AND RALLY EDITION 19-24

- » CNC-machined aluminum construction with a premium finish
- » Grips feature a slightly larger than stock OD with rubber inserts for optimal grip
- » Reduce vibrations for added comfort on longer rides
- » No flange, open ends
- » Sold in pairs



DESCRIPTION	PART #
Black	0630-3213
Red	0630-3215



### OVERSIZE THROTTLE ROCKER

- » Designed for use on grips with 35 mm (1 3/8") or larger outside diameter
- » Molded shape uses the weight of the hand to keep the throttle in position
- » For right-hand twist throttle applications
- » Includes bar end for a quick, simple installation
- » Sold each

DESCRIPTION	PART #
Throttle Rocker for oversize grips	0636-0441



**BALLISTIC TANK BRA FOR CAN-AM RYKER 600 19-23, RYKER 900/RALLY/SPORT 19-23**

- » Enhance the stock gas tank shroud and add additional protection from zipper and buckle scratches
- » Strong, durable vinyl material with a soft backing to protect the tank finish
- » Ballistic two-tone design
- » Easy to install

DESCRIPTION	PART #
Ballistic tank bra	0701-0998

**SLOTTED SEAT PLUG FOR HONDA GL1800 GOLD WING 18-23 (ALL)**

- » Fills the void around the backrest assembly for a cleaner, factory-finished look when a backrest is installed
- » Durable black ABS construction that matches the OEM seat finish
- » Measures 9 cm x 4,5 cm x 0,75 cm (3,5" x 1,75" x 0,25"); press-in installation

DESCRIPTION	PART #
Slotted seat plug	0820-0245

**SMART MOUNT™ QUICK-DETACH BACKREST FOR CAN-AM RYKER 600 99-22, RYKER 900/RALLY/SPORT 19-22**

- » Enhance rider comfort with this sleek, easy-to-install backrest
- » Provides up to 76 mm (3") of horizontal and 25 mm (1") of vertical pad adjustment
- » Detaches quickly and easily when not in use
- » Compatible with the Max Mount, OEM passenger seat, and SHAD Bag

DESCRIPTION	PART #
Quick-detach backrest	0822-0558

**PLATINUM BACKREST FOR HONDA GL1800 GOLD WING 18-23 (ALL)**

- » Uses the adjustable Smart Mount™ quick-detach system
- » Marine-grade vinyl construction
- » Two-tone styling matches the OEM seat design
- » Measures 31,75 cm x 20 cm x 5 cm (12,5" x 8" x 2")
- » Provides up to 76 mm (3") of horizontal and 25 mm (1") of vertical pad adjustment

DESCRIPTION	PART #
Platinum backrest for Gold Wing	0822-0559



## BALLISTIC PASSENGER BACKREST FOR CAN-AM RYKER 600 19-23, RYKER 900/RALLY/SPORT 19-23

- » Premium ballistic fabric construction
- » Measures 16,5 cm x 24,75 cm (6,5" x 9¾")
- » Provides up to 76 mm (3") of horizontal and 25 mm (1") of vertical pad adjustment
- » All necessary hardware included for a complete installation

DESCRIPTION	PART #
Black w/ black thread	0822-0560
Black w/ red thread	0822-0561



## PLATINUM ARMREST KIT FOR CAN-AM SPYDER RT LIMITED 20-23

- » Two-tone fabric design for a premium finish that matches the OEM seat style
- » Installs underneath the rear of the seat to the frame with tubular support arms
- » Armrests can pivot completely out of the way for easy access to the passenger seat
- » Works with the Show Chrome Platinum backrest

DESCRIPTION	PART #
Platinum armrest kit	0822-0562

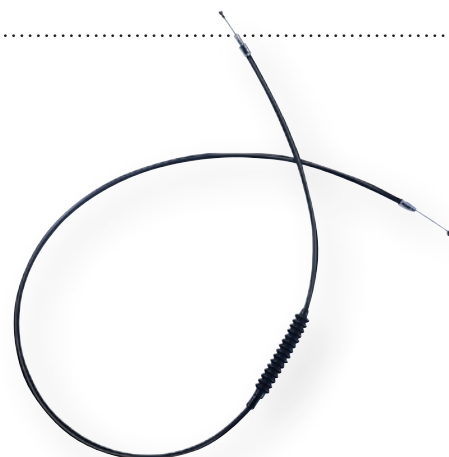


## BARNETT

### HIGH-EFFICIENCY BLACK VINYL CLUTCH CABLES

- » Barnett cables are smooth-working, long-lasting and are made with the finest components available, making them virtually indestructible
- » Available in easy-pull high-efficiency design in standard diameters
- » High-efficiency clutch cables reduce lever effort by up to 40%
- » Feature a black vinyl casing with chrome elbows and hardware

DESCRIPTION	PART #
21-23 RA1250/1250S Pan America (stock length)	0652-2939
22-23 RH975 Nightster/S (stock length)	0652-2940



### SCORPION BILLET CLUTCH BASKET AND CLUTCH KIT

- » Kit includes a complete Scorpion billet clutch assembly and billet aluminum bolt-on clutch basket
- » Comes fully assembled with bearing included

DESCRIPTION	PART #
For 21-23 Touring and 18-23 Softail models w/ cable clutch	1130-0834
For 17-20 Touring and M-Eight models w/ hydraulic clutch	1130-0835



# 2024 **FatBook™** Cover Bike

**2018 H-D FXLR  
Softtail Lowrider**  
Customized by Fat Baggers Inc.



CLICK / SCAN

**Arlen Ness:** Mini Stocker Mirrors, 6-Piston Front & Rear Brake Calipers, Rear Brake Caliper Bracket Kit

**Custom Cycle Engineering:** 49mm Chrome Fork Tubes

**Custom Dynamics:** 5.75" ProBeam LED Headlamp, Micro Bullet Front Turn Signals, Smart Triple Play Signal Conversion Module

**Dakota Digital:** MLX-9000 Series Oval Digital Speedometer, MBM Add-on Boost Module, Speedometer Handlebar Clamp Mount

**Drag Specialties:** Handlebar Control Kit w/ Mechanical Clutch, Quick Connect SS Braided Upper Clutch Cable, Smooth M-Eight Bolt Kit, Hex Bolt Cover Kits

**Drag Specialties Seats:**

Double Diamond Stitch Solar-Reflective Leather Predator Seat

**Fat Baggers:** 1.25" Round Top Chrome EZ Install Handlebars, Aluminum Clutch Cable Housing Upgrade

**Kodlin:** Stretched Gas Tank w/Pop-Up Gas Cap, Neowise 3-1 Mini Fender Strut Indicators

**Kuryakyn:** Nova Curved Side-Mount License Plate Holder, License Plate Frame Mount, Fender Strut Cover Plates

**Legend Suspensions:** Revo-A 13" Mono Shock, AXEO M8 49mm Front Suspension System

**Metzeler:** ME888 Marathon Ultra Front/Rear Tires

**Paul Yaffe's Bagger Nation:** Super-Lite Café Front Fender

**Performance Machine:** Chrome Fork Leg Kit & Dust Caps, Overdrive Custom Grips, Driver Footpegs & Shift Peg

**Saddlemen:** S-RT Mini Fairing Kit

**Thundermax:** ECM w/Integral Auto-Tune System

**Trask:** Tornado Turbo Kit Polished w/Brushed Stainless Exhaust

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

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