

TWO DECADES OF



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★ Industry News

★ New Vendors

★ MXGP Update





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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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ICON at Twenty



s we do in every issue of Parts Europe Magazine, one of the major house brands of the company is featured. For this issue that is ICON, which this year celebrates its 20-year anniversary. ICON cemented its place in the motorcycle marketplace through the years by creating and improving products for the type of riding ICON founder Kurt Walter and his buddies were doing on the streets and roads up in the northwest corner of the U.S.

ICON doesn't make "Biker" gear to just stand around in the pubs, or is it for the roadracing pros. As Kurt says, "ICON is for street riders who want performance and fun." That translates into products that provide needed safety and comfort, as well as allowing riders to create their own identity with ICON's never-ending array of wild and fun graphics on its helmets and outfits.

Starting on page 26, be sure to check out ICON's latest collection of Mainframe helmets, 20th anniversary edition items, Hooligan CE jackets and gloves, and the whole PDX3 line from jackets to pants and

As always, there are plenty of great new products featured throughout the issue. When reading the digital version of the magazine, remember that you can click the part number links and it will connect you with Parts Europe's online order system.

Wishing you a busy and prosperous summer.

Ride Safe!



Publisher / Editor-in-Chief



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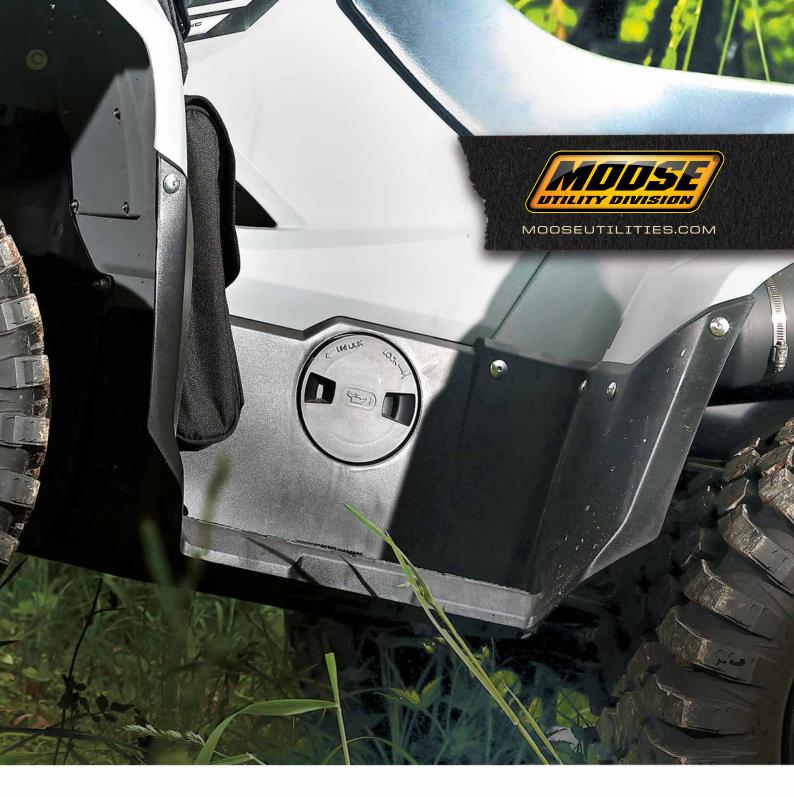
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NEWS EVENTS —

2022 FIM Motocross World Championship

THOR RIDERS ON THE HUNT! Bavo Swijgers photos

s of press time, the 2022 FIM Motocross World Championship was 12 rounds into the season, and our team of THOR and Moose Racing riders is still on the hunt for wins and points in the long tough fight for victory.

With a season spread across 21 rounds that take the riders to a multitude of tracks (and riding conditions) around the globe, every race results in a new tally of points as those riders edge closer to the grand prize. When we last left off, the riders were country-hopping from Italy to Latvia to Spain to France and onto Indonesia.

With eight more rounds left in the Championship, THOR/GASGAS rider Jorge Prado finds himself at number two in the points run thanks to strong performances across the board, including where he went 1-2 for the overall victory.



MX2 rider and THOR/GASGAS athlete Simon Längenfelder is third in the season's points standings. At the MXGP of Indonesia the German rider went 3-2 for a number two overall finish.

In the premier class championship points run, we have THOR/ GASGAS rider Jorge Prado sitting at the number two slot, while in the MX2 class, THOR/GASGAS rider Simon Längenfelder is holding fast in the number three position.

This report picks up at round four, the MXGP of Portugal, where Prado's race one win and race two second place finish earned him the overall victory. He was smooth, controlled and comfortable in both motos, a performance reflected in his well-earned win. THOR/Husqvarna rider Brian Bogers also put in hard work for a second-place finish in race one. He picked up the third-place overall position for the weekend of racing.

Seven days later at the MXGP of Trentino in Italy, Prado battled it out against the field, grabbing the hole shot in race two for a performance that earned him a third-place overall finish.

The whole MXGP show moved on in May to another Italian circuit for the MXGP of Italy at Maggiora. It was here that MX2 rider Längenfelder landed a podium finish in race two after riding a determined and steady race.

After missing out on round seven due to a dislocated shoulder, THOR/GASGAS' Prado bounced back in Riola Sardo for round eight, going 3-3 at the tough track in Sardinia, Italy. Those focused finishes put him at number two overall and continued his points run for the series.

continued on page 12...

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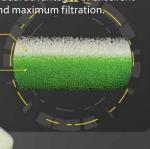
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DS DUAL STAGE







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...continued from page 10



At the MXGP of Germany THOR/Husqvarna rider Pauls Jonass rode a strong first moto to a second-place finish.

For round nine, blue skies and warm weather saw a massive turnout at the Spanish MXGP at Arroyomolinos-Madrid. He wowed the packed crowds with a hole shot in race one, eventually picking up a third place finish. THOR/Husqvarna rider Bogers took the opportunity in race two to secure himself a third place finish, and third overall.

Showing that he had no intentions of slowing down at the Monster Energy MXGP of France in Ernée, Prado didn't let heavy rain and questionable track conditions stop him from going 2-3 in the motos for second-place overall.

Round 11 of the motocross world championship was held in Teutschenthal Germany, just west of Leipzig. A decent turnout of spectators, along with clear blue skies made for great racing over the weekend. It was here that THOR/Husqvarna rider Pauls Jonass rode a solid first moto to second place. In race two, Prado maintained a good pace throughout for third place, and third overall.

Finally, at round 12 - where this narrative pauses for now - our competitors landed at the MXGP of Indonesia. Prado jumped right into things with two strong races, going 2-2 and earning number two overall – that's a lot of twos! Meanwhile in the MX2 class, Längenfelder put in his own hard work going 3-2, a showing that put him at number two overall. Now that's a great weekend of racing.

Vlaanderen wins at Harfsen

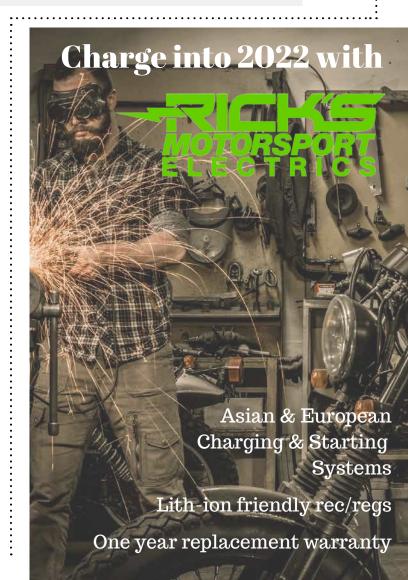
he Gebben van Venrooy Yamaha team contested the third round of the Dutch Masters of Motocross series which took place at Harfsen back in May. It was a successful day for the team as Moose Racing rider Calvin Vlaanderen went 2-1 in the motos and the overall victory for the day.



Calvin Vlaanderen take Dutch Masters 500cc title

ebben van Venrooy Racing and Moose Racing rider Calvin Vlaanderen won the Dutch Masters of Motocross 500cc title in Rhenen. "It was a very nice championship in which I had nice fights with Glenn Coldenhoff and Brian Bogers," Vlaanderen said. "I am very grateful to the team for all the hard work and that we were able to finish it together."





DUAL SPORT HELMET/

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NEWS EVENTS —

Back on Track!

PARTS EUROPE RESTARTS RACING BUY-IN PROGRAM

fter two years without any live race experiences, MotoGP and MXGP opened their gates again for spectators. Starting this season, Parts Europe dealers can again qualify for buy-ins to attend the two major racing series.

On the Parts Europe buy-in schedule for the 2022 MotoGP season are all planned European GPs. The first buy-in experience started with the French Grand Prix at LeMans back in the middle of May where dealers had the chance once again to see world-class racing up-close and in-person.

While touring the paddock, dealers might have the chance to get a picture with their favorite riders, before enjoying lunch in the Severino & Son Hospitality area – the official hospitality of many MotoGP teams. Exclusively for Parts Europe dealers, the buy-in package for MotoGP 2022 includes the chance for either Moto3, Moto2 or MotoGP grid walk access before the race start – get all the thrill of the MotoGP close up!

Each participating dealer can have maximum of two tickets for themselves and/or their staff members for one MotoGP per season. Dealers are urged to act quickly on the buy-in process when it opens for their country; they are selling fast and race fans around Europe are eager to get back to the races!

Of course, Parts Europe also has MXGP tickets for the dealers again, with the program beginning back in March for the June MXGP of France. For the MXGP buy-in, a dealer can get up to 10 tickets per race. Included in the three-





Severino & Sons Hospitality is the official hospitality provider of various MotoGP teams.



Lunchtime in LeMans at the Severino & Sons Hospitality area. From left: Christophe and Frederic from Tech2R00, Parts Europe CSM Vincent Arnoult, Jeremy of Moto Store Docks, Jean-Frederic and Pascal of SAS Bernardini.



Snapshot! Jack Miller #43 Ducati Lenovo Team MotoGP at LeMans.

NEWS EVENTS -

day pass is pit access and the opportunity to enjoy lunch together with the Parts Europe crew.

The highlight of this year is the buy-in for this year's Motocross of Nations that will take place at RedBud MX in the United States. This is a great opportunity for race fans who are also planning a trip to the United States – motocross and travel all in one trip!

Due to new rules, all tickets must be picked up by the dealers/participants themselves, and each person must fill in a health document, bring a certificate of vaccination, a Covid recovery certificate or a negative PCR test result. The Parts Europe staff will welcome all dealers at the track then as usual.

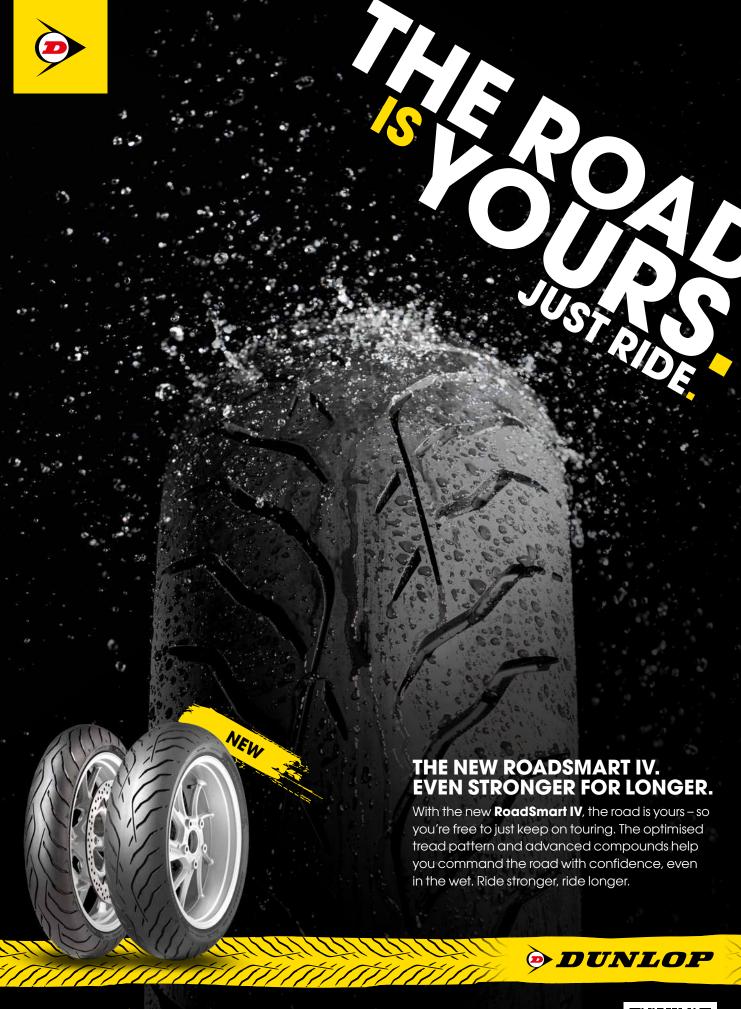
>> Enjoy the races with Parts Europe! #WeSupportTheSport

For the MXGP buy-in, a Parts Europe dealer can get up to 10 tickets per race as well as pit access, where they might meet riders like THOR/ GASGAS' Simon Längenfelder. Here he celebrates his win at the MXGP of Great Britain.





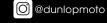
Parts Europe dealers can earn the chance to have a front row seat at a MXGP round to watch such talented athletes as THOR/GASGAS riders Mattia Guadagnini (#101) and Jorge Prado (#61).

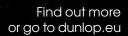


ROADSMART IV













A Decade of Service

PARTS EUROPE LAUDS LONG-SERVING EMPLOYEES

his summer, Parts Europe proudly celebrated another round of employees who have been with the company for the past decade. See below to see the reflections from a handful of those workers on their 10 years with the company.

Susana Fernández de Gabriel, Sales & CS Agent Spain/Portugal:

"Ten years full of challenges, being part of an extraordinary team, coming from all around the world and contributing to Parts Europe success. Now, of course, ready for the next decade."

Peter Hansen, Product Information Administrator:

"We started in a single cubicle on the second floor, trying to build up a data structure for the web shop. We are now in a big team that cooperates with each other with fairness and respect."

Tuula Anne Lenhard, Sales & CS Agent Scandinavia:

"After we moved to Germany 11 years ago I hoped to find a job in an international company and to get nice, friendly colleagues. Both my wishes became true, and additionally I got the opportunity to take care of Finnish customers. I enjoy to work at Parts Europe."

Kristin Denninger, Media Designer:

"Ten years – a turbulent time, but much has been done! The company has really grown. I got to do a lot of work and got to know a lot of new people. In difficult times, my colleagues quickly picked me up again. Even during my 3-year absence (maternity leave), a lot has changed here. Many new faces have been added. But that's what makes Parts Europe special. It's great to work so internationally."

Dirk Overfeld, Manager Operational Technology:

"It has been a unique ride, looking forward to the next challenges."





From back left:
Matthias Bayer
(COO), Hans
Lautem and Helga
Boedger (HR). From
front left: Kristin
Denninger, Tuula
Anne Lenhard,
Dirk Overfeld and
Peter Hansen. (Not
pictured: Susana
Fernández de
Gabriel)





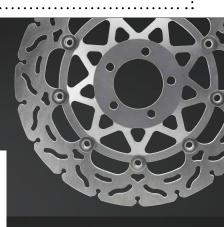




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NEWS EVENTS ---

Ready to Ride!

ith the summer motorcycling season now in full swing, let your customers knows that Parts Europe has the parts and accessories needed to enjoy travel, whether it's a weekend trip or a multi-day journey.

Motorcycle travel on holidays is a great way to relax and enjoy the time off from the daily routine. To make sure that all the gear is prepared and in place, Parts Europe has a big selection of what is needed to equip your customers and their bikes with the appropriate luggage, parts and riding gear.

No matter which type of bike – if travelling on a V-Twin, planning a weekend trip to the next MotoGP race with the mates, or going on an Adventure tour around the globe -Parts Europe offers the parts and accessories for each type of bike and rider.

While regular bike maintenance is important, make sure your customers are doing a pre-holiday check-up to make sure their bikes are in top running shape. Parts Europe offers all parts for maintenance and a huge tires portfolio for all powersports vehicles in one shop - an overview of the extensive portfolio of maintenance parts, tires and workshop equipment can be found in the Tires, Tools & Chemicals catalog on the company website.

Once the bike is prepared, it's time to choose the luggage. Parts Europe offers a wide range of luggage for all types of powersports vehicles. V-Twin riders can find what they need by browsing for products from Arlen Ness, Drag Specialties, Cobra, Custom Access, Kuryakyn, Nelson-Rigg and Saddlemen in the FatBook.

For your Adventure bike-riding customers, point them to Moose Racing's new Kenai line of luggage. The company is constantly updating the line with new fitments. Kenai top and side cases are made of high-quality hardened aluminum alloy construction with a clear anodized finish to prevent discoloring, and keep them looking new. They are quick and easy to install, and simple to remove from the mounts while out on the road.

The Kenai luggage features a locking system that incorporates handle/locking mechanism to secure the cases to the mounts. The cases offer easy access to the contents. The cases themselves are designed to be self-standing when removed from the bike. and built-in case guards reduce the chance of damaging cases during use

The anti-dust protected locks use one key for all operations – locking the system to the mount and for opening the trunk - so there's no need to spend time searching for a second key!

Moose Racing offers top case and side case mounting plates and kits for a range of major Adventure bike models. Check out the lineup in the new Off-Road catalog. To see how easy it is to install the mounts and luggage to the bike, check out Moose Racing's video by scanning the QR code or clicking on https://www.youtube.com/watch?v=HtLp1M7sdXo.



Mounting kits and plates for Moose Racing's Kenai luggage are available for a wide range of Adventure bike models.

Scan the QR code to check out the Adventure bikes on the Parts Europe Built from our Garage pages.





TRUST THE BRAKES.
AND GO!

Bringing our know-how to the bicycle world.





NEWS EVENTS -

The side cases are available in sizes of 36 liters or 47 liters, and left and right cases are sold separately. The large 47-liter case can accommodate up to two full-face helmets. The top cases are available in sizes of 37 liters or 48 liters. All cases are equipped with a waterproof double-sealing lid and compartment closure to prevent water entering the inside of the luggage.

Moose Racing also offers a range of accessories for the Kenai side cases, including an expandable inner storage bag that can be used for side or top case applications (p/n 3501-1830) and a detectable inner mesh net (p/n 3501-1832) that can be attached to the folding tray and top of case. This prevents contents from moving or falling out when the lid is open, and allows viewing the contents without unloading the case. For passengers, there is a backrest attachment (p/n 3501-1831) that can be used with either size top case.

Have a look at the Adventure bikes that Parts Europe has Built from our Garage (https://blog.partseurope.eu/en/builtfrom-our-garage/?_thumbnail_id=14417) and use them to give your customers some inspiration of how you and Parts Europe can help to make their bike holidays unforgettable. Parts Europe also offers luggage and equipment for the ride from SW-Motech for various bike segments.

With the bikes all set, now it's time to get your customers outfitted for the trip. Talk with your Parts Europe sales rep and check out the Helmet & Apparel catalog for the latest helmets and riding gear from such popular brands as AFX, Alpinestars, Biltwell and Z1R. There's something for everyone and all the great gear to get them dressed for the trip, from head to toe.

Parts Europe offers the right support for every dealer. Gone is the frustrating search to find that one wholesaler who represents that one brand. The product and brand portfolio of Parts Europe leaves nothing to be desired and the expert sales team is there to help and advice.

>> Talk with your Parts Europe rep for all the details.



Cake Ine Scenic Traule EZ-ON SOLO SEAT FOR 18-21 FATBOB MODELS

The EZ-ON Solo seat features an internal rubber mount/stud system that allows for easy installation and removal – no tools needed. Covered in automotive-grade vinyl or solar-reflective leather, the molded polyurethane foam provides maximum comfort and has a narrow driver's cut for better leg clearance.

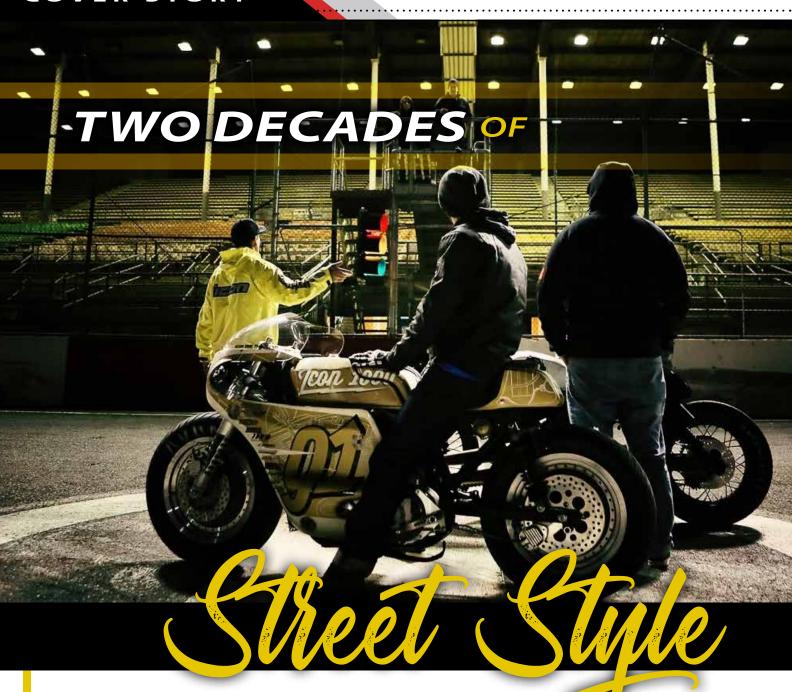












REDEFINING PERFORMANCE APPAREL

ounger riders probably can't imagine walking into the apparel section of a dealership to find V-Twin-inspired black leather gear on one side and full leather racing suits on the other, with nothing in between. These days, street gear is everywhere, allowing performance street riders to have jackets that are as much of a fashion statement as they are a barrier against the asphalt. Helmets have become a canvas for in-your-face graphics, and riding boots are made to be as comfortable off the bike as they are on it.

One could say that ICON was a trailblazer in the performance street apparel category. That wouldn't really be telling the whole story, though. ICON may have blazed a trail, but also dumped gasoline along the way behind and lit it on fire, laughing the entire time. ICON has always

forged its own path in the world of motorcycle apparel, and after 20 years, the brand isn't looking to conform anytime soon.

ICON exploded onto the scene in 2002 with edgy designs and a "Do you dare me?" attitude that has continued to define the brand. Designed for performance riders who prefer the street to the track, ICON is street gear made to do its job without looking like it's working all that hard.

Back when ICON Design Director Kurt Walter was growing up, that street gear segment for performance riders didn't exist, and sportbikes were still a relatively new thing, too. In the mid-1980s, a 15-year-old Kurt fell in love with bikes like the Honda Interceptor and Hurricane and, of course, the ubiquitous Kawasaki Ninja. To him, that wasn't just the start of sportbikes, but their heyday.

Kurt had to wait a while to get his own sportbike. He joined the United States Navy, saved up his money, and bought his first sportbike at 19. A Navy guy on a sportbike in the 1980s? If you're picturing Top Gun, you're not far off the mark—Kurt says it was a lot like that, minus the volleyball.

Not only did Kurt finally get a bike while in the Navy, but he also realized exactly what it was he wanted to do for a living during that time. His mom sent him a clipping from *Popular Mechanics* that opened up a whole new career possibility for him.

"It was a drawing by Kenny Safford, the Godfather of modern MX gear styling," says Kurt. "It was just an illustration, but that drawing was mind-blowing to me, that people actually do this for a living. The degree for people who do this is called industrial design." Seeing that drawing made Kurt realize this was exactly what he wanted to do.

Kurt received a scholarship for college through the Navy, and he got his degree in industrial and graphic design at the University of Michigan. He scored a summer internship with Reebok, which led to a job with Fila after college. Kurt had moved to Portland, Oregon, USA, for the job, but he knew he didn't want to spend the rest of his life designing basketball shoes. What he really wanted to do was design motorcycle apparel.

With that goal in mind, Kurt started taking his designs to various motorcycle apparel companies. He landed a job at THOR and started doing exactly what he wanted to do for a living.

Well, almost. It was close to what Kurt wanted to do, but he still saw a big need for gear that was designed specifically for sportbike riders on the street. Brands were just beginning to dip their toes into that untapped market, but Kurt wanted to cannonball right in.

Some of the people Kurt approached simply didn't understand the concept. Why would someone buy a sportbike but not ride it on the track? Weren't sportbikes made for racing rather than zipping around the city streets? But, Kurt argued, the street was exactly – and exclusively –



As a trailblazing company in the performance street apparel market, ICON's aesthetic has always pushed the edge, its designs creating their own niche in the motorcycle world.

This drawing by iconic motorcycle apparel designer Kenny Safford piqued Walter's interest in designing gear.





ICON Design Director Kurt Walter's jacket from his time in the Navy, back when he got his first sportbike.

> Back when he first got first started designing motorcycle apparel, Kurt Walter recognized there was an untapped market for street-centric gear.



where he rode his sportbike, and he had a lot of friends who did the same. "The whole idea of creating a brand that was street focused wasn't genius, it was just what we did, we rode on the street. That is why ICON took off so quickly," Kurt says.

While Kurt was launching ICON in 2002, there was another revolution happening in the world of sportbikes – the meteoric rise of the stunt scene. Freestyle riders embraced ICON's bold graphics and rebellious attitude.

ICON has been sponsoring freestyle riders for nearly its full 20 years, but only Jason Britton has been a sponsored ICON rider for that entire time. Jason was ICON's primary rider back then, and he still is today. "He really solidified that aggressive street riding vibe," Kurt says.

In addition to sponsoring riders, ICON also stepped up as a title sponsor of The One Moto Show, a local show in Portland, Oregon. It started out as what Kurt describes as "a couple of junked bikes in Portland," but it has grown into the one of the world's largest custom bike shows.

As expected, ICON has evolved during the past 20 years. An offshoot, ICON 1000, launched in 2012 to offer designs that had more of a retro inspiration, and both helmet graphics and apparel designs have come and gone. Materials and technology options for motorcycle gear have improved, too.

Most importantly, though, the customers have changed. Kurt says that the core of what ICON does is still the same: ICON is still for street riders who want performance and fun. Many of the riders wearing ICON these days, though, weren't even born when ICON was founded. Their bikes tend to be smaller than what the original crop of customers were riding, too, thanks in part to a better range of smaller displacement sportbike options.

For those younger riders, older designs have a certain appeal. "I look at what we did 15 or 20 years ago, and I find myself going back to it. I think people are ready for a re-issue of this stuff we have done. Fashion has cycled through," Kurt says. But, he adds, "I don't follow the trends."

No one is arguing with that.

The ICON Mainframe helmet with a skull graphic is what originally put ICON on the map. Skulls are still a popular motif for ICON helmet graphics, even though they are on more modern helmet styles, like the Airflite.

Re-issued graphics get an updated look as well as an updated helmet to ride on. The Death or Glory graphic is being re-released on an Airform, and the Manik'r Airform helmet is a new take on a graphic that originally debuted in 2006 on a Mainframe helmet.

For ICON's 20th anniversary, the brand is coming out with a 100-piece limited edition jacket and a 20-piece limited edition helmet. The Airframe Pro Stick & Poke helmet features 20 classic ICON helmet graphics reimagined as American traditional tattoo art. Not only are these tattoostyle designs covering the helmet, but Kurt is planning

to lay them down on willing volunteers' skin, too. He has become a licensed tattoo artist so attendees at the Parts Unlimited (Parts Europe's sister company) North American NVP Product Expo in Madison, Wisconsin in August can get an ICON tattoo from the man who started ICON. For 20 years, ICON has been saving skin. Now, ICON is ready to decorate it.

Of course, most people want to wear the designs in a less permanent fashion. ICON's evolution has included staying up to date with the latest technologies and safety regulations, which has resulted in apparel like the Hooligan CE jacket and gloves. As the name implies, both carry CE certification.

The Hooligan CE jacket (p/n 2820-5793) features a 300D polyester chassis cut in ICON's sport fit, which allows a comfortable fit even in an aggressive riding stance. D3O impact protectors in the shoulders, elbows and back are low-profile, so the jacket doesn't look bulky.

On hot days, it is hard to go wrong with the Hooligan CE jacket. Iron Weave mesh panels in strategic areas ensure ample airflow, all without compromising the jacket's durability.

The Hooligan CE gloves (p/n 3301-4380) are a great example of what ICON is all about. Designed to be lightweight yet tough, these gloves are ideal for performance street riding. The Ax Laredo palm is durable, and the vented polyester backhand is light and breezy. The print and the internal padded knuckle have a distinct motocross vibe. In all, the Hooligan CE gloves are flexible, comfortable and cool, all while providing plenty of coverage.

ICON has spent all of its 20 years in Portland, an area of the United States where it rains a lot. That means the team at ICON needed sturdy waterproof gear, and they named it after the city where it rains an average of 156 days a year. The PDX3 waterproof jacket, pants and gloves all have CE certification, and the materials choices ensure full coverage without big bulk.

The PDX3 jacket (p/n 2820-5811) has a fully taped waterproof, breathable shell bolstered by D3O impact protectors in the elbows, shoulders and back. There are 300D reinforcements in critical areas, too. Underarm zippers keep things from getting steamy inside. A hood unrolls so the PDX3 jacket can be used off the bike, too.

The PDX3 overpants (p/n 2821-1372) are also made from a fully taped waterproof, breathable shell enhanced with 300D reinforcement zones. D3O impact protectors in the knees complete the package.

It's important to keep hands both protected and dry, and the PDX3 gloves (p/n 3301-4248) deliver with a waterproof, breathable Hipora insert. Outside, a four-way stretch nylon backhand keeps hands flexible, and the Ax Laredo palm is tough and grippy. A D3O knuckle sits on top.

Talk to your Parts Europe rep to learn more about ICON's 20 years of history and find all of the current ICON performance street apparel in the Street and ICON catalogs.



ICON's Hooligan CE gloves are lightweight, yet tough.



The Hooligan CE jacket is a great option for keeping riders cool on hot days, while offering plenty of protection thanks to D30 impact protectors.













PDX3 gloves will keep a rider's hands protected and dry.







ICON's PDX3 jacket and overpants in olive. The overpants fit nicely over regular pants and feature D30 protectors in the knees.



Frame and Function

Small License Plate Holders for Big Style

tock license plate holders are often one of the first things riders want to change when they start customizing a motorcycle. That one small swap can make a huge difference in the way the rear end of a bike looks. HeinzBikes already has a history of creating small, innovative license plate holders, and the newest options in the lineup are the All-In-One NANO and MICRO. Tiny but efficient, these products replace the stock license plate holder, rear lights, brake lights and turn signals.

HeinzBikes launched its first All-In-One license plate holder back in 2016. Since then, the company has been challenging itself to keep refining the style and convenience of the All-In-One, which has become a top seller for HeinzBikes.

The All-In-One 2.0 fits all European motorcycle license plate sizes, and the new NANO and MICRO versions are available for Germany, Switzerland and Austria, with additional fitments already in the works. Both the All-In-One NANO and MICRO are E-approved and TÜV compliant.

The All-In-One NANO (p/n 2030-2082) and MICRO (p/n 2030-2078) license plate holders are the next step in the evolution of this popular product. Like the earlier versions, they feature the exclusive HeinzBikes SLIP-INN opening. This opening allows the number plate to be simply pushed into place in the holder, so no screws are necessary.

When it comes to securely mounting a license plate holder to the bike, there are more options than ever. The All-In-One NANO and MICRO holders feature a new hole pattern that expands the variety of mounting options. Not only does this make these holders a universal fit for all makes and models, but it also allows the customer to get creative when it comes to the mounting position.

Both the All-In-One NANO and MICRO license plate holders feature rounded frame edges. Thanks to HeinzBikes SideCut Frame Technology, the holder appears only minimally larger than the actual license plate. Constructed of high-quality aluminum and finished in high-gloss black, these low-profile frames are extremely lightweight and give a bike a clean look.

The All-In-One NANO features the popular NANO lights available on other HeinzBikes products. These tiny yet extremely bright SMD LED lighting units offer big brilliance in a small package. The All-In-One MICRO holder utilizes the HeinzBikes MICRO lights. These SMD LED lights are brighter, more durable and more powerful than standard LEDs, but they use the same amount of power.

>> Talk to your Parts Europe rep to learn more about the big difference a small All-In-One NANO or MICRO license holder can make. Find all HeinzBikes products in the FatBook.







NUOVO NOUVEAU NEU NUEVO NEW



ALL-IN-ONE NANO

LICENSE PLATE HOLDER



Power Transfer

Clutch Kits for New Harley Models



Barnett now has complete bolt-in clutch kits for the Sportster S and Pan American, two new Harley-Davidson models built around the Revolution Max engine.

Each Barnett Scorpion bolt-in clutch basket is made of rugged, lightweight 2024-T3 billet aluminum that comes with hard anodized coating for superior quality and durability.

ith Harley-Davidson's recent addition of the Sportster S and the Pan America 1250 to the company's lineup, the aftermarket is answering the call on how to cure those stock motorcycle blues.

There are a range of new performance products to make those new Revolution Max engines perk up beyond their respective 121 and 150 horsepower ratings. However, those same new performance components bring with them the potential of a reliability problem within the bikes' OE drivetrains. The weak link, of course, is their stock clutches, which, for most motorcycles, are typically engineered to handle the power of, well, a stock engine.

Enter Barnett Clutches & Cables with complete and ready bolt-in clutch kits built specifically for the Sportster S and Pan America. By clutch kit, Barnett means just that. It's a complete clutch assembly that's a bolt-in unit containing all the components for a turnkey modification.

Start with the exclusive proprietary Carbon Fiber friction material used for the tempered steel drive plates. They're rugged and strong, ready to hold up under all riding conditions. Also included in the kit are three heavy-duty clutch springs.

And, like all Barnett clutch assemblies, the Sportster S and Pan America clutch kits are pre-measured and stacked before packaging to assure proper stack height. That ensures a reliable fit and smooth performance right out of the box.

Another new clutch kit from Barnett is the direct-fit upgrade kit for 2017-2022 Harley FL Touring and 2018-2022 Softail models. The upgrade kits (p/n 1131-3325) feature Barnett's segmented Kevlar friction plates, designed for more oil flow, which translates to longer clutch life and smoother clutch operation.

The Milwaukee-Eight clutch kits also include a set of tempered-steel drive plates and a set of three heavy-duty springs. Each kit is pre-measured to check for exact stack height prior to packaging. Doing so, of course, guarantees proper fit and performance after installation.

Broken or chewed up clutch baskets for 2007-2022 Harley Big Twins are no longer a problem thanks to Barnett's Scorpion bolt-in clutch baskets. Each basket (p/n 1132-1000) is made of rugged, lightweight 2024-T3 billet aluminum that comes with hard anodized coating for superior quality and durability.

These baskets are intended to replace the manufacturer's original clutch basket and include replacement hardware and instructions for easy bolt-in installation. And, like all Barnett products, the Scorpion replacement clutch baskets are made in the USA.

Talk with your Parts Europe rep and learn more in the FatBook.



Another new clutch kit from Barnett's direct-fit upgrade clutch kit for 2017-2022 Harley FL Touring and 2018-2022 Softail models features segmented Kevlar friction plates, designed for more oil flow, which translates to longer clutch life and smoother clutch operation.



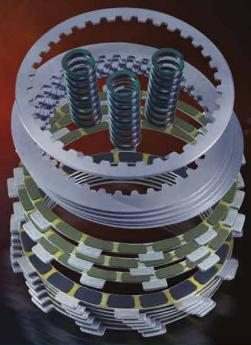
FOR HARLEY DAVIDSON













M8 BIG TWIN CLUTCH KIT

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



SPORTSTER S AND PAN AMERICA CLUTCH KIT

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



M8 BIG TWIN CLUTCH BASKETS

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













THUR

Head to Toe Moto

Gear for Every Off-Road Rider

checkered flag waving, champagne bottle popping, and a #1 plate being held high in the air as cameras snap photos from all angles. This was the scene at the final round of the 2022 Supercross season in Salt Lake City, Utah, USA after Christian Craig earned his first career championship, proudly sporting the iconic THOR MX Viking head logo on his race gear.

This adds to the many championship plates that THOR has proudly earned over years of MXGP, Supercross and Pro Motocross seasons. The passion behind these moments is exactly what THOR was founded on decades ago in the early days of the sport. Through extensive in-house experience and close collaboration with racers, THOR has

developed a competition-proven line of racewear and protective equipment covering riders from head to toe.

While they're certainly a critical piece to the puzzle, THOR's track and trail-ready lineup is not limited to jerseys and pants. Tasked with providing a protective and functional foundation for the rider, THOR's 2022 boot lineup offers something to fit the needs of any off-road rider.

Kicking it off with the Radial boot (p/n 3410-2274), riders will enjoy premium fit at a great value. Precision design for a balance of comfort, protection and performance is evident throughout the construction of the Radial boot. Pre-curved, injection molded components shape a strong shell fastened with a radial hinge for added structure, positive movement on the bike and reduced risk of overextension.









Three adjustable straps mate with THOR's positive lock buckle system for a custom and secure fit, regardless of the riding conditions. The toe of the Radial boot features a low-profile design to help provide unhindered shifting, backed up by a medial abrasion plate for added durability and protection. Keeping on the theme of durability, THOR equipped the Radial boot with synthetic, high-grip overlays for squeezing the bike as well as replaceable outsoles. Radial boots are available in four different color combinations, from classic white and black to red and hi-vis yellow options.

The more casual rider has a high-value option for boots from THOR as well with the Blitz XP (p/n 3410-2185). These boots retain impressive comfort and protection for an appealing price, utilizing similar injection molded materials and synthetic wear overlays. A secure, rider-specific fit is ensured with four fully adjustable straps and positive lock buckles.

Blitz XP boots are ready to perform for many rides to come with a metal toe cap, reinforced outsole and integrated shift protection. Plus, your customers can choose from five different colorways to match their riding style.

Styles and equipment preferences always vary, but something that's typically unanimously agreed upon is that the helmet carries number one in safety gear priority. Newly designed, tested, then introduced in 2020, THOR's Reflex helmet (p/n 0110-7488) features some of the latest in brain safety technology.

Available with either a carbon fiber or fiberglass composite shell to meet different price points, the Reflex helmet utilizes Koroyd® technology – a highly innovative damage control system – integrated into a premium, dual-density EPS liner. This is along with the MIPS® Brain Protection

System. While Koroyd mitigates potential damages of impact force, MIPS allows the head to move inside the helmet, which can reduce harmful rotational force otherwise transferred to the head.

THOR Reflex cheek pads are contoured for a comfortable fit and are equipped with quick release pull tabs in case of emergency. For added convenience, the Reflex DRYFORM comfort liner is easily removable and washable.

The high-level protection of Reflex helmets is met with equally high-level style. THOR's designers left nothing to be desired for your customers with a range of different graphic styles and colors, from sleek and fast to loud and proud.

A natural fit to secure around the Reflex helmet, THOR's Sniper Pro goggles (p/n 2601-2221) keep the stylistic protection momentum rolling. A versatile collection of unique designs covering the Sniper Pro line catch the eye immediately with professional podium speech level style.

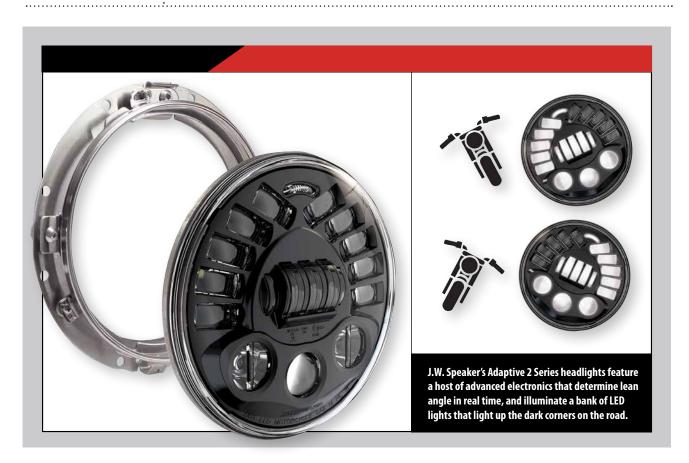
From the rider's point of view, THOR's Visiglow technology enhances color through the Sniper Pro's injected polycarbonate lens. A 45mm strap with silicone grip and an injection molded outrigger positioning system provide secure retention while dual-layer, 14mm face foam with a soft microfleece liner provides rider comfort and sweat absorption.

Sniper Pro goggles achieve additional functionality through a removable nose guard and triple-post tear-off system compatibility. Additionally, drilled frame ports improve ventilation for better breathability and fogging resistance. The Sniper Pro line has been tested and certified to European safety standards.

>> For complete offerings from THOR contact your Parts Europe rep and check THOR out in the Helmet & Apparel catalog.

Illuminating Passion

D Headlights for a More Confident Ride



hen a company, group or individual have a couple decades of experience in a specific field, they'd typically be considered an expert. J.W. Speaker takes that to another level with more than 85 years in vehicle lighting. When this extensive level of age-old knowledge meshes with new technology and innovation, the result are products that fulfill a true purpose.

Getting right to it, J.W. Speaker feels every motorcycle on the road should have Adaptive headlights, and here's why. For J.W. Speaker, the term Adaptive refers to their Adaptive 2 series headlights (p/n 2001-1775). These lights sense the leaning of the motorcycle and automatically illuminate dark spots to the left and right of the rider's main beam while they corner and help riders manage the risks associated with riding at night. This functionality is thanks to J.W. Speaker's proprietary Turn Radius Technology and their supplemental LED design.

The crew at J.W. Speaker didn't design these just to be the next cool lights. The entire Adaptive 2 light project prioritized risk mitigation as a standard, not just a feature. Riding a motorcycle is one of the most rewarding feelings out there, but it also poses many risks, even during the daytime. Other drivers, road conditions, weather, wildlife - this list goes on for things riders need to be alert to.

J.W. Speaker wanted to make managing these everchanging factors easier at night without requiring additional input from the rider, which is where the Turn Radius technology plays a key role. Not only do the lights automatically illuminate dark spots to the sides, they improve down-the-road visibility as well with LED light extending over 450-meters.

Riders of all ages and skill levels can benefit from added light and improved visibility. No matter the rider's age, J.W. Speaker is proud to provide a tool that can help inspire confidence and restore fun when riding under the night sky. Being in control of the riding experience helps keep the passion flowing.

Today's riders are looking for a lot of value in the products they buy and your customers are no exception. J.W. Speaker offers a premium product, that also provides tremendous value and a host of tangible benefits. No matter the two-wheeled machine on which the Adaptive 2 headlights are equipped, your customers will find value in comfort, safety, functionality and style.

Adaptive 2 headlights are available in common sizes with plug-and-play installation, covering a wide range of machines and riders everywhere.

>> For complete details on the Adaptive 2 Series, talk with your Parts Europe rep and check them out in the FatBook.



YOUR RIDE. YOUR WAY.













Fitment for Ducati, BMW, Triumph, Yamaha, and Kawasaki bikes.

J.W. Speaker's Model 8700 EVO 2 Dual Burn, 8690 Adaptive 2, and 8790 Adaptive 2 headlights can now be mounted to most models with 14.5cm (PAR46) or 18cm(PAR56) round headlights.











The Future is Round

A Commitment to Sustainability

or more than 130 years, Michelin has been a well-known name in the highly competitive tire market. That success and longevity would not be possible without Michelin's ability to constantly evolve, always pushing the limits of what can be done with a tire.

As always, Michelin is looking to the future. Each year, Michelin invests more than 680 million Euro in research and development, and the company aims to achieve climateneutral tire production by 2050. Like Parts Europe, Michelin is a dedicated partner in MotoGP, where a lot of development takes place.

When it comes to sustainability, Michelin's goal is to limit the environmental impact of a tire at every stage of the process, from sourcing raw materials to production, delivery and – once the tire reaches the end of its life cycle – recycling.

Michelin is committed to producing tires made from 40 percent sustainable or recycled materials by 2030. Already, that number is just under

30 percent. By 2050, Michelin's tires will be made of 100 percent sustainable or recycled materials.

Additionally, Michelin plans to reduce both its CO2 emissions and water consumption, with a goal of achieving climate neutrality by 2050.

It is amazing to see what is possible with the materials that many people consider to be trash. Michelin's high-tech recycling processes can result in a tire made in part from up to 143 yogurt cups and about 12.5 PET bottles. In fact, Michelin says that in the near future, nearly four billion PET bottles could potentially be recycled into MICHELIN tires annually.

In 2021, Michelin unveiled a prototype racing tire made with 46 percent sustainable materials, including components like orange peel, sunflower oil and old aluminum cans. Another prototype tire, the MICHELIN Uptis, is airless and nearly impossible to puncture. Already, those tires are undergoing road testing.

While the materials used to make a tire are important, it is also necessary to have a tire that can last longer while still providing predictable and reliable quality performance. Michelin designs its tires to have excellent characteristics, even once they have worn down to the legal minimum

Michelin is a dedicated partner in MotoGP, where a lot of development takes place. Michelin's sustainability goal is to limit the environmental impact of a tire at every stage of the process, from sourcing raw materials to production, delivery and – once the tire reaches the end of its life cycle – recycling.

The MICHELIN Road 6 tires are a great choice for riders who want performance made to last throughout the tire's full life cycle.

tread depth. In Germany, for example, the legal minimum tread depth is 1.6mm. Michelin calls this Performance Made to Last.

By using tires for as long as they are legally acceptable, riders can contribute to conservation and reduce resources. According to Michelin, in Europe alone, riding on tires for as long as possible can save up to 6.6 million tons of CO2 and eliminate the need for 128 million tires.

The MICHELIN Road 6 (p/n 0301-0946) and Road 6 GT (p/n 0301-0948) tires are a great choice for riders who want performance made to last throughout the tire's full life cycle. The MICHELIN Road 6 tires are for sport, Sport-Touring and Adventure-Touring motorcycles, and the MICHELIN Road 6 GT tire range is built with larger, heavier touring motorcycles in mind.

Thanks to updated technologies, the MICHELIN Road 6 tire has a up to 10 percent longer tread life compared to the previous generation, furthering Michelin's goal of conservation.

Talk to your Parts Europe rep to learn more about Michelin's sustainability plans and find the MICHELIN Road 6 and Road 6 GT in the Tires, Tools & Chemicals catalog.



More information:



THE RIGHT TYRE FOR ALL RIDES





GASGAS EX350F BIKE BUILD







Summer Service

Replacement Parts for Off-Road Bikes

hen summer arrives and the weather is nice, it is natural for customers to want to get out and ride as much as possible. However, that does not mean a rider can simply ignore doing routine maintenance just to get some extra time on the trail. Summer bike maintenance with parts from Moose Racing can keep off-road bikes performing at their best to ensure that the time spent riding is as enjoyable as possible.

Grips provide an important link between the rider and the bike, and Moose Racing offers several styles of grips to keep that connection comfortable. Moose Racing's Stealth MX grips (p/n 0630-0390) are made of a special compound that feels soft but wears like a harder compound for a longer life. The half-waffle pattern is designed to give a rider's fingers solid traction, and the wire grooves do not interfere with comfort. The Stealth MX grips have an extra-thick end cap for added strength, and a version with a flange on the end is available, too.

The 36 Series Clamp-On Grips (p/n 0630-2535) are designed for riders who want a quick grip swap. These are ideal for those trackside or trailside repairs since the process is so easy. The lock-on system installs in just a few seconds, and the grips are secured using the Allen-head mounting bracket. No grip glue or wire is required. Once installed, the 36 Series Clamp On Grips give a rider a slipfree surface, no matter what the riding conditions are. The throttle tube comes with all of the necessary cams to fit most 2-stroke and 4-stroke applications, making these grips as versatile as they are convenient.



Sometimes, a seat cover needs to be replaced after a lot of wear and tear. Other times, a rider wants a cover with improved grip over stock. The Moose Racing Gripr seat cover (p/n 0821-1030) features a rubberized "Diamond" gripper material that is double stitched for durability. The material provides outstanding traction, even in wet or muddy riding conditions.



Riders who want traction as well as a pop of color can opt for the Moose Racing Ribbed seat cover (p/n 0821-1792). The black seat is complemented by ribs available in the standard OEM colors. The materials are UV-protected to preserve life and color, and the rubberized material provides good traction.



Moose Racing also offers standard seat covers (p/n 0821-1209) for a wide range of applications. The heavy-duty marine-grade vinyl is double stitched, and UV protection keeps things looking good for a long time.



In addition to a new cover, a rider can also freshen up their off-road bike with an upgrade over the stock seat foam. Moose Racing makes seat foam (p/n 0821-2847) in OEM-exact fitments for an easy swap, but that is where the similarity to stock ends. The medium-firm density provides more comfort and quality compared to the OEM foam.

When it comes to bike maintenance, it is impossible to forget the brakes. A summer of riding means the brake pads will be wearing down, so a fresh set of Moose Racing XCR brake pads (p/n 1721-0086) will give riders stopping confidence. These low-wear sintered metal pads are made to last, even in harsh riding conditions and wet weather. An extra-thick layer of ceramic has been applied to the backside of the pads to protect them from heat.



Chains and sprockets are other parts that need to be replaced regularly to keep bikes working properly and safely. Moose Racing chains come in a variety of sizes and styles. The 520 RXP Pro-MX chain (p/n M574-0096) is a high-performance option designed for motocross competition, while the 520 FB O-Ring chain is Moose Racing's strongest, most durable chain. There are also options for general off-road riding as well as minibikes.



There are choices to be made when it comes to sprockets, too. In addition to steel front sprockets, Moose Racing has rear sprockets in steel, aluminum and the best-ofboth-worlds dual. The dual rear sprocket (p/n 1210-1463) is designed to weigh less than a steel sprocket and last longer than an aluminum sprocket. The inner ring is made from 7075-T6 aluminum, and the outer ring is constructed from heavy-duty steel. The inner rings are anodized, which means there are a variety of colors to choose from for an extra bit of style.



Sometimes, a summer refresh will mean some engine work, too. Moose Racing has a lot of standard engine components for off-road bikes, like piston kits (p/n 0910-2683). The pistons are made from a gravity-cast aluminum alloy with 18 percent silicone, which increases wear resistance and decreases thermal distortion. Coated skirts decrease wear, and the wrist pins are nitride-coated for longevity. Moose Racing also has items like crankshaft bearings and complete crank bearing and seal kits (p/n 0924-0227) available for a wide range of applications.



>> Talk to your Parts Europe rep about Moose Racing's summer bike maintenance items for off-road bikes. You can find everything in the Off-Road catalog.



Smart Design

Bringing a New Sport-Touring Tire to Market

ever a company to sit still, Dunlop began work on its RoadSmart IV tires just months after the launch of the RoadSmart III. Even though the RoadSmart III went on to win multiple tests at some of the biggest European motorcycle magazines, the team at Dunlop knew the importance of always pushing forward.

That team was comprised of a lot of people from several different countries. Four team members who played key roles in the development of the Dunlop RoadSmart IV include Product Manager Dmitri Talboom, Tire Designer Auguste Elichiry, Technical Project Leader Maxime Lamour and Material Development Leader Olivier Durand. In all, the core Dunlop RoadSmart IV team included 16 R&D specialists located across France, Luxembourg and Germany.

Dmitri and the marketing team studied consumer expectations and trends, while Auguste and Oliver spearheaded design, new materials and innovations. Maxime was the link between the two.

The feedback from the marketing team was turned into a feasibility study so the production team could determine how to best meet the wants and needs of sport-touring enthusiasts.

"As a team, we then turned this into an action plan with an aligned schedule, budget and resource allocation," says Maxime. "We split the development plan into four

The Dunlop RoadSmart IV is a step above the RoadSmart III in Dunlop's sport-touring range, making it a premium option. There are fitments for 97 percent of the models in the sport-touring segment.



areas - tread pattern, compound materials, the mould contour and the carcass design."

Auguste viewed the feasibility study as an exciting challenge. He says, "This feasibility study guides us on what to improve. RoadSmart III was winning tests with leading magazines across Europe. It was a very balanced tire, with great stability, handling and mileage, but we knew that RoadSmart IV could build on this with an increased emphasis on wet grip, without compromising dry performance."

When it came to finding the right compound materials, the RoadSmart IV team headed to the laboratory to look at the properties of various materials. As Auguste reports, "We created a new specific resin, and by including this in



RoadSmart IV, we were able to exceed the wet grip target set by the project team."

That wet-weather capability has become a true hallmark of the RoadSmart IV tires. The tires offer strong grip on wet surfaces, which translates to plenty of confidence for riders in any kind of weather.

Tires were not the only thing getting a big upgrade throughout the development of the RoadSmart IV. The manufacturing team upgraded its machine technology, with a focus on Dunlop's JointLess Band. This technology results in a tire with improved stability and steering, and the RoadSmart IV was the first sport-touring bike from Dunlop to include it.

It is worth noting that the RoadSmart IV is made in the same factory as Dunlop's race tires for Moto2, the FIM World Endurance Championship, and road racing. Jointless Tread was initially developed for racing, and by making the race and street tires in the same factory, technology breakthroughs made on the race track find their way into street tires that much faster.

After the initial development, it was time for testing to further refine the Dunlop RoadSmart IV. Dunlop's proving grounds in Mireval, near Montpellier, France, were used extensively, as was the IDIADA Spain test track, which provides feedback on lower-grip surfaces as well as high-speed riding.

While the real-world testing was underway, so was laboratory testing to ensure each Dunlop RoadSmart IV (p/n 0301-0926) was up to the company's high standards. Each tire size was required to pass stringent testing procedures to ensure it met Dunlop's internal requirements as well as each market's individual regulations.

The Dunlop RoadSmart IV is a step above the RoadSmart III in Dunlop's sport-touring range, making it a premium option. In all, Dunlop's total range of RoadSmart sport-touring



tires includes more than 40 sizes, fitting more than 700 motorcycle models. That means 97 percent of the sport-touring segment can run on a set of Dunlop RoadSmart IV tires, so Dunlop had to test on an extensive range of motorcycles.

Dimitri shows just how broad that range was, saying, "From lightweight bikes such as the KTM 390 Duke, through the sportiest machines such as the Kawasaki Z1000 and Yamaha MT-10 to larger tourers such as the Yamaha FJR1300 and BMW R1250RT, and Adventure models such as the BMW R1250 GS and KTM Super Adventure S, we tested RoadSmart IV on all of them. The sport-touring sector is incredibly varied, and Dunlop has created a tire with the versatility and talent to cover the whole sector. It's been a true team effort."

That team effort was worth it, as the Dunlop RoadSmart IV went on to a strong debut that included winning a Touring tire test conducted by the German motorcycle magazine MOTORRAD.

Talk to your Parts Europe dealer about the winning aspects of the Dunlop RoadSmart IV tire. You can find all sizes and applications in the Tire & Service catalog.





Commute in Style Well-Ventilated Urban Riding Jacket

superbly styled urban commuting jacket that incorporates CE certified protection, the Alpinestars Luc Air jacket features strategically positioned air intakes for excellent cooling performance.

The bomber style jacket is designed with an elongated rear profile that covers the lumbar area, offering coverage and comfort in a more upright riding position, and making it the ideal jacket for your customers' daily journeys to and from the office. Incorporating a modern material mix for maximum performance, the Luc v2 Air Jacket (p/n 2820-5883) has been anatomically engineered for an optimized ergonomic fit.

The Luc v2 Air is Tech-Air® ready and can accommodate the Tech-Air 5 Airbag System, for complete upper body protection. A perfect choice for those hot weather days, the Luc v2 Air Jacket has extensive perforations for optimized airflow and breathability.

The jacket is constructed from an advanced 600D poly-fabric for durability and abrasion resistance, with extensive, high abrasion-resistant mesh inserts strategically positioned for optimized cooling. The Luc v2 Air provides a pre-curved sleeve construction for reduced fatigue and enhanced riding comfort.

When it comes to protection, the Luc v2 Air has protective and comfortable Nucleon Flex Plus armor, highly flexible and adaptive, providing a thin profile for optimum rider comfort. The lightweight elbow and shoulder protectors offer the jacket a sleek fit, and provide great impact protection. In addition, the Luc v2 Air's chest and back compartments can accommodate the Nucleon chest protector and the regular back protector inserts (both available as optional upgrades).

Additional details include the ribbed bomber collar and stretch panels on the scapulae area with arm entry designed for enhanced rider comfort. External zippered pockets add to the urban style, offering safe and convenient storage.

The jacket has a hook and loop system closure on the waist and cuffs, with button forearm adjusters for an optimized fit. The Luc v2 Air Jacket sports reflective detailing on the back for enhanced visibility.

Commuters and urban riders looking for a stylish and protective urban commuting jacket that provides enhanced ventilation in hot weather will be ready to ride in comfort and in style with the Luc V2 Air Jacket. The black/black colorway will ensure that riders make a real style statement. The jacket is available in Sizes: S to 4XL.

>> Talk with your Parts Europe rep for more details and get more information in the Helmet & Apparel catalog.



robust protective features, making it a great jacket for commuters and city-centric riding.



ACCORDING TO EUROPEAN STATUTORY LAW THE CE MARK IS A CONFORMITY REQUIREMENT FOR THE MARKETING OF THIS PRODUCT. THE FOLLOWING STANDARDS APPLY TO THIS PRODUCT: CE CATEGORY II PPE REGULATION EN 17092 — A CLASS.

Head-to-Toe Protection

Innovative High-Tech Riding Gear

he Alpinestars' MX Collection offers riders innovative super-ventilated, hi-tech protection products when it comes to essential gear like helmets, boots, and knee protection.

The result of over five years of intensive development, the lightweight Supertech M10 helmet is advanced, protective and performance enhancing. Many top MXGP, AMA MX/SX, and Dakar riders have chosen the S-M10 helmet including Kevin Benavides, Ricky Brabec, Glenn Coldenhoff, Hunter Lawrence and Chase Sexton.

The S-M10's (p/n 0110-7510) distinctive multi-layer carbon construction shell design plays a key role in protecting riders by effectively dissipating energy from the skull, neck, and spinal column areas, while at the same time providing critical penetration protection.

Underneath the helmet's outer shell is a four density EPS liner, with specific densities strategically positioned in different zones, ensuring excellent energy absorption and a close, comfortable fit. The S-M10's patented A-Head Fitment System allows riders to adjust the height and angle at which the helmet sits on the head.

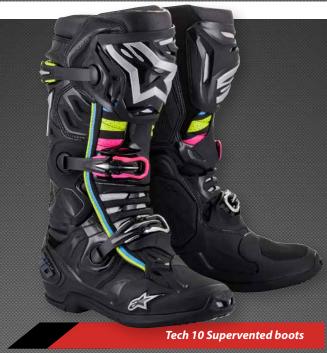
Additional protection features include the helmet's patented visor release system that ensures the visor detaches from the shell in the event of a significant impact. The collarbone area is well protected thanks to the chin bar's profile and energy absorption pad, allowing for deflection and significantly reducing forces transferred to the collarbone. It is also well ventilated.

Further increasing the S-M10's protection is the Multi-Directional Impact Protection System (MIPS) that allows for movement of the inner absorption layer to dampen and redirect the energy before causing significant acceleration stress to the brain, mitigating the possibility of concussions.

When it comes to ventilation, the Tech 10 Supervented boots (p/n 3410-2646) take riding comfort to a whole new level. The Tech 10 Supervented boots have been developed and tested alongside off-road and rally racers including Kevin Benavides, Ricky Brabec, Toby Price, and Pablo Quintanilla. The Supervented boots' construction streams cool air into the boot and throughout the bottom of the foot for maximum airflow and heat dissipation. The boot also has a highly ventilated inner ankle brace, and airflow in the underfoot 3D layer and the perforated footbed.

Designed for the demands of off-road riding, the ultralightweight Bionic-7 Knee Brace (p/n 2704-0469) features an innovative design. The structural hybrid frames are specially constructed to provide optimal structural support to help protect riders from hyperextension injuries. The double-wall knee-cup system offers strong impact force dispersion and absorption while ensuring maximum





coverage area in all riding positions. The customizable C-Frame strap system holds the Bionic-7 Knee Brace perfectly in position.

Sold as a set, the Bionic-7 is a versatile, fully CE certified knee brace that provides comfort, durability, and protection performance ideal for competitive racers and recreational riders alike.

Talk with your Parts Europe rep for more details and get more information in the Helmet & Apparel catalog.



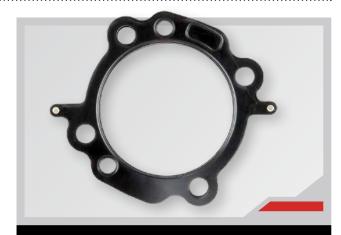
Great Gaskets

Streamlined Twin Cam Inventory

ometic's head gaskets for those late-model Harley-Davidson Twin Cooled engines - the liquid-cooled engines starting with the High Output 103 Twin Cams introduced in the 2014 Ultra Limited - work just as well on the earlier Air-Cooled engines.

With Cometic's offering, you have one gasket set, one part number, a streamlined inventory and the correct, quality Cometic gasket for almost all Twin Cam applications whether it's Twin Cooled or an Air-Cooled engine of all sizes. The Twin Cooled gaskets work on them all.

Stocking Cometic's Twin Cooled head gaskets simply makes sense. It streamlines inventory because one gasket number works on both Air Cooled and Twin Cooled engines. Parts Europe carries these multi-application gaskets in all the popular Twin Cam bore sizes, too.



Cometic's head gaskets for late-model Harley-Davidson Twin Cooled engines, not only fit those models, but can also be used on earlier Air-Cooled engines.



One Twin Cooled head gasket set (p/n 0934-3143) fits all 96-inch and 103-inch engines with a 3.875-inch bore, while another gasket set (p/n 0934-3146) fits 98-inch and 107-inch engines with a 3.937-inch bore. For all 113-inch engines with 4.060-inch bore, the Cometic Twin Cooled gasket set (p/n 0934-3150) will do the trick.

When the Twin Cooled engines came out in 2014, Cometic responded by developing quality head gaskets for them. As an added bonus, those head gaskets will work equally well on all the aforementioned earlier Air-Cooled models. All the bolt patterns and oil drain/dowel holes are identical between Air Cooled and Twin Cooled cylinder heads.

The only difference is that the deck surfaces are slightly larger on the Twin Cooled head gasket and there's an embossment to trap the cross-drill hole in the Twin Cooled head, a hole not present on the Air-Cooled heads. That's it, and none of that at all adversely effects the gasket's use, its quality and its effective sealing an earlier Air-Cooled application.

The same is true with Cometic's Twin Cam breather sets. The stamped style breathers were introduced on the Twin Cam in 2011 to replace the early two-piece cast versions. These late-application breathers (p/n 0934-6002) retrofit all Twin Cam engines beginning with the original 1999 88-inch engines, continuing right through to the last 2018 Twin Cam versions. The breather kits come complete with the umbrella valves and all required gaskets.

Your Parts Europe rep has more information on all of this and can help set up a streamlined Twin Cam head-gasket and breather inventory. Everything's available now and it's all in the FatBook.



Better Bicycle Brakes Quick Updates for Enhanced Performance

wo-wheeled excitement isn't all powered by internal combustion. A strong pair of legs, maybe augmented with a battery and electric motor, can raise the adrenaline level, too. And just as with motorcycles, the performance of an E-bike, mountain bike or city bike can benefit from an upgrade to its brakes.

Moto-Master, for years delivering high-level braking for motorcycles, has braking upgrades for bicycles and E-bikes, as well. There are performance brake pads, both sintered and organic, as well as those familiar Moto-Master Flame and Nitro performance brake discs. The company also offers adapter brackets to install bigger, better-performing brake discs. Moto-Master even has Centerlock Adapters, handy disc adapters for all bicycle hubs using Center Lock mounts. All of this is available at Parts Europe.

The easiest, most affordable upgrade is a switch from OE to performance brake pads. Moto-Master has six different compounds to choose from (p/n 1720-0799). Depending on the intended use there are sintered and organic compounds offered, each tailored to the riding demands. The pads are available for direct, drop-in replacement in almost all popular brake calipers.

Next up is the swap to a Moto-Master performance brake disc, either the budget-friendly Nitro or the maximum-control Flame. The lightweight Nitro Bike discs, made from premium stainless steel, are an ideal budget OE replacement. They're available in 140mm, 160mm, 180mm and 203mm diameters.

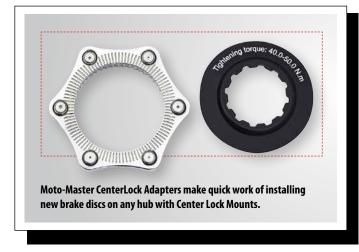
The Flame (p/n 1710-4280) disk is made with premium steel alloys and is offered in a variety of diameters. The rotor owes its superior performance, enhanced friction characteristics and long-life durability to its unique design. Flame shaped venting slots and a distinctive outer perimeter ensure equal contact surface between the brake pad and disc throughout the rotation of the disc. The result is smooth, strong, predictable braking action, optimal cooling, reduced weight, enhanced disc and pad cleaning and even reduced pad wear. A favorite in motorcycling, the Flame is equally effective on bicycles and E-bikes.

Rounding out all this, Moto-Master has an assortment of Caliper Adapters (p/n 1710-4275). Easily installed brackets, the Caliper Adapters make it possible to install larger-diameter brake discs to increase stopping power. And, finally, the handy Moto-Master CenterLock Adapters (p/n 1710-4278) make quick work of installing new brake discs on any hub with Center Lock Mounts.

>> Talk with your Parts Europe rep for details and learn more about Moto-Master in the Bicycle catalog.



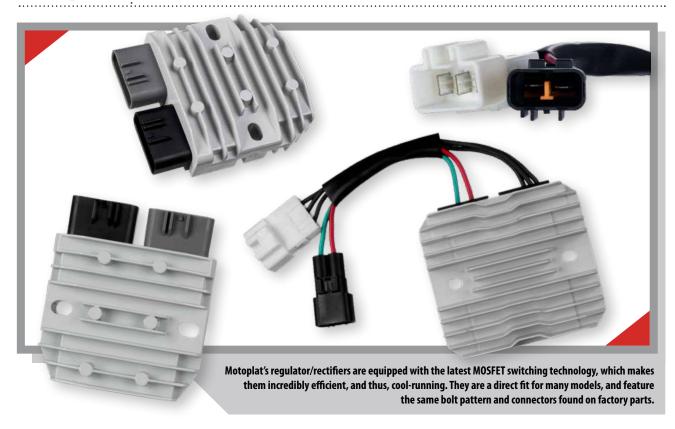






Electrical Expertise

High-Quality Replacement Parts



motorcycles are technological marvels, operating with a mechanical and electrical complexity that requires years of experience to master. Motoplat has that experience, having been founded in an era when electronic ignition systems were replacing contact points and engine redlines were soaring toward the sky.

Throughout the years, Motoplat has focused on manufacturing precise and durable electrical components, and its latest lineup of OEM-replacement regulator/rectifiers and CDIs are now available to your customers through Parts Europe.

The regulator/rectifier is a critical component that is responsible for converting the AC power that comes off the bike's stator into DC power to charge the battery and run the machine's electronics. The device also keeps the voltage steady, controlling voltage to ensure proper battery charging and system operation. If your customers are experiencing trouble with their charging system and battery health, the regulator/rectifier deserves inspection.

Motoplat's regulator/rectifiers (p/n 2112-1583) are equipped with the latest MOSFET switching technology, which makes them incredibly efficient, and thus, cool-running. Since heat is a common killer of regulator/ rectifiers, the effective energy handling of Motoplat's regulator/rectifiers means they are especially durable and capable of operating in challenging environments. Additionally, the device's circuitry is calibrated and tested

to ensure the output voltage is always at a safe threshold, thus preserving the motorcycle's many other delicate electrical parts.

Motoplat's regulator/rectifiers are a direct fit for many models, and feature the same bolt pattern and connectors found on factory parts. Swapping the component is as simple as bolting it up and plugging it in, making for a quick and easy replacement.

Deeper in the motorcycle's electrical system is the CDI, the "brain" that controls the machine's spark plugs and ignition. The ignition process is a delicate and decisive aspect for internal-combustion engines, and influences key functions such as ease of starting, fuel economy and acceleration.

Motoplat CDIs (p/n 2102-0434) have been cautiously designed as direct replacements based on the original timing curve at low and medium revs, but adding additional performance at higher revs. This is achieved with increased spark energy, which leads to more efficient combustion at high engine speeds. With a Motoplat CDI, your customers may experience smoother-running engines with easier cold starts and better high-speed performance. MotoPlat CDIs are also engineered to maintain all OEM security features (such as ignition override) to provide factory grade safety and peace of mind.

To learn more about what's available, talk to your Parts Europe rep and check out the Street catalog.



Solid Selection

Helmet Choices for Every Kind of Ride

hether a customer is on the road, on the trail or doing a little bit of both, Z1R has a helmet for the ride. Z1R helmets are a popular choice for their quality and thoughtful design, making them an easy choice for riders who want to keep their heads comfortable and well-guarded.

The Rise off-road helmet (p/n 0110-5126) is an ideal choice for hot summer days. The helmet offers maximum airflow thanks to dual forehead and chin air intakes plus rear exhaust vents. The mouth guard has an open-flow design paired with an aluminum mesh cover, which means plenty of air gets in, but debris stays out.

The injection-molded polycarbonate shell of the Rise helmet – which is available in a gloss white or flat black finish – has unique shaping on the back. While the shape is aerodynamic, it is also designed to assist with positioning goggles. Once goggles are in place, they will stay put thanks to the shape of the shell.

Inside the Rise, the moisture-wicking liner and cheek pads help things stay cool, even on the hottest days. They can be removed and washed to keep things fresh.

For street riders, Z1R offers the versatile Solaris modular helmet (p/n 0101-10027) in six different solid-color options. The Solaris features a scratch-resistant shield paired with a drop-down sun visor, making it easy to transition from day to night riding. On sunny days, getting a clear view when going through tunnels is as easy as raising the internal sun visor.

The Solaris offers plenty of airflow, even when the helmet is in its full-face configuration. A closeable chin vent as well as intake vents bring in fresh air, while the exhaust ports keep it all flowing through the helmet. As expected, the liner and cheek pads are moisture-wicking, removable and washable.

Dual sport and Adventure riders need a helmet that feels right at home on the street or off-road, just like their motorcycles. Z1R's answer to that is the Range Uptake dual sport helmet (p/n 0140-0004). The Range Uptake is black with subtle graphics available in three color choices, including high-viz, white and red.

The Range Dual Sport helmet can be worn with the included face shield or paired with goggles, and a drop-down internal sun visor makes it easy to ride in all lighting conditions.

Talk to your Parts Europe rep to learn more about all of the helmet options available from Z1R. You can find all styles, graphics and colors in the Helmet & Apparel catalog.



Rise off-road helmet



Z1R's Range Uptake dual sport helmet can be worn with the included face shield or paired with goggles, and features a drop-down internal sun visor.



The Solaris modular helmet from Z1R is a great option of street riders looking for a helmet that provides plenty of airflow, comfort and protection.



The Name Says It All Brake Pads for Street and Track

erformance brake pads don't need a fancy name. When it came time for the team at TRW to name its newest brake pads, the team went with one that tells riders exactly what kind of pads they are - Track Racing Quality, or TRQ.

The TRQ brake pads (p/n 1721-3176) combine road racing-level technology with road-approved durability. The high-performance, high-load capacity traits of the pads make them ideal for riders who want to get on track, while the low wear to the pads and the brake disk make them a great choice for the street, too.

TRW offers the TRQ brake pads for a wide range of performance motorcycles, so plenty of riders will be able to However, because the TRQ pads give riders such excellent braking control and wear, they are also a great option for riding on the street. A light break-in is all that is needed before these pads are up for either environment.

The sintering process makes the TRQ pads strong enough for the toughest braking situations, while the innovative NRS hook system keeps the pads secured to the back plate. The hooks are anchored in the sintered pad itself, meaning there are no adhesives or other fasteners to worry about.

TRQ brake pads are especially convenient for sportbike and Supermoto riders who take their bikes on both the street and the track. Now, a rider can use one bike for both



take advantage of these pads, which offer the best of both worlds.

Stock brake pads were made for the street. They perform adequately there, but in a racing or track-day environment, things like brake fade, longer braking distances and other issues can become evident. On the other hand, TRW designed the TRQ sintered pads for track use. A high, stable coefficient of friction and direct response make them great for competitive environments. Riders get strong, predictable braking, lap after lap.

transportation and a track day without the need to change the brake pads. For riders who do not have a vehicle for transporting their bike to the track, it means they can ride to the track, enjoy a day of lapping, then ride back home, all without having to touch their braking setup.

With the TRQ brake pads, TRW has made it easier than ever for performance bikes to be both a reliable daily commuter as well as a podium contender.

Talk to your Parts Europe rep to learn more about the TRW TRQ brake pads. Find all applications in the Street catalog.



Exhausting All Options

Performance Pipes for the 2022 Honda CRF2



ro Circuit is a name that is synonymous with true motocross racing heritage, hand-crafted performance and championship-level quality. Over the decades, Pro Circuit has gained irreplaceable experience working with race teams and athletes around the globe developing fine-tuned racing equipment for just about any two-wheeled, off-road race machine.

Making its name with their pipes and exhaust systems, Pro Circuit's legendary performance is now available for the 2022 Honda CRF250R platform. The Pro Circuit exhaust lineup has grown from a small selection of 2-stroke pipes to today's expansive offering of 2-stroke and 4-stroke systems and components, each developed and built specifically to deliver optimal performance for each model and use.

The latest in 4-stroke exhaust technology from Pro Circuit are the company's T-6 and Ti-6 systems, fueling performance and fun for everyone from weekend trail riders to racers on the professional circuit. The Ti-6 Titanium Exhaust System (p/n 1820-2006) is Pro Circuit's staple in motocross and off-road performance, combining the weight saving advantages of titanium and carbon fiber construction with usage versatility across different racing styles. The Ti-6 system is an ideal exhaust setup for amateur events from closed-course to off-road, equipped with a removable spark arrestor.

A unique system designed for European racing, the T-6 Euro system (p/n 1820-2005) meets the FIM 2-meter max sound test and features a stainless-steel head pipe and mid-pipe with a titanium and carbon fiber muffler. For

racers who want the full titanium treatment, the Ti-6 Pro Titanium Exhaust System (p/n 1820-2007) shares the same weight and performance characteristics as the standard Ti-6, but is designed to meet the sound requirements of FIM and AMA sanctioning bodies.

For your more casual riding and racing customers who want the legendary performance for their 2022 CRF250R, but value durability over weight savings, there's the T-6 Stainless Steel Exhaust System (p/n 1820-2004). This utilizes the same, proven design as the Ti-6, but features a stainless head pipe and combined stainless steel and aluminum construction in the muffler to achieve superior durability, while coming in at a good price point.

Many of your customers today are likely looking to minimize spending while still maximizing fun, and Pro Circuit's T-6 Stainless Steel Slip-On Silencer (p/n 1821-2054) does just that. A relatively inexpensive, easy-to-install, durable performance solution for the '22 CRF250R and more, the T-6 Slip-On can help riders improve long-term performance and riding versatility with a removable spark arrestor and combined stainless steel and aluminum construction.

All Pro Circuit exhaust components are manufactured in-house at the company's U.S. manufacturing facility in California. They are made with the same dedication to performance that Mitch Payton has maintained since he started in a small shop over 40 years ago.

>> For a complete list and availability of Pro Circuit products available for Hondas and other makes and models, talk with your Parts Europe rep and check them out in the Off-Road catalog.



Stay Connected Wiring Harnesses for Sportsters



When customers are looking to restore, customize or simply upgrade their Harley-Davidson Sportsters, let them know about NAMZ's broad range of wiring solutions for XL models both new and old.

he quick and nimble legacy of the Harley-Davidson Sportster stretches back over 60 years into V-Twin history. Consistently differing itself from its Big Twin cousins, Sportsters have served as custom builds since the 1960s with their dynamic and fun appeal. Sportster culture remains strong, standing as a platform for many types of customs, from bobbers to trackers to choppers and everything in between.

Founded with passion for custom motorcycling, NAMZ is no stranger to the Sportster legacy and its customization possibilities, which is why the company is dedicated to making garage and shop work easier with its range of wiring solutions.

A common modification for Sportster riders is installing taller risers. However, if your customers are simply installing risers while retaining the OEM speedometer and indicator lights, they'll quickly run out of reach for their connectors. NAMZ offers a line of Speedometer and Instrument Extension Harnesses for 2014-and-up standard Sportsters (p/n 2120-1063) that include everything needed to simply extend OEM connections to the length needed. To make sure your customers' preferences are covered, these are available in both 15-inch and 36-inch options.

Taking another step up in simplicity and living true to the term "Plug-n-Play," NAMZ takes the guess work out of adapting risers with its Plug-N-Play Speedometer and

Instrument Extension Harness (p/n 2120-1161). This harness is supplied pre-equipped and wired with plug fittings so your customers can easily plug into their existing harness. A variety of machines are covered with this 36-inch harness, including late model Road Kings, Sportsters, Dynas and Softails.

For projects taking it beyond just moving OEM components, NAMZ Power Port Y-Adapter (p/n 2120-0810) easily and reliably provides two 12-volt connections at the same time, a simple solution for adding desired accessories.

What if customers are taking it back a couple more generations with their Sportster builds? The 1999 – 2003 generation XLs are no doubt a worthy platform for a restoration or custom build, but trying to re-work OEM wiring can be complicated. Thankfully, NAMZ did the tedious work for your customers with its Sportster Complete Bike Harness (p/n 2120-1018).

This complete harness features OEM wire color matching with all OEM connectors pre-installed and is readily equipped for common fuses and a starter relay, plus a 30-amp circuit breaker for the charging system. All-in-all, this harness has complete plug-and-play functionality to mimic the OE Harley harness.

>> For complete details on NAMZ's range of wiring solutions, talk with your Parts Europe rep and check them out in the FatBook and the OldBook.



Sunshine and Storms

Roofs and Windshields for Comfortable Riding

ummer and fall riding can mean a lot of unpredictable weather, from hot days and late-afternoon thunderstorms to chilly mornings. That means UTV riders benefit from having ways to keep themselves comfortable, no matter what the weather brings. That is why Moose Utility Division offers a variety of windshields and roof options for UTVs.

When it comes to UTV windshields, Moose Utility Division offers full and half designs, as well as one that combines the best of both worlds - a full folding deluxe windshield (p/n 2317-0464).

When the weather is nice, the full folding deluxe windshield can be folded down to act as a half windshield, allowing plenty of airflow. When those summer rainstorms crop up, the windshield can be unfolded to give full protection from the elements. To make the windshield even more weatherproof, the hinged section that allows the top part of the windshield to fold is designed so that when everything is closed up, there is no gap that might let water in.

Moose Utility Division also has full windscreens (p/n 2317-0416) and half windscreens (p/n 2317-0380) available for a wide range of applications. Both styles are made from a 4.5mm-thick clear polycarbonate, making it a durable windshield that provides a clear view of the terrain ahead. Rubber trim at the bottom of the windshield is designed to keep water, debris, mud and other elements out of the vehicle.

Both the full and the half windshields mount easily to the UTV's roll bar using stainless-steel clamps that are coated with rubber to prevent any damage to the paint.

Of course, a roof is great for both keeping out of the sun and staying dry, making it a versatile addition to any UTV. Moose Utility Division has a wide selection of hard tops for UTVs, including both one-piece and two-piece designs.

Moose Utility Division roofs (p/n 0521-1106) are made from a durable polyethylene that has been treated with



Moose Utility Division's full folding deluxe windshield is a great upgrade for your customers' UTVs. When the weather is nice, the full folding deluxe windshield can be folded down to act as a half windshield, allowing plenty of airflow.



Moose Utility Division's full windscreens are made from a 4.5mm-thick clear polycarbonate. Rubber trim at the bottom of the windshield is designed to keep water, debris, mud and other elements out of the vehicle.

> UV stabilizers to withstand harsh sunlight. At the same time, the material is extremely durable in cold weather, too, making the roofs year-round options.

> Each roof does more than simply provide cover for riders and gear. The designs include molded-in cargo trays for extra storage as well as molded drains for efficient water runoff. Each roof arrives with the necessary mounting hardware.

Talk to your Parts Europe rep to learn more about ways to keep UTV riders comfortable with Moose Utility Division roofs and windshields. Find all options in the ATV & UTV catalog.



Get a Grip

Adjustable, Versatile Pliers

rom 'do-it-yourselfers' in the garage to professional technicians in race shops, anyone who's busted a knuckle or stripped a bolt knows that a job will likely only go as well as the tools being used. KNIPEX is a name in the tool industry synonymous with high-quality and functional designs stemming from an impressive resume of experience dating back over a century.

KNIPEX's offering of German-made, handheld tools consists of a wide variety of cutters, pliers and other tools serving many different industries around the world. One of their most recent innovations, however, could serve as a toolbox staple for many technical tasks throughout the powersports industry.

TwinGrip slip joint pliers from KNIPEX (p/n 3850-0570) were designed to maximize flexibility in tackling the job

at hand with the ability to obtain a strong and secure grip not just from the side like traditional designs, but from the front as well. This unique feature is evident in the toothed gripping surfaces along the front of the plier's gripping jaws, a trait that visually stands out from commonplace pliers.

What does this mean for the technician? A quick and effective approach at extracting things like stripped screws and broken bolts as well as an option for tightly spaced areas, allowing users to grip the part head-on.

This capability is complemented by an overall slim design with a narrow turning zone, from the head down to the handles, essential to functional efficiency when being used in confined workspaces.

A vast range of possible use applications are covered by KNIPEX TwinGrip with the easy push button adjustment. This adjustment style offers five-step gripping capacity adjustment then locks securely where desired, helping eliminate accidental loss of adjustment. This adjustment allows for front and side gripping capacity ranging from 4mm – 22mm.

Anyone who has used KNIPEX pliers to grip something they just couldn't get with traditional equipment knows that 'slipping' isn't in the company's vocabulary. This is thanks to KNIPEX's proprietary optimized jaw geometry that utilizes a two-zone gripping design with opposing alignment of teeth to achieve maximum grip.

A quality tool doesn't just get the job done, it does so consistently and reliably. TwinGrip pliers are forged from high-grade, chrome vanadium electric steel and are oil hardened for an incredibly strong structure. Plus, the teeth go through an additional induction hardening process to maintain impressive durability where it matters most.

For complete details, contact your Parts Europe rep, and check them out in the Tires, Tools & Chemicals catalog.



The KNIPEX TwinGrip offers easy push button adjustment, which provides a five-step gripping capacity that locks securely where desired, helping eliminate accidental loss of adjustment.





Behind the Lens

Evolution of Visionary Off-Road Goggles

hile it may not be recognized as such until it's acknowledged by the many, something visionary is just that from day one, building a legacy through passion, wisdom and drive. Today, there are several names associated with visionaries of off-road motorcycling, and FMF and 100% are undoubtedly on that list.

From welding 2-stroke pipes and griding on cylinders to embracing motocross in some of its earliest days, FMF and 100% have more than eight decades combined history fueling the fire of offroad riders and racers everywhere. Last year, these two off-road icons launched a unique, stand-alone partnership to create FMF Vision, offering a collection of passion-inspired, race-proven goggles including several variations and style of Power-Bomb and PowerCore platforms.

Fast-forward to the current season and the moto spectacle offerings under FMF Vision's flagship platforms have expanded and evolved. The new Rocket Lime style (p/n 2601-3179) of the PowerBomb goggle is a visual representation of high-speed sight. A lime green, Ultra-wide strap is complemented by a lime green removable nose guard, all connected to a black frame boasting an anti-fog, mirrored lens and triple-layer face foam.

Don't worry, if lime green isn't your customers' style, the FMF Vision selection is everything but minimal, with other new styles including a special Zach Osborne edition (p/n 2601-3136), a Talladega edition (p/n 2601-3180) paying homage to speedway race thrill, and the Rocket series (p/n 2601-2974) with four different color combinations sure to put a feel-good grin on any riders' face.

Of course, the PowerBomb platform is still offered in a versatile range of riding specific designs outside the standard motocross design. They include sand, over the goggle, enduro and a film system design for those high moisture conditions.

Going a bit easier on the wallet without sacrificing quality, the PowerCore line revealed eye-catching new styles for 2022 as well. Core Cyan (p/n 2601-3181) and Core White (p/n 2601-3182) deliver a clean and powerful look while Flame (p/n 2601-3009) and Assault Camo (p/n 2601-3011) variations cater to the more boldly expressive riders.

The reputable crew behind FMF Vision prioritized user friendliness along with style, protection and functionality, as all adult goggles from the line share interchangeable lens and tear-off designs.







The youth riders of the sport were not forgotten, as specially designed youth versions of PowerBomb and PowerCore goggles are available to help fuel the passionate spark of our next generation of riders.

For the complete details of the 2022 FMF Vision collection, talk with your Parts Europe rep for details and check them out in the Helmet & Apparel catalog.



Commitment to Excellence

High-Ouality Bicycle Components

hen considering bicycling's pandemicinfluenced boom in popularity around the world, it's interesting to note the industry's rich and varied history. Within that heritage is the crossover connection between motorcycling and the pedal-powered world. Such is the case for Dave Weagle, a motocross rider turned engineer who went on to found the widely recognized bicycle components brand known today as e*thirteen.

Some may recognize Weagle's initials in his game changing suspension innovation, the DW-Link design, but around that same time, imminent strides in chain retention standards were beginning. Adapting new chain guide technology to the downhill bicycle scene is where e*thirteen's unwavering commitment to the rider was born, all driven by a genuine passion for seeing bikes put smiles on riders' faces.

Skip forward some 20 years to today and e*thirteen has grown and evolved into a global operation offering a decorated lineup of innovative components, all while remaining true to their core values of integrity and humanity in the sport of bicycling.

As fellow enthusiasts are the number one priority for e*thirteen, they have worked closely with countless riders and teams over the years, from amateur to professional to not only help refine their products and develop new ones, but most importantly to engage in mutual support of the bicycle community and share their passion with as many people as possible.

e*thirteen's tenure in developing and manufacturing high-quality components consists of many years' experience working directly with OE manufacturers. However, the iconic brand has a keen focus on fearlessly engineered rider solutions for the aftermarket now and is making those parts available through Parts Europe to your customers for upgrading and modifying their bikes.

The e*thirteen lineup in the Parts Europe catalog covers both regular and E-bike riders with components such as chain guides, chain rings, cranks, handlebars, cassettes, stems, and more. Looking at a couple items specifically, e*thirteen's Quick Fill Plasma Valves (p/n 0360-0068) connect directly with the tire sealant bottle tube for direct injection for an effective and virtually mess-free tire mounting. Riders can also add more sealant as necessary without having to break the bead. These valves feature a two-piece design made from CNC-machined aluminum for an easy to maintain and durable option.

Additionally, e*thirteen keeps riders comfortably connected with their Plus 35 Stems available in 40mm (p/n 0602-1361) and 50mm (p/n 0602-1362) lengths. Made from ultra-strong 7050-T7 alloy with a black anodized



e*thirteen's Quick Fill Plasma Valves connect directly with the tire sealant bottle tube for direct injection for an effective and virtually mess-free tire mounting.



finish, Plus 35 Stems provide dependable and confident clamping, no matter the rider.

For your customers looking to upgrade their dropper post, the Vario Infinite Dropper Post (p/n 4950-0043) from e*thirteen is offered in two different travel ranges across two post diameters. With durable construction using forged and CNC-machined 7050-T7 aluminum and low-friction materials, the Vario Infinite Dropper will perform for miles to come, all backed by e*thirteen's lifetime cartridge warranty.

>> For the complete list of e*thirteen offerings and more application details, talk with your Parts Europe rep and check e*thirteen out in the Bicycle catalog.



Classic Springers Retro Parts for Late-Model Harleys





Classic Bike's stylish springer forks are faithful replicas of older Harley-Davidson front ends, but featured modern metallurgy. They are manufactured using both modern CNC machinery as well as conventional machines similar to those used decades ago by The Motor Company.

springer-style front end is a Harley-Davidson classic, a must for an authentic restoration. Since the early 1990s the aptly named Classic Bike company has supplied that restoration market with faithful replicas of those sought-after front ends.

Classic Bike's springer forks, more than 50 different models along with the installation hardware and spare parts to go with them, have direct-fit applications for all Harley-Davidson motorcycles produced between 1936 and 1948. Produced in Poland, all these front ends and associated bits are manufactured with the original techniques and technologies used at the Harley-Davidson factories back in the day.

However, employing modern metallurgy, these faithful replicas of the front ends seen on Flathead, Knucklehead and Panhead Harleys are all actually far better than new.

Classic Bike didn't stop at just restoration front ends that are authentic looking assemblies popular in the vintage-bike market. There are also period-look, authentically constructed Premium Version springer front ends (p/n 0401-0091) available for late-model Harley-Davidsons. The range also includes all the associated installation hardware for them - triple-trees, axles and brake-caliper adapting brackets. Applications for all this cover Dynas and Softails from 1985 and newer, and Parts Europe has them.

The Classic Bike late model and custom application Premium Version springer front ends are made with quality, certified metals, and manufactured using both modern CNC machinery as well as conventional machines similar to those used decades ago by The Motor Company. Everything is forged, not cast, and all the connections are brass soldered, not electrically welded. The profiles of the fork legs, brake shackle brackets and fender brackets are all vintage correct with forged factory ID numbers included and Classic Bike's own logo and identifying serial numbers are discretely etched into each product.

The forks are offered with the choice of ¾-inch or 1-inch axle diameters (new Classic Bike axles are available separately), and the assemblies are available with an all-black finish, fully chromed or black with chrome springs.

Also available here are special-design upper triple-tree clamps for the Premium Version late-model springer front ends that allow for the use of most any contemporary handlebar. Classic Bike also has brake-caliper brackets for these front ends that are designed to accept OEM Harley-Davidson Twin Cam or Milwaukee-Eight calipers, and work with standard 11½-inch brake rotors.

>> Talk with your Parts Europe rep for details and check out the FatBook and OldBook.



Made To Last

Durable Enduro and Off-Road Tires

ome of the hottest products in the motorcycle industry have come from people who wanted something that simply didn't exist, so they went out and made it themselves. That is exactly how MotoZ tires came into being. Fifteen years later, MotoZ has evolved into a competitive tire company with distribution in 34 different countries.

MotoZ is based in Australia, where off-road riding conditions are tougher than in many other places in the world. Add a multiday ride to the mix, and riders found themselves with many a worn-down or punctured tire.

A group of riders knew they needed a durable tire that could last more than a day and a half into a four-day enduro trip, so they decided to make their own enduro tire.

That first MotoZ tire was a heavy-duty version that could resist punctures and rim damage. Just as important was its longevity – the design retained consistent traction during multi-day rides.

In those early days, one of MotoZ's biggest challenges was its tires on customers' bikes. Opportunities to buy the brand's enduro tires weren't growing nearly as quickly as their reputation. The MotoZ inbox was full of emails from riders throughout the world who wanted the tires but couldn't find a place to buy them

But, like the tires that were made to tackle any terrain and just keep going, MotoZ did the same. The hard work, patience and perseverance have paid off, and MotoZ is now a popular name in enduro and Adventure tires.

Product development is an ongoing process at MotoZ in order to continue offering innovative tires like the Tractionator GPS tire (p/n 0316-0540). The rear tire is reversible to be either a 50/50 tire or mostly off-road, so the rider can pick the direction based on their preference.

The Tractionator DualVenture (p/n 0316-0548) is a reversible front tire, which offers both improved mileage as well as increased performance.

Tires like the MotoZ Tractionator Adventure (p/n 0316-0527) get Adventure riders through the toughest terrain. Riders who want more off-road traction in even the most severe weather can step things up a notch with the Tractionator Rallz (p/n 0316-0538).

On the lighter side of things, the Terrapactor S/T tires (p/n 0312-0480) are designed for motocross competition. The unique block design gives riders outstanding traction so they get the advantage out of the gate and in the corners.

In between the Adventure and MX tires is the Tractionator Enduro I/T (p/n 0316-0534). Designed with the durability and longevity of an Adventure tire plus the grip of a motocross tire, the Enduro I/T hearkens back to the tire that started MotoZ in the first place.

>> Talk to your Parts Europe rep to learn more about MotoZ tires and find them in the Tire & Service catalog.





Past and Future Success

Celebrating 70 Years of Braking

alfer is celebrating its 70-year anniversary in 2022. By continuing to offer innovative braking products and developing its technologies in competitive environments, Galfer is "Riding to the Future."

The Galfer company was born in November 1952, when founder Maffio Milesi began manufacturing flexible brake linings at a facility in Barcelona. Milesi had invented the linings years before in Italy, and after starting in automotive applications, Milesi expanded his braking expertise to motorcycles and bicycles.

After 70 years of massive growth, which now includes distribution in more than 50 countries, the Milesi family is still guiding Galfer into the future; Maffio's son, Umberto Milesi, is Galfer's general manager today.

Galfer has had a competitive spirit since its inception. Throughout its 70-year history, Galfer has won 95 world titles. By working with riders and teams in all forms of motorcycling and cycling competition, Galfer has been able to test its products and technologies in the toughest conditions possible. The breakthroughs achieved in competition result in better products for all Galfer customers.

In 2022, Galfer has continued that tradition by sponsoring top teams in international bike competition. In Olympic cross-country (XCO), sponsored teams include Santa Cruz-FSA Team led by French rider Maxime Marotte. MMR Factory Team, KTM Factory Team and KMC-Orbea are also representing Galfer in XCO.

Marathon cross-country (XCM) teams include two that are new to the Galfer family: Scott Cala Bandida Team and Soudal-Lee Coughan. They join Buff-Megamo Team in Galfer's lineup of XCM riders.

Galfer has expanded its roster of sponsored Enduro and Downhill riders this season, too. Neko Mulally, Orbea Enduro Team's Martin Maes and BH Enduro Team's Florian Nicolai have all joined the Galfer family alongside Bienvenido Aguado, Alex Martin and Lukas Knopf.

These sponsored riders rely on products like Galfer WAVE rotors. Among the options available for bicycles are the 203mm WAVE rotor with a 2mm thickness (p/n 1710-4150) and a thinner 180mm WAVE rotor (p/n 1710-4187) ideal for MTB riding.

The two rotor designs share a number of qualities, with the most obvious being the WAVE pattern, which keeps braking systems cooler by allowing air to pass over



every point of the brake pad surface. Each high-carbon stainless steel rotor is laser-cut and double-disc parallel ground, which results in extremely accurate rotors and perfect parallel flatness. The result of all these features is outstanding performance even under aggressive braking situations. An anti-corrosion treatment keeps the noncontact surfaces in pristine condition.

Galfer's brake pads for bikes and E-bikes pair perfectly with the brand's bicycle rotors. Pads like the G1652 (p/n 1720-0772) are built to deftly handle even the added mass and speed of an E-bike. The G1652 brake pads offer durability, excellent modulation and outstanding heat management. Riders get a more performance-oriented pad than stock without giving up longevity.

Talk to your Parts Europe rep to learn more about Galfer bicycle products and find all options in the Bicycle catalog.



Terrific Tuning

Feature-Rich Fuel System Management



arley-Davidson dealers and customers experienced with Vance & Hines' compact and intuitive FuelPak FP3 tuner are familiar with its AutoTune feature.

AutoTune is essentially a plug-and-play capability that, when flashed with the motorcycle's electronics, seamlessly synchronizes and coordinates various aftermarket components that typically include an air cleaner and exhaust system (often referred to as a Stage 1 modification) with the engine itself. AutoTune does this while the bike is ridden at legal speeds on any public road. Once the AutoTune feature has deciphered the data gathered from the bike's O2 sensors, the reward is a smooth-running, performance-enhanced engine.

That's a great feature, but the FuelPak 3 FP3 (p/n 1020-2203 and p/n 1020-2538) offers much more in terms of tuning capabilities. Foremost, an FP3 backs up the motorcycle's OEM calibration and charts its VIN number when accessed by Android or iOS hand-held devices to access further performance gains. After Bluetooth pairing with appropriate Apps, the FP3 literally transforms the way the bike performs.

The transformation begins when the FuelPak FP3 pairs the bike's VIN to an Android or iPhone system, giving access to Vance & Hines' extensive library containing thousands of dyno-tuned maps. These maps offer specific data for virtually any combination of exhaust and air cleaner component, and more, for all Harley models. Additional Stage 2-5 maps are available, too, and are easy to install on any motorcycle linked with a FuelPak FP3.

A main menu serves as a gateway, with sub-menus revealing specific features for tuning, looking up new

maps, performing AutoTune sessions, looking at Live Sensor Data or contacting Vance & Hines customer support when necessary. The sub-menus give access to download dyno-tuned maps from the server to flash into the bike's system through the Map Lookup Menu.

Tuning options abound, including raising the engine's rev limit, changing idle speed, disabling speed limiters (Milwaukee-Eight models only) and more. Throttle-bywire bikes can address throttle sensitivity, and annoying deceleration exhaust pop can be eliminated, too.

Speed tuners will appreciate the FuelPak FP3's ability to direct them to proper high-performance camshafts that are compatible with each particular model Harley, too. That is, M8 cams will be singled out for M8 engines, camshafts for Twin Cam models will be noted, as well as identifying only Sportster cams for XL models.

View Sensor Data keeps track of sensor readings such as engine temperatures, rpm, O2 sensors and battery voltage, plus revealing specific calculations for horsepower and torque. Tuners can also custom-build Volumetric Efficiency Tables for their engines, doing so while the bike is running.

No doubt, the Vance & Hines FuelPak FP3 is a versatile and thoroughly intuitive tuning tool for Harley motorcycles. It's one that brings a wealth of engine data directly to the shop technician or bike owner to access valuable data that Vance & Hines service technicians have gathered over the years.

Talk with your Parts Europe rep for details and learn more in the FatBook.



Confident Control

Handlebars Tough Enough for Top Riders

onfidence is something that can be difficult to measure, but WRP has done it by adding up the number of professional racers who trust the brand's handlebars. Ten of the 60 riders competing in the 2022 MXGP season have full confidence in WRP handlebars, making WRP a popular provider in the series.

This season, WRP Grand Prix Series Taper-X and Pro-Bar handlebars are being used by Factory Beta SDM Corse and JWR Honda in MXGP. SM Action GasGas and KMP Honda use WRP handlebars in both MXGP and MX2, and Bedini KTM competes with them in MX2.

Among the standout riders on those teams are Beta's Jeremy Van Horebeek and GasGas rider Alberto Forato in MXGP, as well as GasGas's rising star Andrea Adamo in MX2.

WRP has designed its Taper-X handlebars (p/n 0601-1587) and Pro-Bar oversized handlebars (p/n 0601-1599) to meet or even exceed the strength and quality of OEM bars. WRP's fleet of sponsored riders prove this race after race, as they put their bikes and their handlebars through extreme situations on a regular basis.

The lightweight aluminum bars offer a more comfortable stance on the bike, and the tapered design as well



WRP handlebars like the Taper-X are built to meet or even exceed the strength and quality of OEM bars.

as a crossbar ensure better strength while still allowing enough flexibility to reduce breakage.

WRP manufactures its handlebars in Italy. As a European brand, WRP is already popular in Europe, though select US teams will be getting a taste of WRP confidence in the near future.

Talk to your Parts Europe rep to learn more about WRP handlebars and find both styles in the Off-Road catalog.





New Branding, Same Quality A Rebuild Kit Gets a New Name

he name on the box might be different, but inside, customers can still expect the exact same quality and convenience. Vertex Pistons is pleased to announce that the Vertex Engine Rebuild Kit is the new name of what was formerly known as the Wrench Rabbit.

Each Vertex Engine Rebuild Kit (p/n 0903-0954) contains nearly everything necessary for a complete, professional engine rebuild on an off-road motorcycle. Dealers save time by using one part number instead of having to look up each part separately. And, to make it even easier, the part number has not changed. There might be two versions of the box for a while – both the old and the new - but inside is the same complete engine rebuild kit that provides a one-step solution.

Inside the kit are products from three trusted brands: Hot Rods, Hot Cams and Vertex. The kit arrives with everything needed to do a complete engine rebuild, including Hot Rods crankshafts, main bearings, water pump rebuild kits and transmission bearings along with Hot Cams cam chains and Vertex pistons and gaskets.

In addition to regular applications, there are also oversize kits available for some models.



Formerly known as Wrench Rabbit, the Vertex Engine Rebuild Kits still feature everything needed for a complete engine rebuild.

While the Vertex Engine Rebuild Kit is extremely convenient since just one part number is needed for a full engine overhaul, it is also a great way to get high-quality aftermarket components at one affordable price point.

>> Talk to your Parts Europe rep to learn more about the new name and the same great product that is the Vertex Engine Rebuild Kit. You can find the many applications in the Off-Road catalog.

GP Racer's Choice the piston developed with the factory riders



MX2 Jago Geerts



MXGP Tim Gajser



WMX Nancy Van de Ven



The Multiple World Champion Pistons



















No Mess, No Guess Pro Fork-Oil Level Tool

etting the correct level of fork oil in conventional and open-chamber cartridge forks is a critical part of any service session. Too low a level will result in a soft, mushy suspension; too much oil can increase resistance to dangerous levels, even hydraulically locking a fork and blowing out seals. Motion Pro's easy-to-use and affordably priced Pro Fork-Oil Level Tool (p/n 3805-0221) allows professional service techs and 'do it yourself' enthusiasts alike to get that critical oil level exactly right every time with no fuss and no mess.

Fork oil levels are often set with the fork springs out and the forks upright and fully compressed. Referring to the vehicle's service manual, the Pro Fork-Oil Level Tool's sliding adjustment ring can be set to the specified oil level on the metal portion of the tool's suction tube (graduations range from 0 to 300mm, in 5mm increments). With the ring resting on the top of the fork leg and the metal suction probe submerged into a slightly overfilled fork leg, the tool's syringe suction head allows oil to be withdrawn



Motion Pro's Pro Fork-Oil Level Tool allows service techs and 'do it yourself' enthusiasts alike to get that critical oil level exactly right every time with no fuss and no mess.

precisely to that correct, specified level. Neat, clean and as easy as that.

Redesigned and updated, the Pro Fork-Oil Level Tool's new billet aluminum plunger knob with a black-anodized finish features two fluorocarbon elastomer X-Ring seals. They provide superior sealing and chemical resistance, and replacement seals are available. The new plungerhead design allows easy disassembly, cleaning and replacement of those seals.

>> Talk with you Parts Europe rep for details and check out the Tires, Tools & Chemicals catalog.





Clutch Control

Fighting Clutch Hand Fatigue

ours of riding, especially if there is a lot of traffic, can result in tired, aching fingers from constantly pulling in the clutch lever. By simply installing a Müller Motorcycle Power Clutch or Hydro Clutch, riders can make tired fingers a thing of the past.

The Power Clutch and Hydro Clutch reduce the force necessary to engage the clutch lever. Even large-displacement Harleys are easy to shift with one of these hidden clutch boosters.

The statistics for the Power Clutch show how much of a difference one of these small devices makes. Müller Motorcycle says the Power Clutch reduces the effort required to engage the clutch lever by more than 40 percent. In 2018 and newer Harley-Davidson models, the team at Müller has seen up to a 45 percent reduction.

The Power Clutch (p/n 1130-0004) is designed for Evo, Twin Cam and M8 models with a mechanical clutch, and it is compatible with every model from 1987-2022, with the exception of Revolution Max engines.



The Hydro Clutch (p/n 1130-0416) provides the same finger-saving service for Twin Cam and M8 models with hydraulic clutches. Müller Motorcycle reports that Twin Cam models get a 35 percent reduction in the force required to engage the clutch lever, while the M8 models have a 45 percent reduction.

The Power Clutch and Hydro Clutch replace the OEM clutch, and once installed, they are completely hidden. No drilling or spacers are required.

Talk to your Parts Europe rep to learn more about the Müller Motorcycle Power Clutch and Hydro Clutch. You can also find them in the FatBook and OldBook.



We offer also lowering kits for Evo® & Twin-Cam®. All infos about our lowering kits and other products on our website:

www.m-motorcycle.com



Long Life, Less Hassle

Maintenance-Free Drive Chains

otorcycle enthusiasts who equip their bikes with Regina Chain's new High-Performance Endurance (HPE) roller/link chains might be seeing the end of greasy, messy motorcycle drive chains.

Regina's new HPE chain is actually an upgrade of the company's successful and popular Z-Ring chain. What's the major difference? The new HPE product doesn't require periodic lubrication that's associated with all other roller/link chains. The difference is found in a coating known as Tetrahedral Amorphous Carbon (ta-C) (among

the most advanced Diamond Like Carbon coatings, a special class of coatings that are exceptionally durable and slick) that's applied to the surface of the HPE chain's bushings and rollers.

Here's how it works: The ta-C coating reduces energy dissipation, while increasing efficiency in secondary trans-



Thanks to a new class of specialized coatings, Regina Chain's new HPE roller chains are designed to be maintenance-free and don't require regular lubrication.

mission by combining the treated surface's high degree of hardness with its low coefficient of friction. The end result means the motorcycle owner no longer has to apply chain lubricant to the chain's rollers. Moreover, Regina engineers in Italy report HPE chain life equal to or surpassing that of a conventional re-lubricated Z-Ring chain.

Currently the HPE chain is only available in 525 sizing, the most popular dimension for mid- and large-displacement motorcycles. A total

of 10 pre-measured chain lengths are currently available, ranging from 104 to 128 links, depending on the specified motorcycle application.

>> Check with your Parts Europe sale rep for details and exact sizing and learn more in the Street catalog.

PARTS PARTS PARTS





NELSON-RIGG

Right Size for the Ride

Versatile Tank and Tail Bags

elson-Rigg's Commuter Luggage Series tank and tail bags helps riders get the right amount of storage with mix-and-match sizes. These bags are easy to mount and remove, making them ideal for the rider on the go, and they have a nearly universal fit.

The Commuter Series includes Sport and Lite tank bags plus Touring, Sport and Lite tail bags. They are made from Nelson-Rigg's proprietary UltraMax fabric for maximum UV protection, and they come with Nelson-Rigg's generous Lifetime Warranty that includes no fading.

Molded EVA construction with carbon-like style accents help the bags maintain their shape. The bags can expand when extra space is needed, and they include a waterproof rain cover. Tank bags feature reflective piping, self-fastening interior straps and shoulder straps.



Nelson-Rigg's Commuter Series includes Sport and Lite tank bags that are easy to mount and remove, making them ideal for the rider on the go, and they have a nearly universal fit.

The Commuter tank bags all feature a clear panel on top that is touchscreen friendly.

The Sport tank bag (p/n 3502-0499) has a 14.5-liter capacity when expanded, while the more compact Lite bag (p/n 3502-0498) will fit 8.4 liters of gear.

The Commuter tail bags are the ideal pairing for the tank bags. The Touring tail bag (p/n 3516-0278) has a capacity 33.04 liters when expanded, making it great for larger bikes or longer rides. Riders like the versatile 16.41-liter size of the Sport tail bag (p/n 3516-0277), which fits neatly on a sportbike

but expands to 22.26 liters to easily accommodate gear for an overnight trip. The Commuter Lite tank bag (p/n 3516-0276) is great for commuters and day-trippers, holding a compact 15.32 liters when expanded.

>> Talk to your Parts Europe rep to learn more about Nelson-Rigg's Commuter Series luggage and find it in the FatBook.



LeoVince The Sound of Adventure

High-Quality Slip-On Exhausts

nspired by the engineering and design brilliance of Leonardo da Vinci and rooted in Italian motorcycling heritage, LeoVince has evolved its art form by way of hand-crafted exhaust systems. What started as a small group of enthusiasts building pipes for Italy's scooter market back in the 1950s has taken shape into a vast offering of precision-built, highperformance exhaust systems for a plethora of different two-wheeled machines.

Following one of the most recent and rapidly growing motorcycling segments, the LV-12 line of slip-on exhausts for popular, late model Adventure bikes proudly carries the LeoVince tradition wherever the adventure may go.

The LV-12 exhaust features an unmistakable pentagonal design providing a simultaneously aggressive and sleek look. Always hand-crafted and artfully welded, the LV-12 is available in stainless steel or titanium construction, all of which utilize a carbon fiber end cap.

The stainless-steel LV-12 is available in a standard stainless finish (p/n 1811-4031) as well as a Black Edition

LeoVince LV-12 slip-on exhausts are available for a variety of popular BMW, Honda, KTM and Suzuki Adventure models.



(p/n 1811-4044), which features a black ceramic coating treatment on the shell of the muffler, offering a modern performance look and high temperature resistance. Construction of titanium LV-12 models (p/n 1811-4036) utilize high-quality titanium throughout the shell and the bracket for a lightweight finished product.

LeoVince LV-12 slip-on exhausts are available for a variety of popular BMW, Honda, KTM and Suzuki adventure models.

>> For complete applications and more details, contact your Parts Europe rep and check them out in the Street catalog.



ICON

AIRFLITE™ SPACE FORCE HELMET

- Injection-molded polycarbonate shell for strength
- >> Multiple oversized intake and exhaust ports are strategically placed to keep you cool and comfortable, including four intake vents, MX-inspired chinbar vent and two exhaust ports that channel air between the comfort liner and the protective, energy-absorbing EPS foam liner
- **>>** Quick-change, fog-free outer FlightShield™ keeps debris away, while the internal, interchangeable
- **>>** DropShield[™] keeps the sun in check with a flip of a switch
- >>> Removable molded breath deflector and chin curtain
- Moisture-wicking Hydradry™ interior is fully removable and washable
- >> Both wind drag and weight are decreased by sculpting the traditional neckline of the Airflite™ to avoid jacket or suit interference
- >>> Replacement parts and accessories available separately

NOTE: Meets DOT FMVSS 218 (US), ECE 22-05 (Europe), SAI AS1698:2006 (Australia) and PSC (Japan) safety and testina standards NOTE: Does not ship with SAI, PSC OR MFJ certification stickers unless purchased from an authorized dealer in that country.

SIZE	PART#
XS	0101-14129
S	0101-14130
M	0101-14131
L	0101-14132
XL	0101-14133
2X	0101-14134







AIRFLITE™ MIPS JEWEL HELMET

- MIPS Brain Protection System can reduce harmful forces transmitted to the brain in certain types of impacts by allowing a slight uncoupled movement of the shell and liner during a crash
- >> Injection-molded polycarbonate shell for strength
- >> Multiple oversized intake and exhaust ports are strategically placed to keep you cool and comfortable, including four intake vents, MX-inspired chinbar vent and two exhaust ports that channel air between the comfort liner and the protective, energy-absorbing EPS foam liner
- Quick-change, fog-free outer FlightShield™ keeps debris away, while the internal, interchangeable
- **>>** DropShield[™] keeps the sun in check with a flip of a switch
- >> Removable molded breath deflector and chin curtain
- Moisture-wicking Hydradry™ interior is fully removable and washable
- Both wind drag and weight are decreased by sculpting the traditional neckline of the Airflite™ to avoid jacket or suit interference
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SIZE	PART#
XS	0101-14190
S	0101-14191
M	0101-14192
L	0101-14193
XL	0101-14194
2X	0101-14195







MOOSE RACING

XCR GUARD JERSEY

- Breathable mesh stretch chassis
- **>>>** Back, chest, elbow and shoulder impact guards included; can be removed for washing
- >> Full-length YKK zipper entry
- >> Flat-stitched seams and out-seam construction eliminates chafing
- >> Tested and certified according to EU Standard EN 17092:2020

SIZE	PART #
2XS/XS	2701-1052
S/M	2701-1053
L/XL	2701-1054
2X/3X	2701-1055



MAXIMUM DURABILITY



JT has been manufacturing high-quality motorcycle parts for over 30 years, constantly raising the industry's standards through innovation and dedication to excellence

SPROCKETS • CHAINS • BELTS • BRAKE DISCS















MOOSE RACING

XCR GUARD VEST

- >>> Breathable mesh stretch chassis
- >> Chest and back impact guards; can be removed for washing
- >> Additional foam molded impact guard on chest
- >>> Flat-stitched seams and out-seam construction eliminates chafing
- >> Tested and certified according to EU Standard EN 17092-6:2020

SIZE	PART#
2XS/XS	2701-1056
S/M	2701-1057
L/XL	2701-1058
2X/3X	2701-1059



ICON

MEN'S CLOVERLEAF2™ KNEE PADS

- >> 900D polyester chassis
- >> CE-certified D30® impact protectors
- >> TPU kneecaps
- Adjustable straps keep pads securely in place
- >>> Replaceable knee pucks offer a third point of contact
- >> One size fits most
- >> Sold in pairs
- >> CE tested and certified according to EN 17092-6:2020 Class C/O

DESCRIPTION	PART #
Knee pads (black)	2704-0567
Knee pucks (hi-viz)	2704-0610



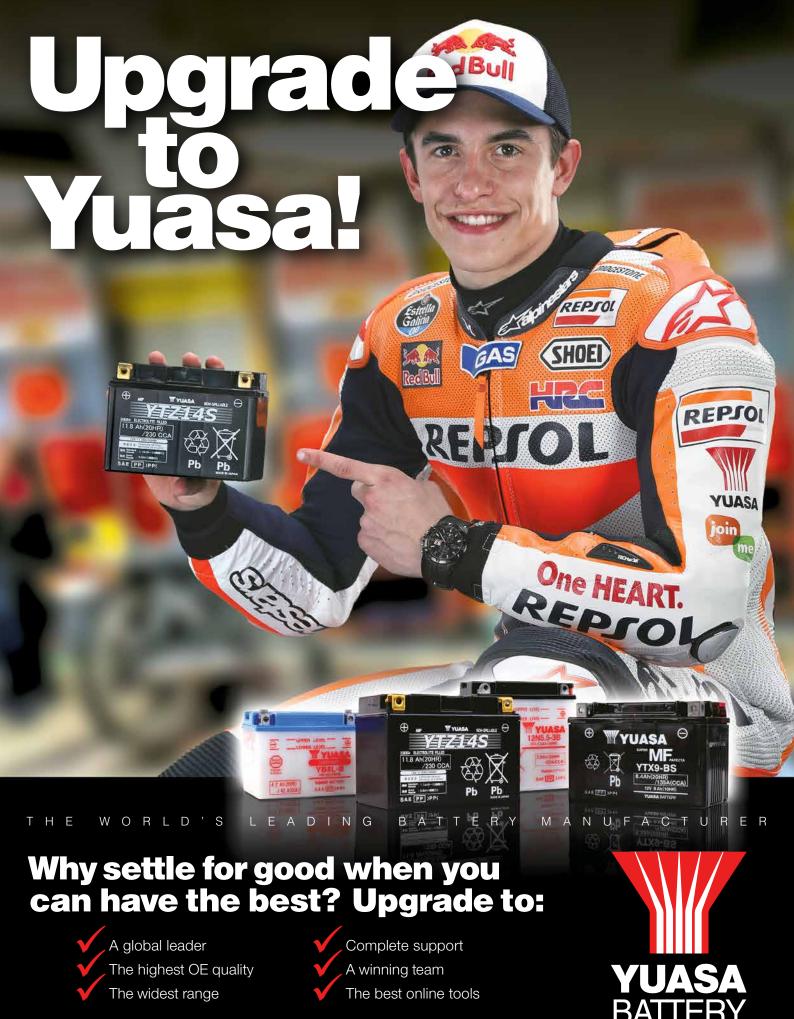
POLISPORT

XS KIDS' PREMIUM BICYCLE HELMETS

- Tough in-mold construction and comfortable vented design
- >> Expanded protective area to increase safety and durability
- >> Adjustable dial retention system for a better fit
- >> Two-point safety harness
- >> Two reflective stickers increase visibility on the road
- >>> Built-in LED light
- >> Convenient washable padding
- >> Includes child bottle and child bottle cage
- >> XS size fits child size 48-52 cm head
- >> Tested and certified to standard EN 1078

DESCRIPTION	PART#
Mermaid	0151-0257
Fun Trip	0151-0258





DISCOVER MORE AT

www.yuasa.com

by **GSYUASA**



POLISPORT

XS KIDS' BICYCLE HELMETS

- >> 10 cooling vents protected on the front side with a bug net
- Convenient washable padding
- Helmet adjusts to fit using a unique easy-lock system
- Three-point safety harness for a better fit
- XS size fits child size 46-53 cm head
- Tested and certified to standard EN 1078

DESCRIPTION	PART #
Race	0151-0259
Popstar	0151-0260
Princess	0151-0261
Balloons	0151-0262
Pinky Cheetah	0151-0263











SPORT RIDE HELMETS

- Designed specifically for MTB or trekking
- >> Lightweight, comfortable design
- >> Comfortable chin and inner pads
- >> Adjustable dial retention system for a better fit

COLOR	MEDIUM	LARGE
Fuchsia/black	0151-0264	0151-0265
Lime green/black	0151-0266	0151-0267
Orange/black	0151-0268	0151-0269
White/black	0151-0270	0151-0271
Dark gray/black	0151-0272	0151-0273

- >> Soft straps lock into a three-point safety system
- Medium fits 54-58 cm heads; large fits 58-62 cm heads
- >> Tested and certified to standard EN 1078







POLISPORT

YOUTH BALANCE BIKES

- >> The easy way to start to learn to ride
- >> Helps children learn to balance and gain confidence
- **)** Designed to that when seated, children can easily reach the group with their legs
- >> Three-height adjustment rubber seat follows child growth

Built-in handlebar limiter that allows children to keep control of bar while riding

- >> Rubber grips offer maximum comfort and grip
- >> For children 2-5 years old

NOTE: Should not be used on public roads.

NOTE: This item is considered a toy and should be used under parental supervision.

COLOR	PART#
Cream/mint	4902-0013
Gray/cream	4902-0014



T500 WATER BOTTLES

- >> Can be used as a thermal bottle with included insert (500 ml capacity) or without insert (650 ml capacity)
- >>> Perfect for trail riding, gym sessions or long walks
- >> Compact design with a four-hour thermal capacity
- >>> BPA-free construction with interior foam and an aluminum membrane
- >> 223 mm height
- >> Protective cap
- >> Complies with Food Contact Regulation: 20/2011

COLOR	PART #
Black/gray	4920-0013
Black/red	4920-0014
White/red	4920-0015





POLISPORT

R550 WATER BOTTLES AND BOTTLE CAGE PRO EVO

- >> High-performance design weighs only 53 grams
- >> Ergonomic shape makes it easy to grab
- >>> BPA-free polypropylene construction
- >> High-flow channel with super-soft tip
- Printed scale on side of bottle with a see-through stripe
- >> 550 ml capacity
- Available as bottle only or bottle with Bottle Cage Pro Evo
- Cage Pro Evo is an extremely lightweight bottle holder design; weighs only 33 grams
- Design allows you to remove the bottle from multiple angles for easier access when riding
-) Also suitable for small bikes and sloping frames that do not offer much mounting space
- >> Complies with Food Contact Regulation: 10/2011

COLOR	R550 BOTTLE ONLY	R550 BOTTLE AND BOTTLE CAGE PRO EVO
Clear	4920-0016	4920-0024 (gray color bottle)
White	4920-0017	4920-0025
Red	4920-0018	4920-0026
Black	4920-0019	4920-0027









BOTTLE CAGE PRO EVO

- >> Extremely lightweight design at only 33 g
- Design allows you to remove the bottle from multiple angles for easier access when riding
- >> Also suitable for small bikes and sloping frames that do not offer much mounting space
- >> Stainless steel screws included

COLOR	PART #
Black/gray	4920-0020
Black/white	4920-0021
Black/red	4920-0022
Black	4920-0023



PREMIUM BOTTLE CAGES

- Tough rubber construction
- >> Adjusts 70-80 mm
- Compatible with most bottles on the market (bottle not included)
- >> Mounting screws not included

COLOR	PART #
Black	4920-0028
White	4920-0029



TOOL BOTTLE

- >> Easily holds spare tube, tire levers, multi-tool or some puncture patches
- Bottle has 600 ml capacity
- Stores in most conventional bottle holders like a conventional water bottle
- >> Hermetic and waterproof to carry your tools and keep them sealed away from rain, dirt, dust, etc.
- Complies with Food Contact Regulations and is dishwasher safe (to 50°C maximum)
- Does not include tools

DESCRIPTION	PART#
Tool bottle	4920-0030





KEEPIT

When replacing pistons or cylinders, *Drag Specialties* has just what you need to keep your ride cranking.

OEM-quality cast aluminum alloy construction, ideal for OEM replacement. Kits include two pistons, wrist pins and clips and are available in various compression ratios. Late-model fitments feature pistons with a special coating that extends piston life, reduces friction and allows for cooler running engines.

Drag Specialties cylinders feature an OEM black texture powdercoat with highlighted fins making them excellent for stock replacement. Finished slightly undersized, they may be finish-honed to fit your pistons and are available in various bore sizes for Big Twin and XL models.



0911-0017



0931-0710

Ride longer with quality products that will last from Drag Specialties.

See your Parts Europe sales rep for more information.



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