

PARTS EUROPE[®] *Magazine*

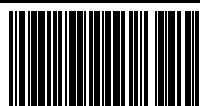
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On the Cover:

*Moose Racing – Off-Road Performance.
From helmets and apparel to hard parts
and accessories, Moose has you covered.*



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Thanks to an Industry Giant

by Don Emde



At the recent AIMExpo in Las Vegas, I gave a toast to Fred during the industry reception.

Photo courtesy of MIC/AIMExpo

I first got to know Fred Fox back in 1978 when I started a job selling ads for an American motorcycle trade publication called *Motorcycle Dealer News*. Fred became one of my accounts and we would talk every month about what new ad he was sending in. What was understood was that Parts Unlimited's ad always needed to be placed on the first right-hand page of the magazine. He knew that every motorcycle dealer in the United States would get the magazine and he wanted them to see his ad before any other distributor. Fred wasn't the biggest distributor yet, but he knew where he wanted to go and was already on the road to the top.

Fast forward through the 1980s when I was at Bell Helmets for five years with Fred as one of our distributors. Then I returned for five more years at *Motorcycle Dealer News*. Drag Specialties was now a part of LeMans Corp and Fred ran multiple pages of the ads for both Parts Unlimited and Drag Specialties.

I went into business on my own in 1990 and was soon writing and self-publishing some motorcycle books. Then along came *Motorcycle Collector Magazine*, a publication I started about the antique and vintage side of the sport. I stayed in contact with Fred and helped him locate and buy most of the antique motorcycles that are still on display at the headquarters in Janesville. Fred also wanted to help me and agreed to run ads in my magazine for Drag Specialties. There was something about being seen in magazines that really appealed to him. He was a great salesman one-on-one, but I think what he liked

was that one magazine ad reached thousands with his brand-building messages.

With Fred's support I was able to continue along, but frankly *Motorcycle Collector Magazine* was expensive to print and just breaking even was becoming the goal. Some months I didn't even do that. Then it hit me that if he liked running a couple of ads a month, maybe he'd really like to have a whole magazine with ads and editorials exclusively about the rapidly growing list of companies and brands that made up LeMans Corporation.

Sometime during the summer of 1993, I worked up a proposal based on a popular in-flight airline magazine for a publication that Parts Unlimited would sponsor. The idea was that from cover to cover, all of the ads and editorials would be for LeMans brands and products, and it would be mailed to all of their dealers. We would sell the ads to their vendors, write the stories, and do the production work. LeMans would send in the artwork for ads, photos, and details for the stories, and provide the dealer mailing list.

After starting the conversation about the magazine on the phone, we had a dinner meeting one night in Newport Beach. I had all the details on one sheet

of paper and there were just a few adjustments that he suggested to make it work better. With that, his words were: "I can't say right now how many issues we can do, but let's give it a try."

Parts Magazine was born that night in 1993, and to this day 30 years later nothing on that sheet of paper ever changed. The first issue was published in March of 1994 and what started as a few issues quickly turned into six per year. A year later Fred called and said that Drag Specialties now wanted their own magazine, and we filled in the other six months with *Drag Specialties Magazine*. Then in 2010, the new Parts Europe warehouse opened in Germany and yes, Fred wanted them to have the quarterly *Parts Europe Magazine* that we are currently publishing. We have enjoyed since then getting to know and work with Hans Lautem and the team at Parts Europe.

Along the way, Fred called me more often than I called him. I never wanted to interrupt him while he was working on something more important. I knew he would call when he had something that needed to be discussed, and when he did, I'd first hear him say, "Hey, it's Fred." Those are the words I'll miss the most.

Godspeed old friend. Thank you for believing in me and for all of your support through the years. ■

Respectfully,



Publisher / Editor-in-Chief

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Remembering

FRED FOX

1936-2023

by Don Emde



Fred Fox, founder of LeMans Corporation and Parts Europe, passed away at age 86 in Seal Beach, California on Sunday, February 5th due to natural causes. Fred was an industry leader and pioneer of the modern era of powersports aftermarket distribution and promotion.

He was the only employee when he started his distributing business at his house in Janesville, Wisconsin in 1967. In the years to come, the company grew fast, and he incorporated as LeMans Corporation. He soon moved into a

large warehouse and many brands were added along the way. Some became suppliers for Parts Unlimited and also Drag Specialties, which he acquired in 1988.

Fred was always a hands-on manager who oversaw every detail to make his organization grow into the industry leader that it is today. He made the decisions to buy the land, designed the facilities for the additional warehouses throughout the United States, plus Canada and Europe, built a National sales rep force, secured leading brands to carry, and invested heavily in promotion of Parts Unlimited's "We Support the Sport" campaign, which has been active since the 1990s.

Fred served on the Board of Directors of Motorcycle Industry Council from 1994 to 2007. He was inducted into numerous motorsports Halls of Fame, including the



Fred was a pioneer of the snowmobile industry. Before starting Parts Unlimited, he created the Fox Trac snowmobile and won the first-ever Eagle River Derby on one in 1964.



After many years of phone calls, meetings, planning and construction, the doors of the Parts Europe warehouse opened in 2009. The facility then was almost 20,000 square meters in size.



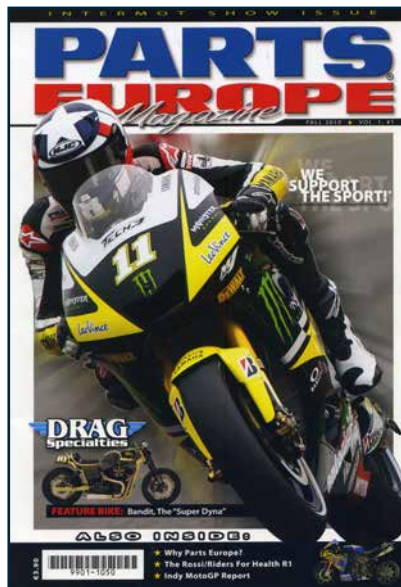
For many years, LeMans' suppliers attending the NVP in Wisconsin looked forward to Fred's 'Question and Answer' sessions.



LeMans Motorsports Manager Hynton Beattie (left) with Fred and Paula Fox at the Indy MotoGP races in 2010.



2010 meeting in Wisconsin to discuss final details of the new *Parts Europe Magazine*. From left: Lynne Severson, LeMans Vice-President; Don Emde; Fred Fox; Hans Lautem and Jaimy Scevenels, Parts Europe's first Sales Manager for Europe.



The Premier issue of *Parts Europe Magazine* was published in the fall of 2010.

Snowmobile Hall of Fame (2002), AMA Motorcycle Hall of Fame (2011) and Sturgis Hall of Fame (2018). He also received Lifetime Achievement awards from the V-Twin Industry (2004) and the Sturgis Hall of Fame in 2018.

A multi-year personal project culminated for Fred in 2009 when LeMans Corporation opened the Parts Europe warehouse in Trier, Germany. The all-new warehouse with state-of-the-art order filling technology resulted in dealer order fulfillment speed never seen before in the motorcycle industry. In addition to the Parts Europe warehouse, LeMans Corporation currently has warehouses in Sparks, Nevada; Ballston Spa, New York; Flat Rock, North Carolina; Grapevine, Texas; and Janesville, Wisconsin, plus Calgary and London, Ontario in Canada.

Since 2021, I have been working on a biography of Fred's life that we'll publish later this year. The book, titled "Unlimited. The Fred Fox Story," dates back to the years when his father and grandfather had a business in Janesville, building custom-made enclosed racks for trucks to transport cans of milk from dairy farms to the processing plants in Southern Wisconsin.

After graduating with an Engineering Degree from the University of Wisconsin in 1958, Fred went to work in the family business. The young college graduate saw a

brighter future, however, for sport-related vehicles and when the go-kart craze exploded in America around 1960, Fred built a prototype kart in his spare time with a chassis made from light, but strong, chromoly tubing. Fox minibikes followed the go-karts, then Fred created the Fox Trac snowmobiles, which became nationally known when he drove one to victory at the first-ever Eagle River Snowmobile Derby in 1964.

Fred then went on his own and built the present-day company which is the largest privately-owned motorcycle distributing company in the world. Those who knew and worked with him had an appreciation for his work ethic, and especially one of his guiding principles of business that he referred to often: "Always be fair with customers, suppliers and employees."

Fred named Paul Langley to succeed him as Chairman/CEO at LeMans Corporation in the fall of 2021 and retired from full time business activities. He is survived by his wife Paula, sons Steven, Brian and Craig, daughters Teri and Lori, plus several grandchildren, nieces and nephews. He was preceded in death by his two brothers Bob and Stanley, sister Jeana and son Jeffery.

The staff at Don Emde Inc. extend our deepest condolences to the Fox family and the entire LeMans Corporation. ■



Fred Fox was inducted into the AMA Motorcycle Hall of Fame in 2011. He is seen here at the induction ceremony in Las Vegas with previous honorees (from left) Jeff Fredette, Broc Glover, Fred, Don Emde, Kenny Roberts and Bob Hannah.



Fred had sons and daughters, grandkids, nephews and his sister join him and Paula on stage when he received the Sturgis Lifetime Achievement Award in 2018.

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Adrien Van Beveren Wins Abu Dhabi Desert Challenge

Photos courtesy Monster Energy Honda

Alpinestars/Honda HRC's Adrien Van Beveren captured the overall motorcycle division championship Abu Dhabi Desert Challenge. Round 2 of the 2023 FIA/FIM World Rally Raid Championship took place back in early March.

Ripping across Abu Dhabi's seemingly infinite desert, known as "The Empty Quarter," Van Beveren parlayed a Stage 4 win on Thursday into the points lead, then brought it home on Friday's fifth and final stage in 5th place – securing the overall victory, the second World Rally Raid Championship victory of his career.

"It feels really good to win, for me as a rider and also for the team that invested in me. It was a bit frustrating not to be on the podium in the last Dakar, and being so close," Van Beveren said. "Now coming here and winning the Abu Dhabi Desert Challenge just some weeks after the Dakar is a great feeling."

"This is very important for me and the team to keep the motivation. For sure I will keep on working to get more

victories, but now is time to taste and enjoy the moment. (I'm) Really happy with the atmosphere and spirit in the team. It is fantastic when you can win and have fun at the same time."

Currently second of the World Championship overall, a few points from first place, Van Beveren will travel to Mexico at the end of April for the first time to compete in the next round of the Championship. It seems that a sandy race awaits the riders, a good thing for Van Beveren, but there are still three events which will be decisive. ■

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In winning the Abu Dhabi Desert Challenge, Alpinestars/Honda HRC rider Adrien Van Beveren picked up his second World Rally Raid Championship victory of his career.



"Coming here and winning the Abu Dhabi Desert Challenge ... is a great feeling," said Adrien Van Beveren after his victory in early March.

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NEWS AND EVENTS



Thanks to a great performance and a new rule change, THOR/GASGAS rider Jorge Prado came away from round one of the MXGP world championship holding the red plate.

2023 FIM Motocross World Championship

THOR RIDERS KEEP THEIR EYES ON THE PRIZE

Bavo Swijgers photos

By the time you're reading this, the 2023 FIM Motocross World Championship will be six rounds into the season after kicking off with the opening round MXGP of Patagonia-Argentina, and our team of THOR and Moose Racing riders will have begun the long battle to the championship.

That road to victory runs through 20 rounds of racing that takes those seasoned veterans and young upstarts around the world on the points chase, with each round's results deciding who moves closer to the grand prize.

As of press time, the season had already begun its worldwide adventure, ticking off two rounds as the show moved up to round three for the MXGP of Switzerland..

It was a new season, new rules and a new championship leader as THOR/GASGAS rider Jorge Prado came away from round one of the MXGP world championship holding the red plate. A change in rules now sees competitors awarded vital championship points for their positions in Saturday's qualification race with 10 points awarded to the winner down to 1 point for 10th position.

Prado took advantage of the rule change and bagged 10 points on Saturday by winning the qualification race with teammate Mattia Guadagnini coming home in second to make it a THOR 1-2.



It's the start of a long season of racing and THOR/GASGAS rider Simon Längenfelder (#516) came out of the MXGP of Patagonia/Argentina in the number four spot in the championship standings for the MX2 class.

In the opening moto on Sunday the lightning-fast Spaniard took the hole-shot to lead from start to finish. A complete shake up in moto 2 would see Prado ousted out of the hole-shot, eventually coming up with a sixth-place finish.

At round two at the MXGP of Sardinia, Prado again won another 10 points in the qualification and won the opening moto, and a sixth-place finish after a chaotic second moto. His weekend's performance earned him third overall, and at the top of the MXGP world championship standing with 100 points as of press time.

In MX2 at the first round, THOR/GASGAS rider Simon Längenfelder put in a hard-fought performance. He followed that up at round two in Sardinia with two top ten finishes that earned him the number five slot in the championship standings.

It's a long season, and there is plenty of racing ahead so watch these riders and the rest of the THOR crew as they work to compile points in the hunt for the championship. ■



At the opening round of the 2023 FIM Motocross World Championship at the MXGP of Patagonia-Argentina THOR/GASGAS rider Mattia Guadagnini followed teammate Jorge Prado across the finish line for a runner-up finish in Saturday's qualification race.



Meet the Team

PARTS EUROPE'S NEW SALES DEPARTMENT ORGANIZATION

Parts Europe constantly strives to provide better service to its partners at all levels. The company's team in Wasserliesch, Germany is not only working to deliver goods quickly and efficiently, but also to improve the quality of its customer service on the phone, digitally and on site to better serve its customers.

As such, starting in the beginning of 2023, Parts Europe has been working to restructure its sales team into three specialized areas – **Customer Service**, **Aftersales** and **Tech Support**. With the new organization, the company is aiming to offer faster and more efficient solutions for all requests.

"Our dealer network is the Number One priority of our company every day. We know that behind every single one of our dealers' request there is an end consumer asking for service. As a result, we want to support our partners as best, as detailed and as fast as possible," says Xavier Williart, Sales Manager Europe about the latest changes in his department. "The more specialized and focused team is here to deliver better customer support, help our valued dealers on a daily basis to be successful and to strengthen our relationship. This is our goal, our only focus."

Let's take a look at the details of this new organizational structure. The **Customer Service** team will look more or less like what Parts Europe already has. There will be a DACH team to take care of customers from Germany, Austria and Switzerland. A new team will service customers in France, the United Kingdom, and the BeNeLux region. Another Customer Service team will work with Spain, Portugal and Italy. And, there will be a team looking after Central-Eastern Europe and Scandinavia working close together.

Those four **Customer Service** teams will focus on helping the dealers with their problems and requests in their mother tongue, with the right customer understanding. They will offer quick and easy support to dealers in their daily business with issues like releasing their orders and other related processes.

Parallel to that, the new **Aftersales** takes care of everything related to returns, any issues regarding delivery and warranty needs. "Whatever problem one of our customers will face during his or her journey with Parts Europe – the new team that is only dedicated on the aftersales procedures is able to help in an easy and uncomplicated way," says Williart. "Through this specialization are these tasks, that afford special treatment, from now on centralized in one team."



From left: Johannes Laubenstein, Thomas Schon, Jan Kuratczyk, Andrea Romano, Wim Berends, Nahuel Guntern, Franco Maximo and Michael Glancy.

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...continued from page 16

"This relieves our customer service agents so that they can focus on our customers' everyday business, and at the same time help our dealers to get their problem solved in a very

quick and efficient way. Eight of the seven team members will strive to deliver the best support to our dealers and fix their issues as fast as possible."



The Tech Support Team, Stefano Erba (left) and Daniel Steuer.

The **Aftersales** team offers support in the five languages of Parts Europe – Italian, French, Spanish, German, and English. Additionally, Polish and Dutch dealers can get aftersales support in their mother language. Please contact the **Aftersales** team via email aftersales@partseurope.eu or call them at +49 6501 96 95 2666.

When it comes to technical advice, fitments of specific parts, questions, or recommendations about customizing and tuning, the new **Technical Support** team is the new point of contact. "Here are our specialists with deep motorcycle knowledge, who can offer support on all the different products and segments that we cover in the portfolio," Williard says. "They will mainly do that in English, but later on we will be able to offer this also in our five major languages."

The **Tech Support** team is starting with V-Twin specialist Stefano Erba from Italy and German tuning and engine specialist Daniel Steuer – both are ready to help customers in English, as well as in their mother tongues. Parts Europe is adding more specialists to assist dealers from other European regions in their native languages.

"The specialization of the different teams on clearly defined tasks makes life easier for both sides – our customers and also for our employees," Williard says. "By this we expect we will be able to improve our customers' satisfaction, and at the same time giving our employees the chance to develop their position in the company."

You can reach the **Tech Support** team via email techsupport@partseurope.eu and on the phone: +49 6501 96 95 2555.

All Parts Europe's direct phone numbers, as well as the country team numbers and the current email addresses will stay the same and are still active. The Parts Europe Sales department is ready to help with every kind of request its dealers might have. ■



"Our dealer network is the Number One priority of our company every day. We know that behind every single one of our dealers' requests there is an end consumer asking for service," says Xavier Williard, Sales Manager Europe. "As a result, we want to support our partners as best, as detailed and as fast as possible."

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Dealers take note: Parts Europe rides into its second year in the bicycle segment and is growing the portfolio for E-Bike parts and accessories for rider and bicycle.

Following the development of the exclusive partnership between INTENSE and Parts Europe and the successful introduction of the carbon-framed Tazer MX Pro in dark grey color, Parts Europe is happy to bring a new color version of the powerful eMTB to the market. The new version of the Tazer MX Pro carbon comes in white and is equipped with the Renthal Fatbar.

Both versions of the INTENSE Tazer MX Pro that are available exclusively through select Parts Europe dealers are in stock and ready to ship to dealers.

The Tazer MX Pro with pedal assist is based on the successful Tazer E-Bike with 155 mm travel. However, what sets the MX model apart is its motocross-inspired component package.

Parts Europe has announced that a new version of the INTENSE Tazer MX Pro carbon in white (left) is joining the E-Bike lineup.



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The pedal power is assisted via Shimano's three-power mode EP8 motor, which has been perfectly tuned and placed to ensure the best possible balance center of gravity and thus the best riding experience. Other top components include parts from companies like e*thirteen, Cane Creek and SDG. The Öhlins TTX22M coil shock and DH38 170mm fork, MAXXIS Minion DHR II Maxx Terra and the Magura MT7 brake system help to complete the motocross feel and look.

This striking eMTB is the perfect cross-training tool for powersports enthusiasts with its easy-to-change long lasting battery, allowing your customers to pack in more trails and kilometers than on an average ride.

"As the Parts Europe team knows that cyclists are doing the same with their two-wheelers as motorbike riders, we're adding new parts and brands in the bicycle segment to



The INTENSE Tazer MX Pro offers riders pedal-assist performance a host of high-end, motocross-inspired components.

continued on page 22...



BEAT THE DIRT.

Whether you're an adventurous MX enthusiast looking to push the boundaries or a professional MXGP champion, the **Geomax MX33** lets you really show the dirt track who's boss. It's the first off-road tyre designed for soft, mud and intermediate terrains, with more durability, more stable cornering and more grip.

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MX33**

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...continued from page 21

our portfolio on a daily basis," says Anthony Damevin, Purchasing Manager Europe. "Since the introduction of the bicycle segment at Parts Europe two years ago, so far we have added more than 20 top brands from the bicycle sector and eMTB sector to our portfolio, including highlights of the industry, such as Crankbrothers and e*thirteen."

When it's time for your customers to customize their eMTBs, Parts Europe is a one-stop-shop whether it's handlebars, tires, brakes, pedals or other accessories. There are even helmets, apparel offerings, footwear and protective gear from 100%, Alpinestars, Crankbrothers, Polisport, THOR, and UFO. The distributor even offers specialty bike tools and equipment, as well as lubricants, cleaners and fluids.

Talk with your Parts Europe sales rep for all the details and have a look at the Bicycle catalog and www.partseurope.eu. You can find just what your customers need, whether it's for their INTENSE Tazer MX Pro or other bicycles, E-Bike or not. Find all Parts Europe bicycle products here – www.partseurope.eu/en/category/bicycle. ■

FEATURES OF THE INTENSE TAZER MX PRO

- FRAME: CARBON FIBER FRONT AND REAR TRIANGLE WITH INTERNAL CABLE ROUTING
- FORK: ÖHLINS DH38 RACE FORK, DUAL CROWN, 170 MM TRAVEL, AIR SPRING SYSTEM
- SHOCK: ÖHLINS TTX22M COIL, 155 MM TRAVEL, HIGH/LOW SPEED COMPRESSION ADJUSTMENT, REBOUND ADJUSTMENT - SPRING 480 LB (S/M SIZE) 548 LB (L/XL SIZE)
- MOTOR: SHIMANO STEPS EP8
- BATTERY: BT-E8010 FOR STEPS, 504WH, BATTERY LOCK WITH 2 KEYS
- DISPLAY: SHIMANO STEPS LCD, BLUETOOTH COMPATIBLE
- BRAKES: MAGURA MT7 WITH 203 MM STORM HC ROTORS FRONT AND BACK
- SHIFTER: SHIMANO SLX 12-SPEED
- DERAILLEUR: SHIMANO SLX 12-SPEED
- CRANKS: E*THIRTEEN E*SPEC WITH 34 TOOTH CHAINRING, 165 MM LENGTH
- CASSETTE: SHIMANO DEORE 12-SPEED 11-51 TOOTH
- CHAIN: SHIMANO DEORE 12-SPEED
- WHEELSET: E*THIRTEEN E*SPEC ALLOY RIM 30 MM RIM WIDTH X 29" FRONT / 35 MM RIM WIDTH X 27.5" REAR
- HUBS: INTENSE E-SPECIFIC ALLOY HUBS
- TIRES: MAXXIS MINION DHR II MAXX TERRA 3C EXO+ 29" X 2.60" FRONT / 27.5" X 2.8" REAR
- SEAT POST: INTENSE RECON DROPPER POST - 125 MM LENGTH (S/M) 150 MM LENGTH (L/XL)
- SADDLE: SDG BEL-AIR
- STEM: INTENSE DIRECT MOUNT 35 MM OD X 50 MM LENGTH
- GRIPS: ODI ELITE FLOW
- WEIGHT: 23,9 KG / 52 LBS 11 OZ (SIZE S/M, TUBELESS, WITH PEDALS)
- WHEELBASE: 1235 MM / 48.6" (SIZE S/M), 1294 MM 51" (SIZE L/XL)



In addition to the INTENSE Tazer MX Pro E-Bike, the Parts Europe *Bicycle* catalog features a big range of helmets, apparel, parts, tools and accessories.



As part of the Make It Your Ride – Powered by Michelin – 2022 bike raffle, Parts Europe and Michelin have customized a Honda CRF250R with an impressive range of products from Parts Europe vendors.

Make it Your Ride

CUSTOM-BUILT HONDA CRF250R

For the Make it Your Ride – Powered by Michelin – 2022 bike raffle, Parts Europe and Michelin outfitted not just one, but two bikes, for a lucky consumer to take home. First up was the 2022 Kawasaki Z900 highlighted in the last issue of *Parts Europe Magazine*. The second bike in the Make it Your Ride lineup is a Honda CRF250R.

Parts Europe partnered with CASU Motos, an official Honda dealer in the region in and around Charleroi, Belgium, to equip the bike with the parts selected by the Parts Europe team, a range of accessories from some of the top manufacturers in the company's portfolio. Check out the bike for these great participating brands. Specializing in the sale and repair of motorcycles, scooters and quads, the team from Belgium offers experienced service at their workshops in Mons, Charleroi and Farciennes.

As the main sponsor of the Make it Your Ride project, **Michelin** delivered its new MICHELIN Starcross 6 tires. These feature an adaptive design for more grip and better control in soft to mixed terrain. The MICHELIN Starcross 6 is the first motocross tire with MICHELIN Silica Technology, which provides dimensional stability of the tread blocks.

The MICHELIN Starcross 6 Medium Soft was developed with professional riders and is used in world and national championships. The knobs on the tires are designed to provide excellent grip and steering feedback for the front, and grip, traction and durability for the rear. To improve tire life, the direction of the MICHELIN Starcross 6 Medium Soft, Medium Hard and Hard tires can be rotated. The adaptive design offers up to 16 percent more traction than the MICHELIN Starcross 5.



The project Honda CRF250R is equipped with a Hinson precision machined and hard-coated clutch cover.



Kite MX-EN Elite wheels are a substantial upgrade over the stock parts.

Blackbird Racing has long been recognized as a market leader, and has also become the largest graphics manufacturer for almost every motorcycle manufacturer in the world. The graphic kit on the raffle bike is tailor-made for the Parts Europe Make it Your Ride – Powered by Michelin – 2022 bike raffle and shows all brand logos of the mounted parts.

The Flying Machine Factory – better known as **FMF** – delivered its Factory 4.1 RCT exhaust, which incorporates the FMF Resonance Chamber Technology™ both internally and externally. In addition, a shorter overall length makes the exhaust less susceptible to crash damage and complementary to the Factory Forward Engineering, it brings the muffler closer to the motor to centralize mass.



Moto-Master's Flame brake disc provides high-performance stopping to the raffle bike.

Today **Hinson Clutch** sells clutch components for ATVs, off-road motorcycles and sportbikes. The project bike is equipped with one of the precision machined and hard coated Hinson clutch covers.

Kite MX-EN Elite wheels are suitable for those who want a great racing product, and Parts Europe added them to the parts list of the CRF250R. The Elite wheels are assembled with Alpina spokes and Takasago EXCEL Signature rims.

Moto-Master brake discs provide high-level friction characteristics and durability. Much of the superior performance of a Moto-Master Flame disc lies embedded within its unique Flame design. This highly powerful, yet very controllable front brake setup is the most commonly used oversize kit in MXGP racing and only one of the many special components of the raffle bike.

continued on page 26...

MAKE YOUR MARK.



Road Warrior Fairing w/ a 11" windshield on
@yannick_83's 2019 Sport Glide.

MADE IN MEMPHIS | #ShadyMark

SHOWN: ROAD WARRIOR FAIRING 2330-0203, TRIGGER-LOCK MOUNTING KIT 2320-0218,
AND 11" DARK BLACK SMOKE WINDSHIELD 2350-0447

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...continued from page 24

The mounted **Neken** Triple clamp has been developed in collaboration with MXGP and top U.S. motocross and Supercross teams, and have been partners of the World MX Elite since the 1990s. Neken products are manufactured for tough conditions and all are exclusively available through Parts Europe.

ODI is the innovator of the Lock-On Grip system, which changed the way grips are installed and secured to the handlebars. The chosen EMIG PRO V2 Lock-On Grips are the signature grip of five-time AMA National and Supercross Champion, Jeff Emig.

Designed by Emig and developed and manufactured in-house in the USA at ODI Grips, the EMIG PRO V2 Lock-On Grips are made for motocross riders who want that soft compound for improved comfort and less hand fatigue.

To protect what needs protection, and also to give the bike a more special look, **Polisport Performance** parts delivered their highly resistant protection against stone strikes and damage from falls or impacts when handling the bike.

The drivetrain got a work-over with parts from **Renthal**, namely the front and rear sprockets, as well as the R1 WORKS chain, all of which come from the British brand in Manchester, UK. The CNC-machined red rear sprocket features self-cleaning mud grooves at each tooth to help prevent mud buildup and increase wear resistance.

Scar is a company specializing in high-speed aluminum spare parts manufactured for the motorcycling market. The brand's aluminum footpegs with steel inset teeth, and brake and clutch levers went on the bike.

RIM strips and locks were delivered by Parts Europe partners Drag Specialties and Parts Unlimited. ■



The Neken Triple clamp is designed for tough conditions and competition.



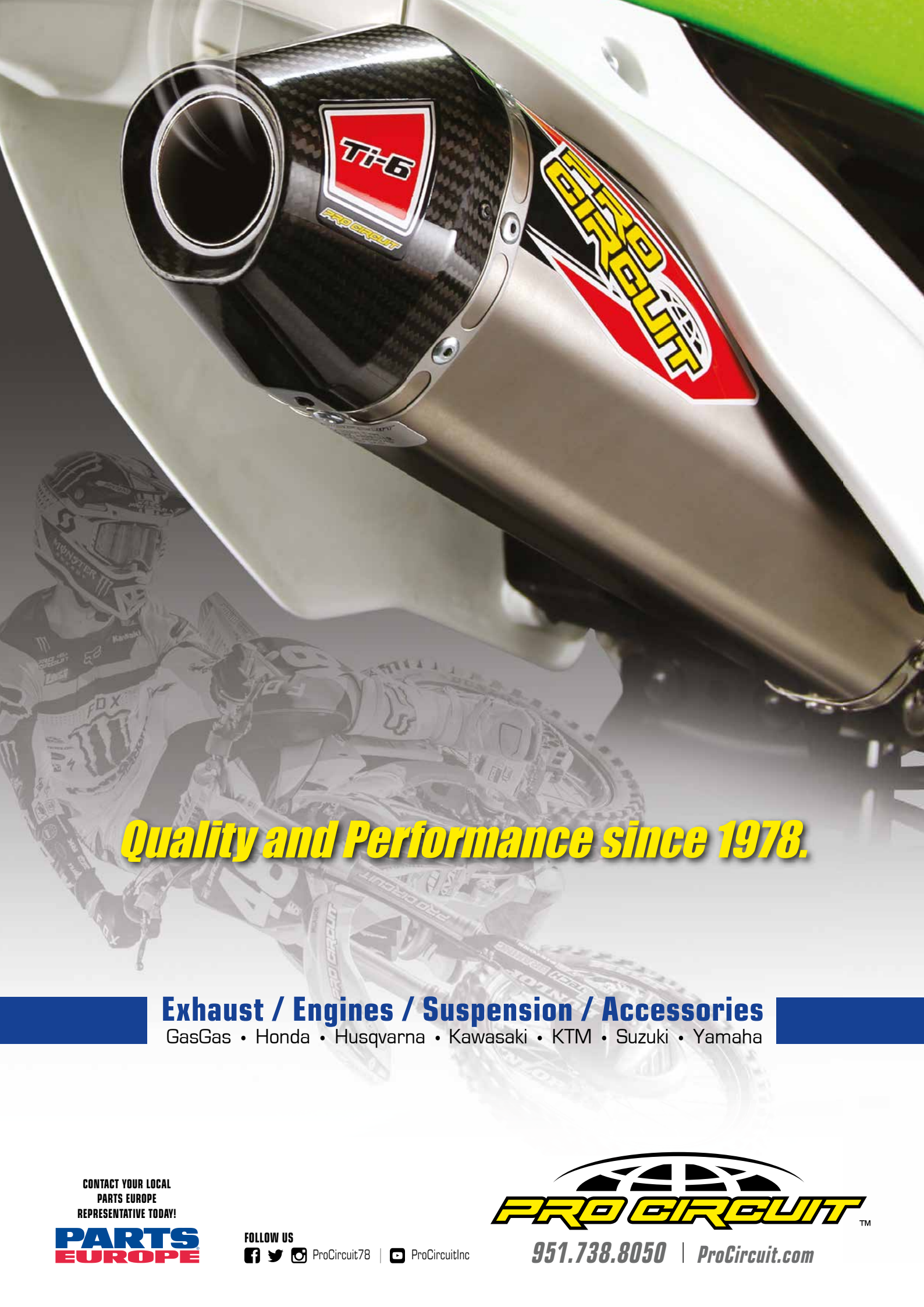
Even the Honda's clutch and brake levers were upgraded -- check out those Scar levers.



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YZ250X *BIKE BUILD*



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PIPE GUARD | PULL HANDLE - REAR AXLE | PULL HANDLE - FRONT/REAR AXLE | SPARK ARRESTOR END CAP | WIRELESS HOUR METER
FUEL MIXTURE SCREW | OIL FILTER COVER | BRAKE CALIPER COOLER - REAR | CLIP-ON REGISTRATION HOLDER PHONE/MAP TANK POUCH
RADIATOR BRACE | RADIATOR GUARD | GAS CAP | PRE-OILED AIR FILTER | RADIATOR HOSE KIT | METRIC SPROCKET BOLT KIT
PRO CHAIN GUIDE | DUAL SPROCKET | 520 HPO - O-RING CHAIN | BRAKE LINE - FRONT | BRAKE LINE - REAR - STAINLESS STEEL
OIL CAP | ROTOR BOLTS | CARBON FIBER FORK GUARDS | KICKSTARTER | TITANIUM FOOTPEGS | CLUTCH LEVER | BRAKE LEVER
HARDWARE - PROBEND - PRO TAPER - KTM | HANDGUARDS - PROBEND | GRIPS - LOCK-ON - BLUE/BLACK | HANDLEBAR - ALUMINUM
RIBBED SEAT COVER | MUD RADIATOR COVER | LOWER FORK LEG GUARD | CLUTCH COVER | FRONT ROTOR GUARD | REAR ROTOR GUARD
XCR BRAKE PADS - FRONT | IGNITION COVER | CARBON FIBER SKID PLATE | SHARK FIN DISC GUARD | XCR BRAKE PADS | FAST WHEEL SPACER
LIFT STRAP | WHEEL/BLUE HUB - 18"x2.15" | RFX ROTOR - FRONT | SX-1 COMPLETE WHEELS | BRAKE PEDAL | SHIFT LEVER

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The Moose Racing parts are built to stand up to tough off-road use. They include the pro shark fin disc protector, rear brake pedal and brake caliper cooler.



Moose Racing's customized 2023 Yamaha YZ250X is a great example of what's possible with a little imagination and that Moose Racing catalog.

PERFORMANCE POTENTIAL

A YAMAHA YZ250X WITH BIG UPGRADES

Earlier this year, Moose Racing unveiled a customized 2023 Yamaha YZ250X, proving that it's possible for an off-road bike to both go fast *and* look good. Blending performance and style was easy for the team at Moose Racing since everything they needed was at their fingertips.

Carl VanNiekerk, Pro Rider Support for Moose Racing, and Product Specialist Austin Weaver teamed up to build the Yamaha, which was supplied by Mukwonago Yamaha in Wisconsin, USA. As for the modifications made to the bike, every single part is from Moose Racing.

The purpose of the build was to showcase what's possible for customers to achieve with Moose Racing parts. Stock bikes can be transformed into show bikes that perform as well as they look, all with one brand.

Many dealers may not realize just how many products Moose Racing supplies. On the Yamaha YZ250X build alone, there are nearly 30 Moose Racing parts. Many of them are easy to spot when looking at photos of the bike, which was one of the goals Carl and Austin had

with this build. Just one glance at the bike shows how many possibilities there are for upgrading an off-road bike exclusively with Moose Racing parts.

The products chosen for the build include some that demonstrate just how easy it can be to give a bike a facelift. Up at the front of the bike, the controls have all been swapped out for Moose Racing parts, including handlebars (p/n 0601-5560) that are fitted with lock-on grips (p/n 0630-2537). The aluminum handlebars include a crossbar pad, and the clutch-side knurling helps keep the grip securely in place.

With lock-on grips, a secure fit is easy to achieve. There is little chance of them rotating or moving once they have been mounted to the handlebars. The lock-on system mounts in just seconds, and an Allen-head mounting bracket secures them to the bars. This system means there is no need for grip glue or wire—riders get slip-free performance without needing a single adhesive.

The Moose Racing brake lever (p/n 0614-0219) and clutch lever (p/n 0612-0250) complete the setup. Lightweight but



This custom YZ250X features nearly 30 Moose Racing parts, a list that runs from the front of the bike to the rear.



The Moose Racing parts lineup includes case savers, XCR brake pads and stainless steel brake lines.

durable, these levers are a great option for off-road riders who want reliability. The clutch lever includes a hinge, so it bends instead of breaks in most impact situations.

Keeping parts functioning properly is a must for off-road riding. The Moose Racing case savers (p/n 0950-0020) are small, lightweight parts that do a big job. The 6061 CNC-machined aluminum pieces guard against engine case damage, all while being sturdier and more attractive than the plastic guards that come stock. Moose Racing even includes the mounting hardware for easy installation.

Another Moose Racing part guarding against impacts is the pro shark fin disc protector with brake carrier (p/n 1711-0230). This robust piece is as tough as they come for rear brake disc protection. The shark fin protector covers both the caliper and the rotor, and it replaces the entire brake carrier.

And speaking of brakes, Moose Racing brake components on this Yamaha 250X include the brake pedal (p/n 1610-0347) and brake caliper cooler (p/n 1701-0600).

Moose Racing XCR brake pads (p/n 1721-0673) have been mounted on both the front and rear brakes of the Yamaha.

The high-tech gray zirconium-based ceramic is extra thick to protect the brake fluid from the heat generated during braking, and the sintered metal compound is low-wear, so brakes will continue to perform consistently even in the toughest, most competitive of riding environments. In fact, XCR brake pads provide outstanding braking characteristics even in wet conditions.

To match the performance of the brake pads, the Yamaha also has Moose Racing's stainless steel brake lines (p/n 1741-1874) on the front. Swivel ends make them easier to fit, the lines will not kink during installation and rubber protection boots shield vulnerable areas from heat and impacts. The DuPont Teflon-coated brake hose is wrapped with stainless steel, which is PVC-coated to protect both the bike and the brake lines. The coating ensures the brake lines maintain their good looks, too. ■

» *Talk to your Parts Europe rep to learn about all the Moose Racing products that were used in this build. You can help customers upgrade their own off-road bikes by looking through the Off-Road and Moose Racing catalogs, and checking out www.partseurope.eu.*



Racewear Range

Off-Road Gear Options

Off-road riders want to ride, in all kinds of weather and settings, which is why Moose Racing gives them gear options to suit different riding situations and styles. Racewear like Moose Racing's popular Qualifier line is great everyday riding gear, suitable for all types of riding. The Moose Racing Sahara racewear, on the other hand, is the go-to solution for the hottest of riding days.

When Moose Racing introduced the Qualifier off-road gear line, it was intended to be entry-level gear. The line exploded in popularity, though, and today, it is a popular choice with riders from absolute beginners to expert-level competitors. What was supposed to have been affordable racing gear has become a breakout best-seller for Moose Racing, thanks in large part to the durability, comfort and style riders know they can get in every piece of Qualifier gear.

One of the reasons the Qualifier gear is so popular is because of the wide range of sizing. Both the jersey and the jacket include sizing up to 5X, and the pants range from 28 to 54 (76cm-142cm).

Moose Racing's Qualifier racewear is available in four colorways for both the jersey and pants. The graphics are sublimated, so the material still breathes, and the color will not fade, no matter how many times it is washed.

The Qualifier jersey (p/n 2910-7190) starts with a durable polyester fabric that has a relaxed fit to allow the rider to move around easily on the bike. Performance-fit cuffs make sure the sleeves stay put without bunching up or binding.



Moose Racing's Qualifier off-road gear line is a popular choice with riders from absolute beginners to expert-level competitors.

Pants have to allow a rider to move around, too, while also being comfortable in a riding stance. The Qualifier pants (p/n 2901-10328) do both, with an athletic fit and pre-curved legs. The chassis is made from a high-denier, abrasion-resistant polyester with stretch panels in just the right places to allow movement without compromising durability. A three-point waist adjustment system ensures a proper fit.

A SOLUTION FOR HOT DAYS

Hot weather can turn what should be a fun ride into a miserable day if a rider isn't outfitted in the right gear. Moose Racing has been producing ventilated off-road



Qualifier racewear is durability, comfort and stylish, and available in a wide range of sizing.



Not only is the Sahara racewear collection built to keep riders cool, it's also designed to make them look stylish.

riding gear for years to make sure even hot days are good days, whether that's on the track or trail.

These days, riders from weekend enthusiasts right up to pro riders rely on Moose Racing's Sahara Racewear to battle everything from triple-digit temperatures in the desert to swampy summers in more humid climates. As many of us have learned the hard way, avoiding heat fatigue can make the difference between standing on the podium and sitting on the sidelines.

The Sahara Racewear collection is a fresh set of color combinations and graphics, all atop the lightweight-yet-durable gear riders rely on for the hottest of conditions. In all, there are five jersey and pants designs, and the sublimated graphics won't fade, no matter how many times the gear goes through the process of getting dirty and getting washed. Some of the graphics include great retro

looks, which are a testament to Moose Racing's history: the company has been in business for more than 35 years.

Both the Sahara jersey and pants are constructed of a lightweight ventilated polyester mesh to enable as much airflow as possible. The athletic-fit designs are cut loose enough that a rider has full movement on the bike, but not so loose that material is flapping in the breeze.

Staying hydrated on hot riding days is vital, which is why the Sahara jersey (p/n 2910-7218) has built-in access holes that the rider can run a hydration pack hose through. The jersey is topped off with a stretch comfort collar for even more ease on the bike, and it is available in sizes small through 3XL.

Even though they are designed for light weight and relief in hot weather, the Sahara pants (p/n 2901-10380) still have the performance features one would expect from Moose Racing gear. The pre-curved legs provide an instantly comfortable stance on the bike. Add in the three-point waist adjustment system, and the pants are as comfortable as they are cool.

The knees are covered with durable panels that provide an extra layer of abrasion resistance, and the inner knee areas have full-grain leather panels to guard against both heat and abrasion. The rest of the design features ventilation in key areas that will maximize airflow without compromising the performance and durability of the pants. Riders can get the Sahara pants in sizes 28 to 42 (76cm-112cm). ■

» Learn more about Moose Racing's full line of off-road gear, including Qualifier and Sahara racewear, by talking to your Parts Europe rep. Find it all in the Helmet & Apparel and Moose Racing catalogs, and at www.partseurope.eu.



Moose Racing's ventilated Sahara Racewear helps riders to battle everything from triple-digit temperatures in the desert to swampy summers in more humid climates.



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INSURGENT

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Spring Service

Getting ATVs and UTVs Ready to Ride



Moose Utility Division offers a range of OEM replacement axles for popular ATV and UTV models.



For those customers looking for an upgrade over the OEM part, Moose Utility Division's heavy-duty front and rear axles are built for tough use.

Days are getting longer, temperatures are going up and riders are able to get back to doing what they love most. Now that ATV and UTV enthusiasts are diving into the riding season, it is important to be well-stocked with replacement parts.

Off-road vehicles are built to be tough, but riders love to push the limits of what is possible. And, sometimes, things simply break. That is why Moose Utility Division has OEM replacement parts as well as heavy-duty solutions to keep ATV and UTV riders out on the trail.

A broken axle is a way to end a day of riding quickly, but an OEM-replacement axle or heavy-duty axle from Moose Utility Division will help an ATV or UTV get up and running

again. The OEM replacement axles (p/n 0214-1683) actually exceed OEM quality in fit, form and function. They arrive fully assembled and feature details like dust rings and guards, high-quality neoprene rubber dust boots, high-strength spring steel retaining clips and precision rolled splines and threads. Designed for the most difficult terrain, these axles have been extensively tested to ensure their durability and quality.

Riders who want to upgrade can opt for the Moose Utility Division heavy-duty front and rear axles (p/n 0214-1757). TPE dust boots provide superior tear and puncture resistance, and the precision machining and heat treatments all result in an axle that can stand up to rough handling, ride after ride.

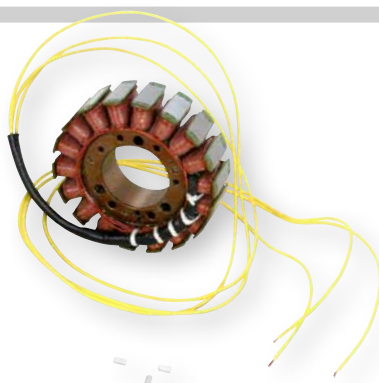
Sometimes, it takes only one small broken part to ruin a day of riding. That is certainly the case with the stator. Moose Utility Division's stators (p/n 2112-0959) are designed to be bolt-on replacements, which means they come with all necessary connectors and grommets. Riders can choose an OEM-style replacement stator or a high-output version that provides additional electrical power.

If riders have been storing their ATV or UTV during the winter months, it is especially important to check the carbs and fuel injectors before heading out for a ride. Moose Utility Division has direct replacement carburetors (p/n 1002-0128) that arrive pre-jetted and fully assembled. They use the existing OEM cables, making the carbs an easy replacement at a good price point.

When fuel injectors get clogged or dirty, it is time to swap them out for Moose Utility Division fuel injectors (p/n 1022-0259). Since factory injectors are connected to the wire harness, each Moose Utility Division fuel injector comes with a replacement wire harness, too. ■

» *Help your ATV and UTV customers keep their vehicles running strong by talking to your Parts Europe rep about Moose Utility Division parts. You can find all of them in the ATV & UTV catalog, and at www.partseurope.eu.*

When it's time for an ATV or UTV overhaul before the season starts, check out the massive lineup of replacement parts from Moose Utility Division, which includes new fuel injectors and stators.



Tough Protection

Off-Road Components Standing on Guard

Off-road motorcycles were designed to stand up to hard riding and difficult conditions, but they still benefit from products designed to guard against impacts, rocks and other hazards. Moose Racing has a range of components that make an off-road bike – and its rider – even tougher.

A bike will not get far if critical components get damaged. Moose Racing constructed its Pro Large Skid Plate (p/n 0506-1204) and Pro Skid Plate (p/n 0506-0865) from a durable, flexible polyethylene called HDPE, which is lighter than aluminum and will not rattle.

Riders who specifically want to protect the shift linkage can opt for the compact Linkage Guard (p/n 1302-0648). Also made from HDPE, the guard forms a cage to keep the linkage protected and operating smoothly.

When it comes to off-road riding, Case Savers (p/n 0950-0812) are an easy way to prevent big problems. Moose Racing has guards made from CNC-machined aluminum, making them both sturdier and better looking than plastic OEM guards.

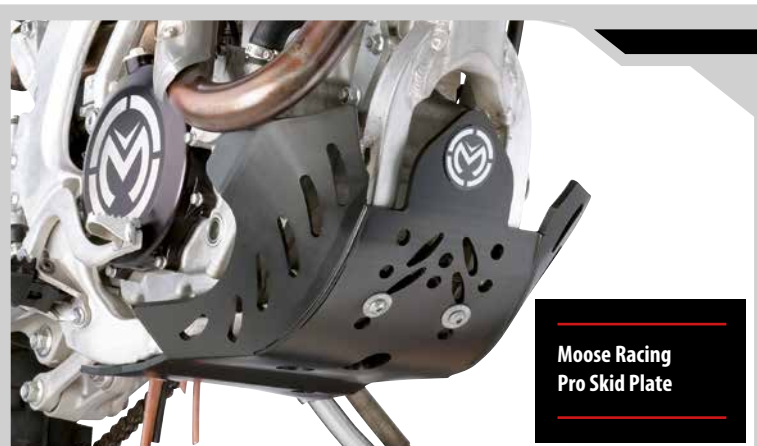
Radiator Braces (p/n 1901-0310) made from 4mm thick 5052 aluminum make fragile radiators a lot tougher and ensures they keep performing at an optimal level.

It is also important to ensure that power continues getting delivered to the rear wheel, and an MR-1 Colored Chain Guide (p/n 1231-1055) will not only add a layer of protection in front of the chain, but it also adds a great pop of color in blue, green, red or gray. These guides are made from 6061 T6 aluminum with a high-density TPU chain block. The result is a chain guide that guards against mud and debris as well as abrasion and impacts.

No rider wants to have their day ruined because of damaged brakes. Moose Racing's Front Brake Rotor Guards (p/n 1711-1234) are designed to shield front rotors from hazards and impacts. Each rotor guard is constructed from aluminum for light-weight yet durable protection.

The Pro Shark Fin Disc Protector with Brake Carrier (p/n 1711-0045) is the ultimate in rear brake disc protection, covering both the caliper and the rotor. The disc protector replaces the entire brake carrier.

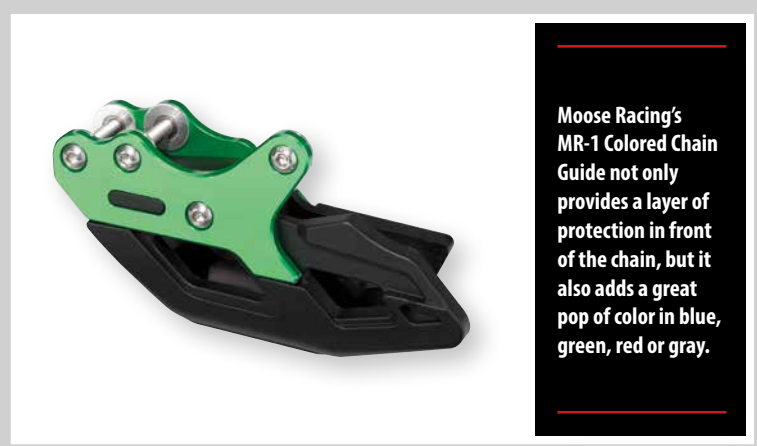
Moose Racing also has items to guard precious parts at the front of the bike, including the rider. A set of Pro Bend Handguards (p/n 0635-1451) keeps fingers covered.



Moose Racing
Pro Skid Plate



A set of Moose Racing Pro Bend Handguards keeps fingers protected from the hazards of off-road riding.



Moose Racing's
MR-1 Colored Chain
Guide not only
provides a layer of
protection in front
of the chain, but it
also adds a great
pop of color in blue,
green, red or gray.

Available in a variety of colors, these handguards are CNC-machined from 6061 billet aluminum and have high-quality, injection-molded Enduro Shields.

Carbon Fiber fork guards (p/n 0412-0163) simply snap into place over the top portion of the forks, adding a touch of style while keeping the forks protected. Below that, a 6061-T6 billet aluminum Lower Fork Leg Guard (p/n 0406-0069) keeps the front suspension clear of debris. ■

» *Talk to your Parts Europe rep to learn more about Moose Racing's guards for off-road motorcycles. Find all items in the Off-Road catalog, and at www.partseurope.eu.*

Tom Vialle

SP23

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Spring into Competition

New-Generation Racewear

Whether real or implied, boundaries can limit experiences and hinder potential. When it comes to off-road riding, there are those who take it upon themselves to push past those boundaries and open doors to new adventures. This is a core belief on which THOR operates. THOR doesn't just support this outlook, it designs, develops and produces rider equipment that enables powersports customers everywhere to break down their own boundaries.

Continuing THOR's legacy and adding tools to riders' arsenals is new racewear in the Spring 2023 collection. With functionality and performance from the inside-out, Prime racewear and gloves are a championship-proven combination of THOR's latest in lightweight, flexible, performance and technology.

THOR's Prime racewear has been its flagship, premium motocross gear line since 2014, developed and proven with professional riders in the MXGP, Supercross and other professional circuits. Through thousands of test hours and feedback from THOR's elite athletes, the construction and flexibility of the Prime collection continues to be elevated in the Spring 2023 offering.

Offered in two different factory-level designs with two colorways each, the Prime Freeze (p/n 2901-10771) and Prime Drive (p/n 2910-7468) racewear sets of jerseys and pants will have riders looking and feeling at the top of their game. Prime jerseys deliver a custom-level fit and finish using a hybrid fit with set-in style tailored sleeves constructed from a polyester/spandex blend with four-way stretch capabilities.

Riding motocross is incredibly demanding, spiking riders' heart rates and pushing them to the limits. This is why one of THOR's priorities for Prime racewear is rider temperature management. Moisture-wicking material through Prime jerseys helps keep riders dry in those long and grueling motos, while laser-cut perforation is used in strategic areas throughout Prime jerseys for maximum airflow and ventilation. Combined, this provides an overall level of comfort for riders so they can stay focused on the obstacles ahead. This comfort is an achievement of a combination of all Prime jersey features,



THOR's Prime Drive racewear



Prime Freeze racewear



THOR's Agile glove

including minimal, flat-stitched seams and taped collar and cuffs.

Prime pants act as an extension of Prime jerseys, continuing the high-level fit and function to the lower body. Prime pants' main construction uses THOR's nylon, In-Motion fabric, a material specifically designed to provide mobility and durability. The mobility factor is accentuated by Prime pants' pre-curved chassis design, meaning they are constructed to naturally follow the shape and movement of riders' legs. This promotion of natural motion is something your customers will notice and appreciate the first time they swing their leg over the bike and click it into gear.

Of course, most customers are not professional racers strapping on new sets of gear every time they head out. So, durability is a major focus THOR designers and engineers have implemented into Prime pants. This durability begins with the In-Motion fabric that's been proven in testing to hold-up to the demands of some of the best riders. Prime pants' wear resistance is also accentuated with premium grade, full-grain leather inner knee pads.



Spectrum cold weather glove

Just like the jerseys, Prime pants help keep riders cool with laser-cut ventilation holes and strategically placed vented mesh panels, delivering optimized air flow without sacrificing durability. Fit, of course, is equally as important, and your customers will appreciate precise fitment with adjustability through ratchet closure and side-cinch systems at the waist. As a package, Prime racewear is prepared to deliver riders pro-level fit, function and durability while on the bike.

Control on a motorcycle is a complex routine, and that mind-to-machine connection runs through the hands. Thankfully, THOR's thorough lineup of gloves has riders covered with an option for any riding conditions or preference.

The Agile glove (p/n 3330-7233) offers maximum feel in a minimalist glove. With a race-worthy chassis design and lightweight materials throughout, Agile gloves provide unobstructed comfort and precise feedback while riding. Moving a step up in coverage, the Draft glove (p/n 3330-6802) maintains the minimalist feel, but provides a more substantial chassis for riders that prefer to feel a bit more coverage.

Riders wanting a versatile glove they can slip on for any riding day can rely on the Spectrum (p/n 3330-6821) and Sector gloves (p/n 3330-7269). With slightly varying levels of coverage, having this duo of gloves in the riding bag will equip riders to have comfortable and reliable control in almost any conditions. However, for those extreme cold days, Spectrum is also available in a cold weather version (p/n 3330-6754), with insulation providing warmth when temperatures are less than ideal.

For your customers looking for max protection, the Rebound glove (p/n 3330-6713) utilizes an integrated, D3O® layer across the knuckles, providing proven impact protection in even the most grueling conditions. ■

» For more information and complete offerings from THOR, contact your Parts Europe rep and check them out in the THOR and Helmet & Apparel catalogs, and at www.partseurope.eu.



Best of Both Worlds

A 50/50 Adventure Tire



The Trailmax Raid is a 50/50 tire that provides confidence and performance both on and off the road. They fit a range of models, from mid-size dual-sports up to large Adventure bikes.

Adventure riding means something different to everyone who does it. For some, sticking to paved roads is just fine. Other riders only stray off the asphalt occasionally, and some riders feel like it is only an adventure if they are splitting their time between being on the road and off of it.

Dunlop's Trailmax family of Adventure tires reflects this diversity of riding styles, and the brand-new Trailmax Raid is designed for those riders who like to spend as much time off the road as on it. As a 50 percent on-road and 50 percent off-road tire, the Trailmax Raid (p/n 0316-0581) is a versatile new addition to Dunlop's presence in the Adventure and trail segment.

To develop the Trailmax Raid, Dunlop's engineers took the valuable knowledge and data Dunlop has gained in Adventure and Touring riding as well as in the off-road side of things. The design of the Trailmax Raid was actually inspired by the Dunlop D908 RR, an off-road rally raid tire whose most notable characteristic is the tread, which has pronounced blocks. Those same pronounced tread blocks can now be seen on the Trailmax Raid tires.

Another way the Trailmax Raid tires show their versatility is in the number of motorcycles they are suitable for. They

are a great fit on quite a range of models, from mid-size dual-sport motorcycles all the way up to the large, go-anywhere Adventure bikes.

What the Trailmax Raid brings to these motorcycles is confidence and performance both on and off the road. The tires are agile and predictable in off-road environments. On paved roads, two of the most significant features of the Trailmax Raid tires are their outstanding wet-weather capability and their long-distance touring performance.

"We are excited to launch Trailmax Raid, which further strengthens our trail offering," says Luca Davide Andreoni, Dunlop Motorcycle Europe Marketing Manager. By combining our expertise and technologies from the off-road, Adventure Touring and sports touring segments, we have created a true 50/50 tire that excels for a wide range of bikes in varied conditions."

The Trailmax Raid finds itself in good company among the other Dunlop Trailmax tires. The Trailmax Meridian, which has become very popular among Adventure riders since its launch three years ago, is a 90 percent on-road, 10 percent off-road tire. In other words, it is an ideal tire for those riders who stick mostly to paved roads, but want the option of getting onto the trail once in a while.

While the Trailmax Meridian has road-focused performance, the new Trailmax Raid balances on-road and off-road performance, and it also has an M+S marking. Sitting right in between the Trailmax Meridian and the Trailmax Raid is the Trailmax Mission. This one is a 70 percent on-road, 30 percent off-road tire that caters to riders who like getting off-road more than just occasionally, but still spend more time on the road than off it.

While both the Trailmax Mission and the Trailmax Raid have an M+S rating, there is an easy way to help Adventure riders choose between the two. If mileage is more of a priority to a rider, they can opt for the Trailmax Mission. During testing, the Mission maintained its characteristics even after 12,800 km. On the other hand, if a rider's focus is more on performance – especially when riding off-road – then the Trailmax Raid might be the right choice for them.

Parts Europe will be stocking all nine of the available sizes for the Dunlop Trailmax Raid. There will be three front sizes to cover both 19-inch and 21-inch wheels plus six rear sizes for 17-inch and 18-inch wheels.

The entire Trailmax family of tires benefits from Dunlop's cutting-edge engineering and design, as well as the company's extensive research and testing. Riders can expect to find some of Dunlop's top technologies in the Trailmax family of tires.

For instance, the Trailmax Meridian features Dunlop's MultiTread technology, which increases traction and grip in all riding scenarios, dry or wet. A high-silica compound provides premium wet grip and makes the tire more flexible at lower temperatures, so a rider can feel confident even on cold, rainy days. MultiTread technology also allows the center compound on the rear tire to extend under the shoulder compound to help increase the overall stiffness of the tire. These features are one of the reasons the Meridian is such a great choice for riders who are mostly on-road.

For tires with more off-road capabilities, something like the Staggered Step tread blocks found on the Trailmax Mission are key to traction. The tread block design gives side knobs more rigidity and creates more biting edges so that as the tread wears, the next biting edge takes over traction duties. ■

» *Talk to your Parts Europe rep about the new Trailmax Raid and the other tires in Dunlop's Adventure-focused Trailmax tire lineup. You can find all sizes in the Tires, Tools & Chemicals catalog, and at www.partseurope.eu.*



The Trailmax Mission is a 70 percent on-road, 30 percent off-road tire for riders who like getting off-road more than just occasionally, but still spend more time on the road than off it.



Dunlop's Trailmax Meridian is an ideal tire for riders who stick mostly to paved roads, but want the option of getting onto the trail once in a while.

OptiMATE

Ready for USB-C

Products Made for New Charging Standard

USB-C has now been mandated in Europe to be the single communication and charging connector for all phones and other communication ready devices. TecMate has taken note of this and designed a new range of OptiMate USB chargers with USB-C ports to enable charging of all USB-C ready devices.

All OptiMate USB chargers have a unique feature that protects the vehicle's battery from which it is drawing power – when the vehicle's engine is turned off the OptiMate USB charger senses that and will turn off within one hour. So, if a rider has stopped somewhere scenic to admire the view, and they need to also charge their phone, camera or Bluetooth ready helmet, the OptiMate USB charger remains on for an hour before it goes into standby mode. That prevents even the smallest lithium battery from totally discharging, leaving sufficient power to start up the vehicle and ride on.



The O-105 is a USB charger that connects to a Ø12mm DIN socket and delivers 3300mA of charge through dual USB-A ports. It's popular with BMW and Triumph motorcycle riders.



The OptiMate USB O-118 is a USB-C ready charger, delivering 3300 milli-Amps of fast charge through a single USB-C port. It features a fully sealed case, zip-tie easy-mount barrels and a fused battery lead.



The OptiMate USB O-118 (p/n 3807-0664) is the first USB-C ready charger, delivering 3300 milli-Amps of fast charge through a single USB-C port. With a fully sealed case, zip-tie easy-mount barrels and fused battery lead with M6 ringlets, it is ready for permanent installation on the motorcycle.

The USB-C port is equipped with zip-tie slots, which allows customers to attach it to a clutch or brake cable, handlebar or any available strut nearest to where they need to charge their USB-C devices. The USB-C port is fully protected against ingress of dirt or water; the innovative rubber sheath seals against an inserted USB-C connector. When not in use, the sealing plug keeps the USB port dry.



The O-100 is a USB charger that accepts 12V power through an SAE Connector. It delivers 2400mA of charge through a single USB-A port, and feature the smart standby mode.



Other OptiMate USB chargers with smart standby mode include models that accept 12V power through an SAE connector, such as the O-100 (p/n 3807-0539) that delivers 2400mA of charge through



The weatherproof O-108 delivers 3300mA of charge through a weatherproof USB-A port.



The O-115 is more suitable for Ducati Multistrada and Triumph Tiger 800/850/900 motorcycles.

a single USB-A port, and the weatherproof O-108 (p/n 3807-0524) and O-108KIT (p/n 3807-0477) that deliver 3300mA of charge through a weatherproof USB-A port.

OptiMate USB chargers that connect to a Ø12mm DIN socket and delivers 3300mA of charge through dual USB-A ports, are the O-105 (p/n 3807-0538) most popular with

BMW and Triumph motorcycle riders, and the O-115 (p/n 3807-0541) that is more suitable for Ducati Multistrada and Triumph Tiger 800/850/900 motorcycles. ■

» Talk with your Parts Europe rep for details, and learn more in the Scooter, Street, and Tire, Tools & Chemicals catalogs, and at www.partseurope.eu.

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Rider's Choice

A Customizable Helmet

ICON makes it easy to further personalize a helmet that is already as unique looking as the Airflite Cat Scratch Fever. Customers can swap out the faceshield, the internal drop-down shield, and even the spoilers on the back of the helmet.



The Airflite Cat Scratch Fever really comes alive when the lights go down – the cat and other highlights glow in the dark.

The Airflite helmet from ICON is all about choice. In addition to picking what graphic suits their style, riders who wear the Airflite can swap out the face shield, internal drop-down shield, and the rear spoiler to create exactly the look they want.

Helmets like the Airflite Cat Scratch Fever (p/n 0101-15067) start with bold graphics – the cat and other highlights even glow in the dark – paired with an RST Purple Fog-Free Forceshield. The quick-change design of the shield makes it easy to replace it with the included Clear Fog-Free Fliteshield or another color option, sold separately. The Airflite helmet will accept both the Forceshield and Fliteshield, giving riders even more choice in how they customize their helmet. There is also a motocross/Supermoto-inspired option – riders can forego the shields in favor of the ICON Airflite goggles and Airflite Visor.

The Airflite Cat Scratch Fever also comes equipped with the Dark Smoke DropShield, the internal drop-down shield that can be operated easily even with gloves on. This shield makes it easy to ride in both day and night, and

it is yet another piece of the helmet that can be traded for a different color.

At the back of each Airflite helmet is an Airflite spoiler. While the Airflite Cat Scratch Fever arrives with a purple spoiler that perfectly matches the included Forceshield, it, too, can be changed for a different color.

Other bold graphics choices available for the Airflite helmet include the GP23 (p/n 0101-15060) and the Day-tripper (p/n 0101-14702). These two ICON Airflite helmets as well as the Airflite Cat Scratch Fever have ECE22.06 certification, so riders can wear these pieces of art with full confidence that they are getting a lot more than just good looks.

ICON designed the Airflite to be as customizable as possible, so a rider can craft a helmet that best represents their style. At the same time, it was also designed to keep a rider's head secure from the world outside. The strong injection-molded polycarbonate shell saves both drag and weight, thanks in part to the carefully sculpted neckline that is designed to avoid interfering with a jacket or suit.

Comfort has not been forgotten, either. There are four intake vents, including an MX-inspired oversized chinbar vent. These forward vents push air through the helmet and out two rear vents. Inside the Airflite, the Hydradry liner helps wick moisture away from the rider's skin to keep things cool and dry. When the helmet needs freshening up, the Hydradry liner can be removed and washed. ■

» *Talk to your Parts Europe rep to learn more about the mix-and-match options for the ICON Airflite helmet. Find all the possibilities in the Helmet & Apparel catalog and at www.partseurope.eu.*

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The King of Speed

A Racing-Inspired Clubstyle Low Rider ST

HeinzBikes' Clubstyle King of the Low Rider ST pays tribute to the King of the Baggers racing class and NASCAR.



In the U.S., NASCAR fans know that every race season kicks off at Daytona International Speedway in Florida. Thanks to MotoAmerica's *King of the Baggers* class, V-Twin enthusiasts are also now turning their attention to Daytona in the spring, waiting to see Baggers battling it out on the high banks of Daytona.

HeinzBikes has embraced these two annual racing traditions with the *King of the Low Rider ST*, a custom bike build that is inspired by both *King of the Baggers* and NASCAR. At the same time, this custom 2022 Harley-Davidson Low Rider ST is true to the HeinzBikes signature Clubstyle look. Featuring a huge list of custom and performance upgrades, the bike brings American racing heritage to the streets of Europe.

The Berlin-based HeinzBikes has long been a Clubstyle trendsetter in Europe. Back in 2019, the company customized a Sport Glide with an FXRT fairing. Fans of that bike probably spotted the similarity in the new Low Rider ST design, which comes stock with the fairing. Sometimes, the trends on the street reach all the way to the factory.

And speaking of factory, the paint on *King of the Low Rider ST* is the factory paint job. The team at HeinzBikes

liked the gray color so much that there was no need to change it. In fact, the dark gray is the perfect backdrop for the racing-style number and decals in neon yellow and metallic blue.



With this build, HeinzBikes celebrates the popularity of Performance Bagger racing with a bike that would look right at home on the racetrack. The seat is a Saddlemen Step-Up.

The yellow is impossible to miss, and the metallic blue coordinates perfectly with the wheels, pulley cover, HeinzBikes Clubstyle Crash Bars, HeinzBikes MX Footpegs, handlebars and levers, which are all painted in Porsche 911 GT3 Shark Blue.

The decals that resemble sponsor logos represent Harley-Davidson, HeinzBikes and the many HeinzBikes products found on the Low Rider ST. The team designed logos for each product, then turned them into a sticker for the bike.

As for the number 82, that was an easy choice. The 8th letter of the alphabet is H, and the second is B, so it stands for HeinzBikes.

Up at the front of the *King of the Low Rider ST*, HeinzBikes NANO Series Turn Signals (p/n 2020-2155) keep the bike's lines clean while still providing a big punch of light. These high-tech LED turn signals are incredibly bright, even while the billet aluminum housings virtually disappear because of their small size.

Standing tall above the front fairing are the HeinzBikes 10-inch Pullback Clubstyle Risers (p/n 0602-1321). These risers provide a comfortable stance on the bike while adding to the great Clubstyle looks. Thicker than stan-

dard OEM risers, the billet aluminum Clubstyle Risers are both stronger and more aggressive looking.

The NANO Series Turn Signals used for this build rise above the fairing thanks to the risers. For riders who choose not to use the higher risers, the Classic ST lights (p/n 2020-2152) mount in the same spot as the stock turn signals, but they look much sleeker and more modern.



Billet aluminum Clubstyle Risers from HeinzBike provide an aggressive look and improved control in the cockpit.

HeinzBikes Clubstyle Crash Bars for M8 Softail models and MX Footpegs V1 offer firm footing and plenty of protection.



Another notable feature at the front of the bike is the HeinzBikes Gauge Mount Adapter (p/n 2210-0653). This new part is designed for Milwaukee-Eight Softails, and it is a relocation kit for digital speedometers.

One of the things HeinzBikes is best known for is license plate holders. No custom is complete without a license plate relocation to really clean up the lines at the back end of the bike. The HeinzBikes All-in-One MICRO License Plate Holder (p/n 2030-2078) is everything necessary for the back end – a number plate holder plus state-of-the-art SMD-LED turn signals, brake lights, rear running lights and a number plate light.

All of that is housed in a small package, and the number plate frame is so thin it barely shows. HeinzBikes offers these license plate holders for German, Swiss and Austrian plates, and they are all E-approved and approved for street use. Additionally, the bike has a License Plate Mount Adapter Cube (p/n 2030-1551), which replaces the OEM rear light.

Down at the lower end of *King of the Low Rider ST* are HeinzBikes Clubstyle Crash Bars for M8 Softail models (p/n 1624-0394), and MX Footpegs V1 (p/n 1620-2335). The crash bars are curved on state-of-the-art CNC bending machines to provide a perfect fit that flows well with the lines of the bike while still protecting the engine, fairing and tank. The motocross-inspired footpegs can be rotated a full 360 degrees to any angle, then locked securely in place.

The seat on the Low Rider has a direct connection to the *King of the Baggers* racing series. It is a custom Step-Up seat from Saddlemen, a company that has teamed up with Harley-Davidson to field four riders in the series.

The Step-Up seat features the HeinzBikes eagle logo embroidered on it along with diamond stitching in a blue tone that perfectly matches the painted parts and blue decals. The Step-Up seat provides the all-day riding comfort customers expect from a Saddlemen product, with ample space and cushioning for both the rider and passenger. However, the same styling that makes the Step-Up so comfortable also makes it a great performance seat, with ergonomics that keep the rider locked in place during even the most aggressive riding.



The All-in-One MICRO License Plate Holder offers a spot for the plate as well as ultra-bright LED turn signals, brake lights, rear running lights and a light for the plate.



Up front the NANO Series Turn Signals are small, slick and bright – a great combination for visibility and style.

There is no denying that a stock Low Rider ST has beautiful lines, but stand at the back of the bike, and it is easy to notice that the saddlebags are different sizes. The right-side bag is shorter than the left to accommodate the exhaust. HeinzBikes wanted an exhaust for *King of the Low Rider ST* that would help balance out the two sides of the bike.

HeinzBikes already has a great relationship with exhaust manufacturer KessTech, so it was a natural choice for the two companies to team up on this build. KessTech created the Clubstyle 2-into-1 Exhaust for Softail Euro 5 based on the ideas for this custom build, resulting in a beautiful piece that was exactly the shape, color and power boost HeinzBikes was looking for. The stainless-steel exhaust is a true craftsman piece with hand-welded seams.

With the KessTech exhaust, this Low Rider sounds great when it's roaring down the street. Still, a custom motorcycle like this one deserves its own soundtrack, which is why *King of the Low Rider ST* has been fitted with a custom audio system.

Clubstyle fans will be able to find the *King of the Low Rider ST* at various motorcycle shows and events, and, of course, it will be featured extensively on the social media channels for HeinzBikes and its partners. ■

» Learn more about this racing-inspired custom from HeinzBikes by talking with your Parts Europe sales rep, and learn more in the FatBook.

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MADE IN
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ST LIGHTS



ST CLASSIC



ST MICRO



ST NANO



The Science of Stopping

An Evolution of Disc Brake Pads

The common theme among any form of motorsports is the constant chase for more power and optimized engine performance. But, what happens when you have to stop? From recreation to racing, brake performance and stopping power is absolutely critical to safety and overall riding performance. This is where SBS Friction shines, so your customers can go ahead and enjoy their ride. The brand's products are now available through Parts Europe.

Operating in a state-of-the-art facility out of Denmark, SBS has been producing brake pads for disc brake systems since 1964. In fact, SBS was front and center for the introduction of disc brake systems on motorcycles, embracing the technological evolution from its beginning. SBS' experience developing and producing brake pads has led them to supplying both the OEM and aftermarket where you can find SBS pads on riders' motorcycles in over 40 different countries. SBS is prepared to serve any powersports customer, offering brake pads for on and off-road motorcycles, scooters, ATVs and UTVs.

When it comes to braking, SBS knows riders want confidence that their machine will stop every time with pull of a lever or the push of a foot. This is why SBS has put countless hours of research and development into its product at every step of the process. From initial designs to mixing compounds to final manufacturing and packaging, everything is handled in-house at SBS' facility.

Prioritizing innovation, productivity and quality, SBS continuously invests in new friction materials, production methods and other resources. Some of the unique features that set SBS apart are its production technologies, coatings, treatments and retention designs.

Speaking of the latter, NRS (Nucap Retention System) is SBS' proprietary technology of securing brake pad material to its backplate. Typically, an adhesive is used to accomplish this, which can be very sensitive to temperature and other factors, posing a risk of failure. The NRS retention system utilizes hooks in the backplate material to create a mechanical bonding of the brake pads, keeping them from separating or vibrating.

Different applications require different levels of stopping power, which is why SBS manufactures its own pad materials, from ceramic/organic to different sintered applications. Furthermore, SBS is committed to doing so sustainably and has taken major steps to deploy its Better Brakes (p/n 1720-1034) line for company-wide, eco-friendly manufacturing.



New to the Parts Europe lineup, SBS has been producing brake pads for disc brake systems since 1964. SBS offers brake pads for on and off-road motorcycles, scooters, ATVs and UTVs.

SBS utilizes its own sintering production process for a vast range of applications. Because SBS has complete control over every step of its sintering processes, it has the ability to adjust for specific applications, delivering optimized performance and durability. ■

» For more information on SBS and its products, contact your Parts Europe rep and check them out in the Street and Scooter Update catalogs, the Off-Road catalog, and at www.partseurope.eu.



In 2021, SBS made a commitment to embrace sustainable business in both production and output of its brake pad products. The results are the company's SBS Better Brakes series.



Built Better

Brake Pads for Improved Performance, Environment



The SBS Better Brakes series are designed to be completely copper and nickel-free for sintered applications, and antimony-free for ceramic applications. This change plays a crucial role in reducing heavy metals that can be transferred to the environment via brake dust.

From everyday street and recreational off-road riding to flat-out competition, some of the first characteristics riders consciously look for in a motorcycle are power and handling. While they are actively relying on braking performance, they may not appreciate it until it fades.

With over five decades of braking system technology and design experience, SBS understands that stopping power is critically important for riders, and equally as important is manufacturing those braking components responsibly.

In 2021, SBS made a commitment to fully embrace sustainable business in both production and output of its brake pad products, outlined with a plan involving extreme reductions in potentially harmful metals that had traditionally been used in brake pad (p/n 1720-0959) materials.

However, this feat is not as simple as it sounds. SBS remains dedicated to braking performance on all fronts, which is why its experienced team is proudly executing a plan that's been several years in the making resulting in improved and optimized braking performance and responsible manufacturing.

Appropriately named the SBS Better Brakes series, availability has now kicked off in a long-term transition of brake pads for street, V-Twin and scooter applications, all benefitting from improvements in critical areas of pad performance.

One notable area is the brake pad (p/n 1720-0931) compounds. SBS engineers have refined its brake pad compounds to be completely copper and nickel-free for sintered applications, and antimony-free for ceramic applications.

This change plays a crucial role in reducing heavy metals that can be transferred to the environment via brake dust.

This revised compound also translates to improved, more stable braking performance. The new metallic makeup delivers an improved coefficient of friction that has been shown to produce between a 9 percent to 12 percent improvement in stopping distance over previous compounds in SBS' testing of HF, HS and MS pads.

Additionally, riders can enjoy a stronger initial bite and improved recovery thanks to improved heat resistance with SBS' revised compound. As riders may know, heat is the enemy of brake performance, so SBS Better Brakes' higher heat resilience can translate to a better sense of predictability and reduced feeling of brake fade.

These performance benefits through the Better Brakes transition will take place with 95 percent of SBS' brake pads by 2025. Initial transitions dealers and customers may recognize now are with high-volume part numbers from SBS, then moving down the line in a similar fashion. Rest assured, SBS Better Brakes products can easily be identified with the new wave and leaf logo on the packaging.

With the implementation of the revised compound, the SP and HS brake pads from SBS became extremely similar in composition and performance, so SBS has opted to make things simpler for all its customers and transition SP into the HS line throughout the first half of 2023. ■

» For more info, talk with your Parts Europe rep and check out the FatBook, Off-Road, Scooter and Street catalogs, and go to www.partseurope.eu.



Right for the Ride

Helmets for Street and Trail

Whether a rider is buzzing through the city streets to get to work or hitting the trails for some off-road fun, Z1R has a helmet that is just right for the ride, like the Road Maxx helmet for scooter riding and the Rise family of helmets for off-road riders.

The three-quarter Road Maxx helmet (p/n 0104-2532) is an ideal choice for commuters, city riders and scooter enthusiasts. The Road Maxx is derived from scooter helmet styling, and its ECE 22.05 approval and dual-density EPS foam liner allow riders to choose the Road Maxx with confidence.

A scratch-resistant, drop-down sun visor makes riding from day into night a quick and easy transition. There's no need to swap out shields or stop to put on sunglasses. The Road Maxx's shell has an integrated exhaust vent to ensure airflow and temperature control. Inside, the moisture-wicking liner and cheek pads are removable and washable, so it is easy to keep things fresh inside the helmet, even during hotter months. The Road Maxx helmet is available in five different solid colors.

The team at Z1R knows off-road riding is a sport for all ages, which is why the Rise helmet is offered in both adult and youth sizing. On the grown-up side of things, the ECE 22.05-approved Rise helmet (p/n 0110-7234) begins with an injection-molded polycarbonate shell that has dual forehead and chin vents, which sweep air through the liner and out the rear exhaust vents. The aluminum mesh panel in the chin bar further enhances airflow so riders stay comfortable while out on the track or trail.

Any rider who has tried to position goggles that kept slipping out of place knows how frustrating it can be to adjust them again and again. When designing the Rise helmet, the team at Z1R had this in mind. The rear part of the shell looks sleek and smooth, but its shape is not just for looks. It is shaped to make it easier for a rider to position their goggle strap. And, once the goggles are in place, they will stay there.

Like the Road Maxx, the Rise helmet features a fully removable, washable liner and cheek pads. The moisture-wicking properties of the material further enhance the rider's comfort, even on hot days.

The adult Rise helmet is available in three color options or in the Rise Flame graphic, which comes in four different color combinations.



Z1R's three-quarter Road Maxx helmet is an ideal choice for commuters, city riders and scooter enthusiasts.



The off-road Rise helmet from Z1R is ECE 22.05-approved, and is built to provide plenty of airflow, protection and comfort.



The Youth Rise Flame helmet features many of the same perks found on the adult-sized helmets, but in a smaller shell. This helmet is great for riders who are not quite big enough for an adult helmet but want the same great features and graphics.

The Youth Rise Flame helmet (p/n 0111-1440) also features the Flame graphic in black, red or pink. The helmet features many of the same perks found on the adult-sized helmets, but in a smaller shell. This helmet is great for riders who are not quite big enough for an adult helmet but want the same great features and graphics. ■

» Talk to your Parts Europe rep to learn more about Z1R helmets for everything from scooters to off-road riding. Find all the styles, sizes and colors in the *Helmet & Apparel catalog*, and at www.partseurope.eu.



Restoration Ready

Parts for Vintage Harley-Davidsons

Chasing down parts for vintage Harley-Davidsons can lead a builder down one of two rabbit holes. If the goal is a period-perfect restoration, the parts quest requires the exact part with the precise fit. That criteria is usually joined by the ugly, and ominous, high price typically associated with any and all authentic vintage Harley parts and components.

Option number two is for the bike builder to turn to new replacement parts sources. While these parts and components are not necessarily authentic in design, they are purposeful as replacements that work in terms of the motorcycle's appearance, function and performance. When applied, the end result is a vintage Harley-Davidson motorcycle that performs well on the road!

In addition, the clutch basket and front pulley assemblies are ready for mounting to the bike. Baskets are made of hard anodized aluminum for strength and durability, and the billet front pulley is drilled and tapped for easy installation. Just keep in mind that even though the 8mm and 11mm kits are bolt-on applications, they do not come with any clutch plates, which must be purchased separately. Some 11mm kits include an idler bearing to get the correct primary belt free play

Like all BDL components, the bolt-on primary belt drive kits are made in the USA. Both primary belt kits fit a wide range of early Harley models, too. While a complete list of applications are available in the Parts Europe catalog, here are some examples of various early Harley models



When it comes to adding one of BDL's bolt-on primary belt drive kits to a vintage Harley-Davidson, also check out the company's Competitor clutches. Both are great upgrade over stock.

BDL is a California-based company offering replacement primary and final-drive belt systems for a wide range of Harley-Davidson Big Twins from model years 1936 through 1984.

A good example of a new-parts source option is BDL, a California-based company offering replacement primary and final-drive belt systems for a wide range of Big Twins from model years 1936 through 1984. Among BDL replacement components are 8mm-wide (p/n DS-360104) and 11mm-wide (p/n DS-360107) primary belt drive kits for those earlier models.

Both kits include all the necessary parts and components for a turnkey replacement primary drive assembly. The parts list begins with a 3/16-inch-thick primary belt that has the proper number of teeth suitable for each specified model-year Harley.

they fit; 8mm kits include those for 1936-'47 Knucklehead EL models, Panheads ranging from 1949 EL to 1949-'51 FL models, and more.

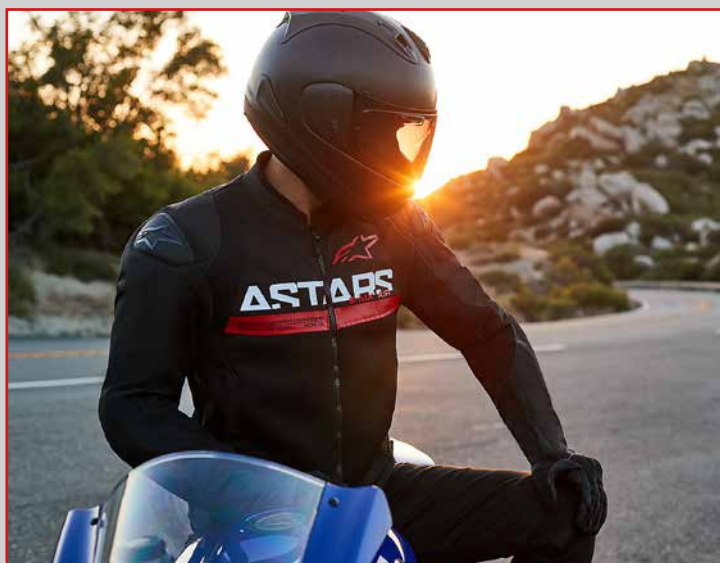
The 11mm kits are suitable for a wide range of Shovelhead models, too. In addition to 1960s and '70s Shovelheads, BDL has primary kits for the popular 1980s Shovelhead models such as the '81 FLH (with floorboards), '83-'84 FXSB/'83 FXDG, and plenty others. ■

» For more information about BDL's primary belt drive kits for early Harleys, dealers should consult with their Parts Europe reps, and check out the OldBook and www.partseurope.eu.



Stay Cool

Vented Riding Gear for Hot Conditions



Alpinestars' SMX Air jacket is a great everyday commuter jacket that offers plenty of protection and comfort.

Alpinestars has earned a reputation as a leading manufacturer of rider protection systems by drawing on its history of competing at the highest levels of competitive motorcycling racing. This focus on quality shines through in its vented riding jackets. Blending great protection, innovation and hot weather performance features, the GP Force Leather Airflow jacket, the T-SPX Superair jacket, the AST v2 jacket and the SMX Air jacket are designed and engineered to meet the demands of male and female riders.

The GP Force Leather Airflow jacket (p/n 2810-3990) is constructed from bovine leather for abrasion and tear resistance. This jacket is also equipped with extensive perforations for maximum airflow, and its climate management is further enhanced with strategically positioned vents and a detachable thermal liner. This allows riders to tailor the jacket to the elements for effective climate control. This jacket also incorporates Alpinestars Nucleon Flex Pro protectors for effective impact protection.

The lightweight T-SP X Superair jacket (p/n 2820-6294) offers even more internal climate control thanks to the extensive mesh paneling on the torso, arms and upper chest. This delivers ventilation and maximum airflow for enhanced rider comfort in hot conditions. Featuring an engineered fit designed to deliver the highest level of active race protection, this jacket

is Tech-Air® ready and can accommodate the Tech-Air 5 Airbag System, complete with the new race algorithm that is available as a download. It's protective too, courtesy of the adaptive Nucleon Flex Plus armor.

The sports fit AST v2 Air jacket (p/n 2820-6301) is an exceptionally light and durable jacket featuring a main mesh shell for superior ventilation that is fully optimized for use with or without Tech-Air 5. Constructed from hard-wearing 600 Denier poly-fabric, it features extensive mesh panels positioned on the front, back and arms for optimum airflow performance. This jacket is also equipped with removable Alpinestars Nucleon Flex protectors in the elbows and shoulders that are lightweight and sleek and offer great resistance against impacts. This is bolstered with GP Lite armor on the shoulders for superior abrasion resistance in a key area.

Riders looking for a more casual aesthetic should consider the SMX Air jacket (p/n 2820-6316), a motocross-inspired textile jacket that is a perfect choice for everyday commuters and weekend riders looking for a versatile and protective street sport jacket for riding in warm climates. With a main chassis built from a technical mesh on the rider's abdomen, back, and inner arms, this jacket also incorporates perforated 450D polyfabric on the upper chest for high airflow during the warm summer months. Another key feature is the stretch material on the rider's back, shoulders and sides. A high-density stretch material on the upper back ensures an adaptive fit and freedom of movement, as well as making it compatible for use with the Tech-Air 5 Airbag System. ■

» *Talk with your Parts Europe rep for more details and check out the Helmet & Apparel catalog and www.partseurope.eu.*



The mesh paneling on the torso, arms and upper chest of the lightweight T-SP X Superair Jacket provides maximum airflow.

Tackle the Trails

The Lightweight Vector Tech and Vector Pro

The Alpinestars Cycling line-up of products includes two helmets designed specifically for the rigors of MTB riding – the Vector Tech and the Vector Pro helmets.

The highly advanced Vector Tech Helmet is designed to be safe, protective and comfortable while still delivering the performance your customers expect from Alpinestars. This helmet boasts a smooth and streamlined profile, while the shell shape offers extended coverage around the temple and nape areas for enhanced levels of rider protection.

The Vector Tech helmet (p/n 0151-0168) is also MIPS equipped. MIPS is the brain protection system that utilizes a low friction layer that allows a sliding motion of 10-15mm, in all directions, to reduce the rotational motion transmitted to the brain during an impact, thus significantly reducing the risk of brain injuries.

Ventilation is another key design detail of the Vector Tech helmet. It has 19 openings, complete with a reinforced air scoop at the front that deliver significant cooling airflow for optimal performances, even in the harshest conditions.

Weight is an important factor in the riding and safety performance of a helmet. To ensure that the Vector Tech offers great weight-saving performance, the material selection, preparation and construction of the helmet have all been rigorously analyzed to guarantee the helmet is lightweight, but still delivers in terms of energy absorption. The Vector Tech Helmet weighs 390g in a size M.

Other key design features include reinforcing cages embedded in the rigid frame for added strength, a quick release chin strap, a fully adjustable dial sizing system, and a washable, replaceable, breathable comfort liner with quick-dry, anti-bacterial fabric. There is also an adjustable visor that can be tilted forwards for enhanced vision when riding uphill and has space to facilitate the safe storage of goggles.

The Vector Pro helmet (p/n 0151-0177) is equally well equipped, and is identical to the Vector Tech, but weighs just 370g, due to it not being MIPS-equipped.

Both the Vector Tech and Vector Pro helmets are available in three shell sizes; S (51-55cm) / M (55-59cm) / L (59-63cm),



The advanced Vector Tech helmet is designed to be safe, protective and comfortable while still delivering the performance your customers expect from Alpinestars.

and both helmets have been constructed, tested and approved in compliance with the European Standard EN 1078:2012+A1:2012. This Helmet also complies with the U.S. CPSC Safety Standard (CPSC 16 CFR 1203) and the Australian/New Zealand Standard AS/NZS 2063:2008. ■

» *Talk with your Parts Europe rep about these products, and get further details in the Bicycle catalog and at www.partseurope.eu.*



The Vector Tech helmet is equipped with MIPS, the brain protection system designed to reduce the rotational motion transmitted to the brain during an impact.

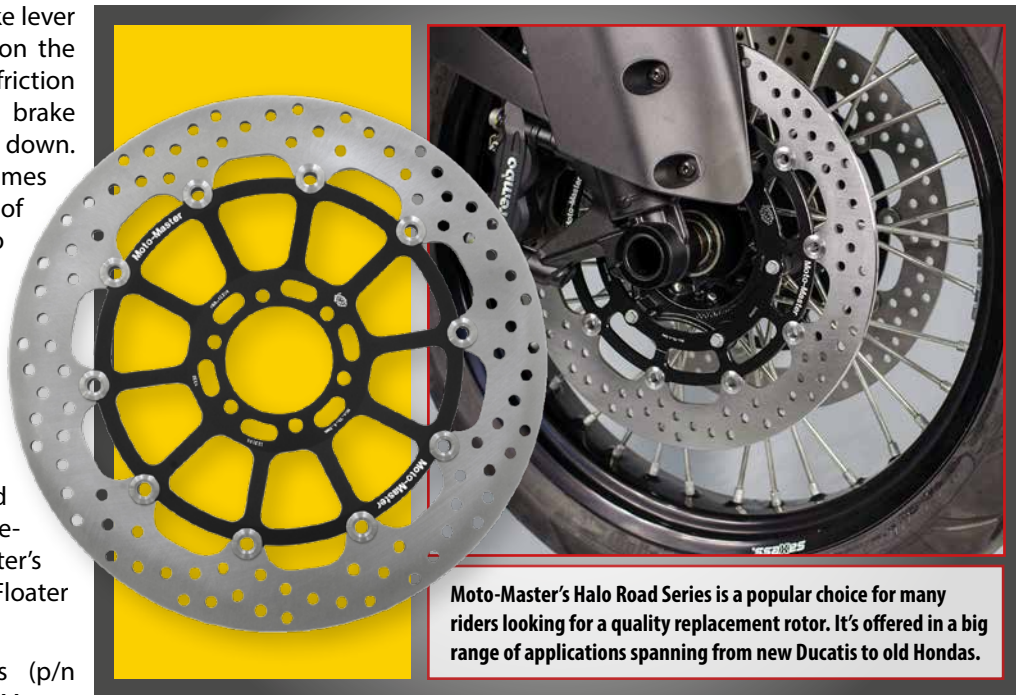


The Friction Factor

Replacement Brake Rotors

Squeeze the brake lever or push down on the pedal, and friction between the brake pads and disc slows you down. And with friction, comes wear. It may take tens of thousands of miles to happen, but eventually your customers' brake rotors will wear down to the minimum thickness stamped on the disc. Whether it's due to wear or damage or just a desire for upgraded parts, when it's time to replace rotors, Moto-Master's lineup of Halo and T-Floater discs are a great choice.

The Halo Road Series (p/n 1710-2529) from Moto-Master is a go-to for many riders looking for a quality replacement rotor. Offered in a massive range of applications spanning from old Hondas to new Ducatis, the Halo rotors have a traditional round design with plenty of modern technology.



Moto-Master's Halo Road Series is a popular choice for many riders looking for a quality replacement rotor. It's offered in a big range of applications spanning from new Ducatis to old Hondas.

from dishing when hot, so brake performance remains consistent even under heavy use.

If your customers frequent the track, they'll likely be interested in the Halo Racing Series (p/n 1710-2528), which has a thicker 5.5mm disc to better handle the intense heat experienced under maximum braking.

For motorcycles that have ditched their license plates in exchange for number plates, Moto-Master offers the Halo T-Floater Series discs (p/n 1710-3719). These are race-use only rotors that integrate a spigot-and-slot attachment system between the friction disc and aluminum carrier that greatly increases the brakes' heat tolerance. Halo T-Floater discs are used in many racing disciplines, including the Endurance World Championship, where teams demand a lot of their brakes. If your customers require maximum on-track performance, point them toward T-Floaters.

The Halo T-Floater Series discs are race-use only rotors that integrate a spigot-and-slot attachment system between the friction disc and aluminum carrier that greatly increases the brakes' heat tolerance.



The Halo's friction surface is laser-cut from premium stainless steel and double-ground to ensure a perfectly flat surface for consistent pad contact and lever feel. Laser-cut holes provide venting to help keep the discs cool under hard use, and also aids in cleaning the brake-pad surface.

For those Halo applications with a semi-floating design, the friction disc is supported by a carrier machined from lightweight aircraft-grade aluminum, and the two parts are fixed together with stainless-steel buttons. The Halo's semi-floating disc design helps keep the disc

Regardless of if your customers go with the Halo Series or something more aggressive, they'll get the best results from their brakes if they pair them with Moto-Master brake pads. The RoadPRO pads come in sintered, ceramic, and carbon-racing compounds to suit everything from everyday street riding to professional-level racing. ■

» To learn more about Moto-Master's products contact your Parts Europe sales rep, and flip open the Street catalog or navigate to www.partseurope.eu.



Tradition and Innovation

The Evolution of Bicycle Tires

One day, in 1891, a cyclist had a puncture. Since his tires were glued to the rim, they could not be removed, making the repair difficult. So, he went to the Michelin factory, which worked with rubber, to find help. Édouard Michelin supervised the repair himself. It took three hours, and the tire had to dry overnight.

That was Michelin's inspiration to invent the detachable tire. In this ingenious system, the inner tube was contained inside a casing that was not glued, making the tire removable and repairable within 15 minutes. The modern tire was born. Using this tire, Charles Terront won the Paris-Brest-Paris race more than eight hours ahead of the second competitor.

This story is more than 130 years old, but it is the reason that, today, Parts Europe is stocking Michelin bicycle tires.

The Wild Enduro Racing Line mountain bike tire range is designed for cyclists who want great performance, and to ride the same tires used by pro racers. The Wild Enduro Racing Line is available in front and rear versions in 29x2.40 to suit the race bikes used at the highest levels of the sport, and by leisure riders who ride aggressively on enduro-type terrain.

The goal of this range is to offer a high level of grip in challenging conditions and to resist damage when riding at the limit. Multiple technologies make this possible. MAGI-X DH is a durable rubber compound that is optimized for high grip levels in wet and dry conditions on a variety of track surfaces.

The Double Defense 4X-Ply used in the sidewall areas increases resistance to damage and improves the tires' lateral stability during high-speed cornering. The Low Pressure Reinforcement reduces the incidence of pinch punctures when running low pressures, and it increases casing stability to maintain steering precision. A high-density belt under the tread area reduces the chance of punctures caused by sharp objects or impacts.

The Wild Enduro Racing Line front tire (p/n 0344-0009) features tall and rigid center blocks for excellent cornering grip. Zero-degree ridges enhance braking performance, and offset lateral blocks on the shoulders offer progressive cornering characteristics.

The rear tread pattern has been optimized for rolling efficiency and speed, with lower center blocks and more rigid offset shoulder block designs. The rear tire is designed to reduce rolling resistance and efficiently convert pedal inputs to forward motion.

Michelin's Wild Enduro Racing Line mountain bike tire range is designed for cyclists who want great performance, and to ride the same tires used by pro racers.



Michelin designed the E-Wild tire range to meet the specific needs of electric mountain bikes. The rear MICHELIN E-Wild is resilient, and its casing features maximized strength and traction performance.



Michelin designed the E-Wild tire range to meet the specific needs of electric mountain bikes. Since rear tires take a lot of knocks, the rear MICHELIN E-Wild (p/n 0344-0131) is especially resilient, and its casing features maximized strength and traction performance.

Meanwhile, the front casing is identical to that used for Enduro tires, combining robustness with excellent grip. Together, the front and rear MICHELIN E-Wild minimize the amount of energy consumed by the tires, thereby reducing demands on the battery. ■

» Talk to your Parts Europe rep to learn more about Michelin bicycle tires. Find them in the Bicycle catalog, and at www.parts europe.eu.



Elegance, Elevated

Parts for Triumph's Speed Triples

Triumph's 2023 Speed Triple RS and RR are works of art. Mechanically sophisticated and aesthetically refined, it's hard to imagine any flaws or space for improvement in these incredible roadsters. And yet, GILLES always seems to find a way to make motorcycles better, and the company has done it again with the MUE2 rearsets and SHIHO shift holder for Triumph's naked Speed Triple RS and more aggressive, half-faired RR model.

The Speed Triple RS and RR provide two distinct ergonomic layouts to offer riders a choice in fit, but beyond that your customers are stuck with the status quo. That's where the new MUE2 rearsets (p/n 1623-0588) come in, offering a massive range of footpeg positions that are accessed with a minimum of tools and fuss.

The MUE2s are a completely new generation of rearsets that combine futuristic design with high quality and simplified adjustability. With the MUE2s, Speed Triple riders can locate their footpegs back by a maximum of 32mm, or forward by as much as 34mm, and up by a maximum of 38mm or down by up to 10mm. This is a truly massive range of positions that help create a tailored fit for the rider, and it's all achieved with streamlined adjustments.

Utilizing a forward/back track with locating pins and indexed rotating adjustment, the MUE2s are adjustable from just one point and with just one tool. Compared to the matrix of bolt holes commonly found on aftermarket rearsets, the elegance of the MUE2 rearsets is impressive.



In addressing a weak link in the Speed Triples' performance, GILLES has developed the SHIHO shift holder to stabilize the bikes' shift shaft where it exits the engine case.



GILLES' new MUE2 rearsets for the Triumph Speed Triple RS and RR offer a massive range of footpeg positions that are accessed with a minimum of tools and fuss. The intricately machined components also offer a major styling upgrade.



Combining a huge range of positions with such quick and easy adjustment is a real achievement, and just the kind of challenge for which GILLES is known.

On top of an improved ergonomic fit, the MUE2 rearsets offer breathtaking style. Swapping the stock footpeg assemblies on the Speed Triple for GILLES MUE2s elevates the appearance thanks to intricately machined components and contrasting anodized finishes. Other quality features include adjustable toe pieces for the brake and shift levers, plus a double row of sealed bearings at the lever pivots for ultra-smooth rotation with zero play.

Since Triumph's flagship roadsters are meant to be ridden hard, GILLES also investigated any weak links in the Speed Triples' performance. One obvious issue is the long, unsupported shift shaft, which can flex under hard use and cause vague shift feel.

As it's done for many other high-performance models, GILLES developed a SHIHO shift holder (p/n 1602-1499) to stabilize the shift shaft where it exits the engine case. The SHIHO supports the shaft in a smooth-rotating needle bearing, which in turn is pressed into a rigid bracket that bolts directly to the engine case. It's a simple and effective solution, and yet another part that adds a touch of style thanks to its hard-anodized titanium color. ■

» Reach out to your Parts Europe sales representative for more information, and check out the Street catalog and www.partseurope.eu.

Smooth Operator

Bearing Kits for Motorcycles and ATVs

Well-operating machines rely on the cohesive function of many moving parts. This is especially true in design of motocross and off-road motorcycles, as connections between critical components can be found everywhere, from engine to chassis to suspension. Factory Links understands the importance of these connections, which is why it is committed to providing riders premium quality bearing kits at affordable prices. Those kits are now available through Parts Europe.

With 10 years of motorcycle bearing manufacturing, Factory Links has gained irreplaceable knowledge through the evolution of its product development and manufacturing. Factory Links' core DNA is rooted in passion for riding and

size tolerances, material hardness and surface treatment specifications are met.

Factory Links' quality control and evident passion presented through its products has also led to working directly with OE motorcycle manufacturers, including Sherco, providing important feedback to continue improving and developing its bearing kits. In fact, for 2024, new Sherco machines will come standard-equipped with Factory Links steering, swingarm and linkage bearing kits.

Designing and developing products in-house allows Factory Links the opportunity to tap into some of the top resources of the industry, testing and proving its products in real-world application with world champion-level



Factory Links offers your customers premium quality bearing kits at affordable prices. The kits cover steering bearings, linkage bearings, wheel bearings, and a range of other options.

racing, a core characteristic it was established on and something that will continue to push its growth. This has built a thorough bearing kit product offering, including steering (p/n 0401-0099), linkage (p/n 1302-0759), shock (p/n 1313-0234), wheel bearings (p/n 0215-1187) and more serving off-road motorcycle and other powersports markets, such as street, trials and ATV.

Factory Links takes quality seriously and employs several quality control processes in-house to make sure your customers' machines remain operating smoothly. Factory Links quality teams run tests on alloy samples throughout several stages of the manufacturing process, ensuring

racers and teams. For 2023, Factory Links is working with well-renowned teams like Bud Racing out of France and Grau Racing Team out of Spain, competing in several championships around the globe.

Professional racing support and involvement doesn't end at just race teams for Factory Links. Proving its love for the sport and commitment to riders around the world, Factory Links is also a proud partner of MXGP. ■

» For the complete lineup and more information on Factory Links products, contact your Parts Europe rep and check them out in the 2023 Off-Road Update and ATV & UTV catalogs, and at www.partseurope.eu.



Adding Inches No-Mod Head Gaskets for Big Bores

How big is too big when it comes to Harley-Davidson bore size? There used to be a pretty clear limit to what could be easily achieved, but with Cometic's lineup of head gaskets for the Milwaukee-Eight, that limit has been pushed.

Historically, if a rider wanted to expand beyond a certain bore size (typically 4.200 inches on oil-cooled engines) the cylinder bore would encroach on the oil-passage holes in the head gasket. The fix was to have the oil holes plugged or welded, and for some customers that specialized work made the job too pricey.

the M8 head gaskets, reshaping the passageways to keep the holes separate and safely encased in their own embossments. The result of these efforts are three different head gaskets for all of the popular big bore combinations.

First, Cometic has a gasket that will fit both the oil- and water-cooled M8 engines with a 4.250-inch bore. This head gasket features separate embossments that capture the teardrop-shaped single hole found on oil-cooled engines and the two round holes found on water-cooled models. Using separate embossments around each target area ensures the most robust sealing possible to avoid leaks and ensure long-term reliability.

Next, Cometic has a no-mods gasket for the popular 4.320-inch bore (p/n 0934-5954), which provides a full 132 CI and is the largest you can go on the oil-cooled engines without the need for passageway modification. This head gasket features two separate embossments. One is siamesed into the bore due to the proximity of the bore and the oil hole, and the other is a stand-alone embossment for the other coolant hole.

Cometic also offers a no-mods gateway to 143 CI via a 4.500-inch head gasket (p/n 0934-5956) for water-cooled models. Again, this head gasket features stand-alone embossing for the coolant holes, oil drains and coolant holes, and no hole modifications are needed.

Cometic's Milwaukee 8 head gaskets are made to the highest standards and feature a Multilayer



Cometic's head gaskets are available for both water-cooled and oil-cooled Milwaukee-Eight powered Harley-Davidson models.

With these newly redesigned M8 head gaskets, welding the oil hole is no longer necessary until your customers reach a massive 4.320-inch bore on oil-cooled models like the Softail and Street Glide. On the water-cooled Touring models, they can safely expand to a 4.500-inch bore without modification. That yields a total displacement of 143 cubic inches!

You might be wondering how Cometic pulled this off. The company's engineers have been hard at work redesigning

Steel design consisting of three layers of stainless steel. Stamped embossing gives the gasket resilience so it can lift with the head on the compression stroke. This is why an MLS head gasket will typically seal the best in a high cylinder pressure application like those found on big-bore Harley builds. ■

» To learn more about Cometic's full selection of products talk with your Parts Europe rep, flip open the FatBook, and check out www.partseurope.eu.



Smooth Operator

Premium E-Bike Bearings

E-Bikes have been popular for quite some time now – long enough that your customers are starting to wear out components like wheel bearings and motors. As they come in with noisy drivetrains and gritty pivots, you can point them toward Black Bearing's extensive lineup of premium replacement parts including bearings for headsets, wheels, suspension pivots, bottom brackets and even motors.

With their increased weight and power, E-Bikes put a lot more wear and tear on components. Any sign of grittiness, play or noise from any of the bearings in your customer's bikes suggests those bearings should be replaced, and a good place to start is with Black Bearing's B3 line of component bearings.

B3 bearings (p/n 4950-0123) are built to the same spec as most OEM components. This intermediate-quality bearing is a direct replacement for worn stock parts, and offers tough chrome-steel construction with quality grease and seals. Parts Europe stocks a wide range of B3 bearings to fit nearly every rotation point on a bike, from the wheels to the bottom bracket.

is going to negatively impact the bike's performance. That's where Black Bearing's Max bearings come in. The Max series (p/n 4950-0245) is specifically designed for mountain-bike frame pivots, and offers a full complement of ball bearings that make Max bearings up to 40 percent stronger than standard bearings. Max bearings are more carefully and completely filled with premium grease, ensuring optimal lubrication and eliminating voids where water and dirt can hang out and cause corrosion.

If your customers are complaining about excess noise or vibration coming from their E-Bike's motor, odds are the internal bearings are to blame. Water entry is a common



Black Bearing offers an extensive lineup of premium replacement parts including bearings for headsets, wheels, suspension pivots, bottom brackets and even motors.

cause of bearing wear in E-Bike motors, and thankfully Black Bearing has the individual parts and even complete kits to overhaul the Bosch, Panasonic and Yamaha motors found in many popular E-Bikes.

Basic service kits (p/n 0961-0002) are available to replace the main crank bearings and seals, and full-service kits (p/n 0961-0001) contain all the bearings and seals needed to

complete a full overhaul of the motor assembly.

Anyone who wants to upgrade from OEM-spec B3 bearings can access the B5 series (p/n 4950-0249), which is offered in the same size ranges, but built to a higher specification using harder steel and better machining as well as upgraded seals. B5s are Black Bearing's best sellers, and offer faster and smoother rotation for more efficient riding.

Suspension pivots on heavy E-Bikes are especially susceptible to wear, and any play or friction in the linkage

There are also headset bearings (p/n 0410-0382) offered in a wide range of sizes to fit your customers' needs. External, semi-integrated, or integrated, Black Bearing has the low-profile, large-diameter bearings to keep steering smooth and tight. ■

» Learn more from your Parts Europe sales rep and inside the Bicycle catalog and at www.partseurope.eu.



A Comfortable Adventure

Seats for the Pan America

Adventure riding can mean a lot of miles and a lot of bumps, so it is important for a rider to hit the road or trail with the most comfortable seat possible. Saddlemen has a trio of seats for the Harley-Davidson Pan America to take the discomfort out of going on an adventure.

For Pan America riders who want a traditional Touring/Off-Road replacement seat, both the Adventure Tour seat (p/n 0810-2354) and the Adventure Tour Low seat (p/n 0810-2355) provide a big upgrade to the OEM version. The size, shape and split-channel design of these two seats are what one would expect to find on a traditional Adventure seat, but with the added comfort of Saddle-Gel and Ultra-Foam in both the front and rear seating areas.

The Adventure Tour Low seat is the same design as the Adventure Tour seat, but it sits the rider about 13mm (½ inch) lower for riders who want an easier reach to the ground.

Some riders want to make a real style statement while still riding in comfort, and the Step Up seat (p/n 0810-2373) for the Pan America was designed for them. The Step Up is a little lower than the other two Saddlemen seats for the Pan America, and it provides a more upright riding position. The Pan America might be an Adventure Touring bike, but with the Step Up seat, it can handle some stunts, too.

Like its more traditional counterparts, the Step Up seat also features Ultra-Foam and Saddle-Gel. These two components are the secret to the premium comfort of Saddlemen seats, and the reason they allow riders to stay comfortable on even the longest, most difficult rides.

Ultra-Foam provides the right amount of support and compliance, and its unique molding process creates an outer skin that is resistant to the elements. That means the foam is safely sealed away from water and dirt, so not only is it comfortable, but it's durable, too. For Adventure-Touring riders who might face anything from water crossings to mud, Ultra-Foam is a great choice.



Saddlemen's Adventure Tour seat for the Harley-Davidson Pan America is a big upgrade over the OE seat, and features the company's Saddle-Gel and Ultra-Foam for miles of comfort. It's available in standard and low (pictured) versions.

SaddleGel is at the heart of Saddlemen's Gel-Core Technology, which is engineered to dampen, divert and deflect energy from the road. SaddleGel and Ultra-Foam team up to conform to the rider's body, reducing pressure



Saddlemen also offers its popular Step Up seat for the Pan America. Like its more traditional counterparts, the Step Up seat also features Ultra-Foam and Saddle-Gel.

points and eliminating the "hot spots" that cause discomfort. When compared to a stock foam seat, a seat with Gel-Core Technology enables a rider to comfortably stay on the road up to 400 percent longer while generating up to 92 percent less road shock and 50 percent less road vibration.

The Adventure Tour, Adventure Tour Low and Step Up seats come equipped with all necessary mounting hardware, making them an easy, yet significant upgrade. Adventure riders will appreciate the big boost in comfort. ■

» Learn more about Saddlemen seats for the Pan America by talking to your Parts Europe rep. You can find all options in the FatBook, and at www.partseurope.eu.

When it comes to windscreens, riders know they can trust WRS products to provide a smooth ride and a clear view of the road or trail ahead. WRS now has three windscreen styles available for the Ducati DesertX as well as side deflectors and a headlight protector.

The tallest of the three windscreens is the Caponord (p/n 2312-0975). The Touring windscreen (p/n 2312-0970) for the Desert X is slightly lower, while the Enduro windscreen (p/n 2312-0972) is the shortest of the three. All three are available in the rider's choice of clear or smoke.

Each of the three features a design on the windscreen itself that blends well with the style and feel of the Ducati DesertX. At the same time, the design provides a screen so that less-attractive parts of the bike are not visible.

The WRS Research and Development department uses the latest in design and production technologies, like simulation software, 3D scanners, CNC milling machines and laser cutting machines. By blending top technology with top-quality materials, WRS is able to achieve crisp, transparent windscreens as well as increased durability. The R&D department also cooperates with many MotoGP and other top-tier teams, such as Ducati Pramac, Mooney VR 46 and the Pata Brix Yamaha WSBK team to constantly improve both the quality and aerodynamics of WRS products.

WRS windscreens are made from a high-quality PMMA plexiglass for clearness and durability, and the aerodynamics of each windscreen design eliminates turbulence against the rider's shoulders and helmet. WRS achieves this while still designing a windscreen that fits perfectly with the lines of the motorcycle it is made for. The Caponord, Touring and Enduro windscreens for the Ducati DesertX all look right at home on the bike.

To further enhance aerodynamics, a set of WRS side deflectors (p/n 2350-0549) are the perfect pairing with the windscreens. These deflectors decrease the air pressure on the rider's shoulders and arms without disrupting the look of the DesertX. The side deflectors are available in clear, smoke and black.

Adventure riding can put a lot of wear and tear on a motorcycle, and one of the parts at risk for damage is the headlight. WRS has a headlight protector (p/n 2001-2611) for the dual-headlight design of the DesertX.

The slim, almost frameless design of the headlight protector means it does not look out of place. In fact, most riders will barely notice it is even there. The mounting bracket is engineered to be virtually invisible. The headlights are protected from impacts, but the lights still shine brightly thanks to the same clarity that can be found in every WRS windscreen. ■



The WRS Touring windscreen for Ducati's DesertX.



WRS has a range of products for the Ducati DesertX, including windscreens, side deflectors and this headlight protector that's built specifically for the bike's dual-headlight design.



WRS side deflector for the DesertX.

» Talk to your Parts Europe rep to learn more about WRS windscreens and other accessories for the Ducati DesertX. You can find all of them in the Street and the Street Catalog Update, and at www.partseurope.eu.



Handlebar Homepage

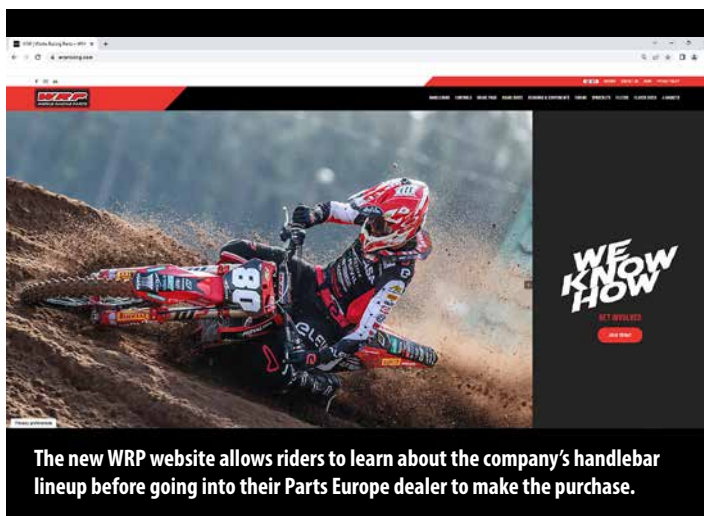
Online Research Made Easy

Even when a rider plans to visit their local dealer to purchase motorcycle parts, their search for what they want often begins online. They will do their research at home, then arrive at the dealer ready to buy. WRP is making it easier than ever for riders to learn about its off-road handlebars with the launch of a newly updated website.

A huge amount of work went into creating a fresh new look for www.wrpracing.com, and it was designed with customers' needs in mind. Visitors can easily browse the available WRP parts thanks to an easy-to-navigate design and interactive elements.

The new WRP website allows riders to learn about products like the Grand Prix Series Taper-X handlebars (p/n 0601-1587) and Pro-Bar oversized handlebars (p/n 0601-1599). These handlebars are made from 7075-T6 aluminum alloy, making them extremely strong yet lightweight, and they are designed to give riders a comfortable stance on the bike. The tapered design of the bars as well as a crossbar ensures better strength while still allowing enough flex to prevent breakage.

In addition to learning about WRP handlebars, visitors to the site can also keep up with the latest helpful informa-



The new WRP website allows riders to learn about the company's handlebar lineup before going into their Parts Europe dealer to make the purchase.

tion, articles, announcements and client success stories. WRP is active in professional racing, supporting riders in a variety of series, so the site is a great way to keep up with their endeavors. ■

» Talk to your Parts Europe rep to learn more about WRP and find the company's handlebar offerings in the Off-Road catalog, and at www.partseurope.eu.



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THE WINNING HISTORY...

SMETS CHAREYRE POURCEL FEBVRE RENAUX



Power Pack

Sprockets, Chains and Drive Kits

Getting power from the motor to the rear wheel is Sunstar's business. The company carries sprockets, chains and complete chain kits for street and off-road riding, with options including direct OEM replacements and premium race-proven components.

Sunstar Powerdrive countershaft sprockets (p/n 1212-0368) are made from case-hardened chromoly steel for excellent strength and durability, and the surface treatment prohibits rust and corrosion. Most racing applications have drilled holes to reduce weight.

Customers can choose a Sunstar steel OEM replacement rear sprocket (p/n 2363-149) – made from heat-treated high-carbon steel for maximum reliability – or upgrade to the Ergal sprocket (p/n 5142-353).

Blending longevity and light weight, the aerospace-grade 7075 T-6 aluminum Ergal sprockets are designed for ultimate performance. Weight reduction holes keep things light, and Sunstar's exclusive tooth-valley design provides more chain contact area.

Among Sunstar's many chain options are the MXR and XTG premium chains. The MXR Works non-sealed chain



Sunstar carries sprockets, chains and complete chain kits for street and off-road riding.

(p/n 1220-0371) can handle demanding off-road competition thanks to TripleStar treated ultra-hard pins and strong heat-treated components. It is also lighter than a stock chain.

The XTG Works TripleGuard sealed chain (p/n 1223-0860) is built for off-road racing, too, and this premium chain has Sunstar's TripleGuard sealed ring design for consistent protection and performance in every environment.

Sunstar offers complete chain kits in Standard and Plus options, with a drive sprocket, rear sprocket and chain. The Plus kits include an XTG chain. ■

» *Talk to your Parts Europe rep about Sunstar and find the off-road chain and sprocket options in the Off-Road and Street catalogs.*



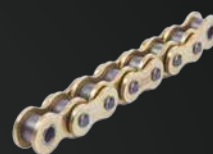
THE ORIGINAL.
Since 1946



Photo by Alvaro Dal Farra



SUNSTAR CHAIN KIT
(CHAIN+FRONT
REAR SPROCKET)



EXR1 RACING
CHAIN



ALUMINUM
SPROCKET (ERGAL)



STEEL FRONT
SPROCKET



DISTRIBUTOR
**PARTS
EUROPE**

WWW.SUNSTARMOTO.COM



@brakingbrakes

www.braking.com - #brakingbrakes



All-Weather Luggage

Waterproof Gear that's Up for Adventure

Dual-sport and Adventure riders know they can count on Nelson-Rigg's Hurricane luggage. Each piece is constructed from a heavy-duty, UV-treated PVC tarpaulin material, and every seam is electronically heat welded, resulting in durable bags that are 100 percent waterproof.

In addition to three new Hurricane bags, Nelson-Rigg also has the new Rigg Straps Kit, which includes two adjustable 60-inch Rigg Straps for tying down extra gear and luggage.

The Dual-Sport Saddlebags (p/n 3501-1967) are a throw-over style for dual-sport, enduro, sport and Adventure motorcycles. Each 14-liter bag has a roll-top closure with quick-release buckles.

The Adventure Tank Bag (p/n 3502-0570) has eight liters of storage and a clear map pocket on top. This strap-mount bag also has an anti-slip base to ensure a snug fit without scratching the tank.

The RiggPack Crash Bar/Tail Bag (p/n 3516-0401) is a versatile way to add an extra five liters of storage. It can mount to crash bars, luggage racks, the Dual Sport Saddlebags – just about anywhere. The bag mounts via adjustable, quick-release straps or hook-and-loop straps.



Nelson-Rigg's Hurricane luggage is built from heavy-duty, UV-treated PVC tarpaulin material. The durable bags are 100 percent waterproof.

The Hurricane collection lets riders mix-and-match, and each piece includes Nelson-Rigg's Lifetime Warranty. In addition to the new pieces, the line includes the Hurricane Saddlebags (p/n 3501-1898), Duffle Bags in 25 liters (p/n 3530-0028) and 40 liters (p/n 3530-0029), Dual Sport Tank Bag (p/n 3502-0337), 10-liter Roll Bag (p/n 3530-0027) and 30-liter Backpack/Tail Pack (p/n 3517-0517). ■

» Talk to your Parts Europe rep to learn more about Nelson-Rigg products and find it all in the Street catalog, and at www.partseurope.eu.

NEW FOR 2023

FOR WHEREVER YOUR JOURNEY TAKES YOU

www.nelsonrigg.com

CONTACT YOUR REP FOR MORE INFORMATION

Hurricane RiggPak Crash Bar Tail Bag

Hurricane Waterproof Adventure Tank Bag

Hurricane Waterproof Dual Sport Saddlebags

RiggStrap™ Tie Down Set (5-Year Warranty)

YouTube Link



SCAN ME



New for 2023



SCAN ME



Maintenance-Free Adventure

New 520 Drive Chain Sizing for the HPE

Regina Chain's ground-breaking, lubrication-free HPE chain (High-Performance Endurance) is now available in 520 sizing. Initially only as a 525 chain for medium- and large-displacement motorcycles, the new 520 fits popular Adventure touring and dual-sport bikes.

Like the 525 HPE, the new 520 is lubrication free, using Regina Chain's patented surface treatment that requires no lubrication for links and rollers. That's an advantage over conventional motorcycle chains that typically require periodic lubrication to preserve chain life.

Both 525 (p/n 1224-0233) and new 520 (p/n 1224-0247) HPE chains' unique lubrication-free design is the product of a coating technique known as Tetrahedral Amorphous Carbon (taC), among the most advanced coating treatments available for chains. This coating allows for direct contact between the chain's hard-surface ta-C-coated rollers and the drive sprockets' teeth for superior power transfer. Like the 525, the new 520 is based on Regina Chain's Z-Ring technology.

No lubricating also means the HPE concept is environmentally friendly because there are no aerosol chemicals



Regina Chain's ground-breaking, lubrication-free HPE chain is now available in 520 sizing, and fits popular Adventure touring and dual-sport bikes.

released into the air. There's also less mechanical drag between the chain and sprocket, resulting in improved fuel economy and more power transfer to the rear wheel.

And since there's no need to purchase chain lubricants, the HPE is a money saver for your customers. Finally, as an added aesthetic bonus, the HPE chains have gold link plates, so they stand out for a more finished look. ■

» The new Regina Chain 520 HPE is available now through Parts Europe. For more information and fitment sizes, contact your Parts Europe rep and check out the Street catalog and www.partseurope.eu.

PARTS PARTS PARTS
UNLIMITED EUROPE CANADA



PERFORMANCE IN MOTION

PRESENT THE FIRST MAINTENANCE FREE CHAIN

BENEFITS

- ✓ NORMAL LUBRICATION NOT REQUIRED
- ✓ NO TIME WASTED CLEANING THE LUBE SPATTER FROM YOUR BIKE
- ✓ MORE POWER TO THE WHEEL
- ✓ MONEY SAVINGS ON LUBE, FUEL CONSUMPTION AND BIKE CLEANERS
- ✓ ENVIRONMENTALLY FRIENDLY



AVAILABLE
IN 525
AND 520

Proudly made in Italy
since 1919



Puller Perfection

The Ultimate Spring Wrangler

The springs that secure exhausts and other components can be a real struggle to tackle, especially on UTVs where the coils tend to be bigger and tougher. Experienced mechanics know that springs are best addressed with a spring puller, and Motion Pro offers two of them: The compact and affordable Mini Spring Puller (p/n 3850-0212), and the heavy-duty Tuff Hook™ puller (p/n 3850-0560).

The Mini Spring puller is economical and incredibly useful. Use it to stretch exhaust springs and to pull cotter pins, or employ its curved tip to retrieve things like cam chains and dropped hardware. The tool's ergonomic handle provides a secure grip at every angle.

For tougher springs, like the heavy-duty coils found on sidestands, centerstands and the exhausts of UTVs, there's the Tuff Hook. It's got a big knurled-aluminum handle that provides a secure grip and a long steel shaft for better leverage.



Motion Pro's Mini Spring puller is economical and incredibly useful. Use it to stretch exhaust springs, pull cotter pins, or retrieve things like cam chains and dropped hardware.

Can't get a straight shot on that spring? No worries. Slide the collar on the Tuff Hook's shaft back to reveal a stainless-steel flexing insert that'll let you get into tight spaces and apply leverage from multiple angles. For added versatility, the tip on the Tuff Hook incorporates a notch to help push hard-to-reach springs off their mounts. ■

» Reach out to your Parts Europe sales rep for details, and check out the Tires, Tools, & Chemicals catalog and www.partseurope.eu.

THE RIGHT TOOLS

Easily Remove Gaskets Without Gouging Your Engine Cases

GASKET SCRAPER

Part No. 3850-0393

Narrow, angled blades designed specifically for small, thin engine cases

PATENTED DESIGN



Steel blade included for difficult to remove paper gaskets



Conveniently stores optional blade in handle





Vertex Celebrates 70 Years

From Small-Time Shop to the Bigtime

Passion and innovation can propel a brand into the global spotlight. That's what has happened with Vertex, the piston manufacturer that started out as a small-time workshop back in 1953, and is now a popular piston brand for professional race teams and recreational riders alike. In 2023, Vertex celebrates 70 years in business, and proudly looks back on the success its determination and drive have created.

Originally a spares-parts manufacturer for agricultural engines and pumps, Vertex expanded into motorcycle operations in the 1960s. Over the years Vertex added specialized production equipment and opened a technical office to perform research and development. This early venture propelled Vertex to the next level, and was the beginning of a pattern of intelligent investment and expansion that enabled Vertex to expand into different markets, including racing.

In 1994, a Yamaha factory motocrosser equipped with a Vertex piston won the 125cc Motocross World Championship. That was the start of Vertex's success with professional race teams, a resume that now includes countless Motocross and Enduro championships. Involvement



In 2023 Vertex celebrates seven decades of excellence.

ment in competition has kept Vertex hungry for product innovations that enhance performance and reliability.

In 2023, Vertex still embraces a spirit of competition and continuous improvement. From 2-stroke (p/n 0910-4323) and 4-stroke (p/n 0910-3399) pistons to gasket sets, cam chains, valves, and fuel-system parts, Vertex is an excellent source for quality components. ■

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

**PARTS
EUROPE**

Internazionali d'Italia MX 2023

Two Champions, One piston

GP Racer's Choice

the piston developed with the factory riders
for your 4-stroke motocross, enduro, motard
available for 2023 bikes



• MX2 1° Thibault Benistant



• MX1 1° Jeremy Seewer



70 Years of Excellence

ICON

DOMAIN™ CORNELIUS

- » Hand-crafted FRP shell that is lightweight and dependable
- » Made with large brow-mounted intake vents, a protruding dorsal ridge and channeled EPS that offer increased ventilation
- » Removable chin-curtain
- » Internal airflow geometry and continuous venting system keep rider cool
- » Fog-free Domain™ shield with Rapid-Release™ system
- » Prolock™ positive shield-locking system
- » TracShield™ shield with tear-off posts available; sold separately
- » Internal Dropshield™ with exterior switch
- » Comfortable, sculpted neck roll
- » Removable molded breath deflector
- » Fully removable Hydradry™ 3-piece moisture wicking liner
- » Can utilize HelmLink™ Bluetooth® communication system
- » All world Standard meets or exceeds the following: DOT FMVSS 218 (USA), ECE R22-06 (Europe), and PSC (Japan) helmet safety standards

NOTE: Does not ship with PSC certification stickers unless purchased from an authorized dealer in that country.

SIZE	RUBATONE BLACK
XS	0101-15456
S	0101-15457
M	0101-15458
L	0101-15459
XL	0101-15460
2X	0101-15461
3X	0101-15462



BS BATTERY

LITHIUM LIFEPO4 BATTERIES

- » Innovative lithium-ion motorcycle and powersport batteries
- » Designed for the most demanding riders looking for higher performance, safer performance, faster acceleration, reduced weight and a much longer battery life
- » Very low self-discharge provides the possibility to start an engine after a very long period of storage; even in very cold temperature conditions
- » Robust brass terminals for enhanced electrical performance
- » Super-fast charging capabilities
- » Multi-position mounting (up to 180°)
- » Very safe and environmentally friendly
- » Up to 70% lighter than lead acid batteries
- » Waterproof design
- » Heat temperature resistance up to 230 °C
- » Ready to use; no need for preparation, just plug and play
- » Available for most popular street bikes, scooters, dirt bikes, ATVs and UTVs, snowmobiles and watercraft

PART #	CAPACITY (AH/10HR)	POWER (WH)	CCA (EN)
2113-0783	2	24	140
2113-0784	2	24	140
2113-0785	3	36	210
2113-0786	4	48	280
2113-0787	4	48	280
2113-0789	5	60	300
2113-0790	6	72	360
2113-0791	6	72	360
2113-0792	8	96	440



BS BATTERY

BATTERY CONDITION INDICATOR

- » Shows the battery condition at the push of a button
- » Offers the confidence of knowing when your battery is charged or not
- » Easy to use
- » Waterproof

PART # 2113-0805



MOOSE RACING

TRUING STAND

- » Professional-grade stand for more precise results
- » Includes two digital indicators to track side-to-side and up-down simultaneously – no more guesswork
- » Flexible mounts fit indicators exactly where needed
- » Lightweight, rigid aluminum frame and axle fits from 16" to 21" wheels with 20 mm – 30 mm diameter axles
- » Unique threaded cones on axle keep wheels more secure than cones with index screws
- » Base has adjustable rubber feet to maintain level axle

PART # 0365-0138



YUASA

YUMICRON 12V BATTERIES

- » The most powerful lead-acid battery of its size
- » Appears as original equipment on more and more big bikes
- » Shipped dry
- » Available for most popular street bikes, scooters, dirt bikes, ATVs and UTVs, snowmobiles and watercraft

PART #	YUASA REFERENCE #	CAPACITY AH (10HR)	REGULAR CHARGE CURRENT (AMP)
YB4L-B	YB4L-B	4	0,4
YB9-B	YB9-B (does not include a vent tube)	9	0,9
YB12A-A	YB12A-A	12	1,2
YB12AL-A2	YB12AL-A2 (includes terminal adaptor for converting to top mount)	12	1,2
YB14-A2	YB14-A2	14	1,4
YB14A-A2	YB14A-A2 (does not include a vent tube)	14	1,4
YB14L-A2	YB14L-A2	14	1,4
YB16AL-A2	YB16AL-A2 (does not include a vent tube)	16	1,6



BATTERIES

- » Yuasa is the world's largest manufacturer of motorcycle batteries and has over 50 years of expertise behind its product
- » Harley-Davidson®, Honda, Kawasaki, Suzuki, Yamaha and many others fit Yuasa batteries to their bikes
- » Batteries are shipped dry

PART #	YUASA REFERENCE #	CAPACITY AH (10HR)	REGULAR CHARGE CURRENT (AMP)
Y12N5.5-4A	12N5.5-4A	5,5	0,6



YUASA

AGM MAINTENANCE-FREE BATTERIES

- » Special absorbed-glass mat battery eliminates water loss, permitting the battery to be permanently sealed once it is filled with acid
- » Truly the world's finest "install it and forget it" motorcycle battery
- » Acid pack included, except where noted as Factory-Activated
- » Available for most popular street bikes, scooters, dirt bikes, ATVs and UTVs, snowmobiles and watercraft

NOTE: Factory-Activated batteries should be charged once a month when not in service.

PART #	YUASA REFERENCE NO.	CAPACITY AH (10H-R)	COLD CRANKING
			AMPS @ -18° C (0° F)
YTX4L-BS	YTX4L-BS	3	50
YTX5L-BS	YTX5L-BS	4	80
YTX7A-BS	YTX7A-BS	6	105
YTX7L-BS	YTX7L-BS	6	100
YTX9-BS	YTX9-BS	8	135
YT12B-BS	YT12B-BS	10	210
YTX12-BS	YTX12-BS	10	180
2113-0016	YTX14L-BS	12	200
YTX14-BS	YTX14-BS	12	200
YTX20L-BS	YTX20L-BS	18	270



HIGH-PERFORMANCE AGM MAINTENANCE-FREE BATTERY

- » This new generation of maintenance-free batteries delivers higher cranking amps for vehicles that require extra starting power
- » Additional cranking amps make these one of the most powerful batteries on the market
- » Acid pack included

NOTE: Factory-Activated batteries should be charged once a month when not in service.

PART #	YUASA REFERENCE NO.	CAPACITY AH (10H-R)	COLD CRANKING
			AMPS @ -18° C (0° F)
YTX20HL-BS	YTX20HL-BS	18	310



YTZ FACTORY-ACTIVATED AGM MAINTENANCE-FREE BATTERIES

- » Packs more power, discharges less in storage and has a longer life than conventional batteries
- » Spill-proof design and construction have passed vibration and pressure differential spill-proof tests

NOTE: Factory-Activated batteries should be charged once a month when not in service.

PART #	YUASA REFERENCE NO.	CAPACITY AH (10H-R)	COLD CRANKING
			AMPS @ -18° C (0° F)
YTZ7S	YTZ7S	6	130
2113-0492	YTZ8V	7	120
YTZ10S	YTZ10S	8.6	190
YTZ12S	YTZ12S	11	210
YTZ14S	YTZ14S	11.2	230



VANCE & HINES

UPSWEEP SLIP-ON MUFFLER FOR HONDA REBEL

- » Mild-steel with matte black ceramic finish
- » Tapered cone muffler and eliminator style end cap
- » Perforated baffle with fiberglass wrap
- » Laser-engraved riveted badge
- » Instructions and mounting hardware included

FITS MODEL	PART #
HONDA	
Rebel 300/500 17-19	1811-3876
Rebel 1100 21-22	1811-4141



VANCE & HINES

TWIN SLASH ROUND SLIP-ON MUFFLER FOR YAMAHA 950 V-STAR

- » Offers a large 10 cm diameter muffler body with an all-mechanical straight-through louvered baffle
- » 2-into-1 version designed specifically to work with 2-into-1s on the V-Star 950 models; features a large 10 cm, stepped to 11,5 cm muffler body that uses a maintenance-free baffle that minimizes heat discoloration and provides the perfect blend of sound and power gains
- » Features signature Twin Slash end treatment

FITS MODEL	PART #
YAMAHA	
XVS950 V Star 09-16,	1811-2280
XVS950A Midnight Star 09-14,	
XVS950CT V Star Tourer 09-15	



SHORTSHOTS STAGGERED EXHAUST SYSTEM FOR HONDA SHADOW 750

- » A revolution in blue-proof exhaust technology, Vance & Hines delivers the short, fat, straight-pipe look with twin slash-cut ends
- » Black finish
- » High-style and performance combined with unbeatable value
- » 44,5 mm headpipes stepped to 54 mm muffler bodies and 220° coverage heat shields
- » Does not include O2 sensor ports
- » Removable baffles, mounting hardware and instructions included

FITS MODEL	PART #
HONDA	
VT750C Shadow/Shadow Aero 04-16,	1810-2023
VT750C ABS Shadow/Shadow Aero 11-16,	
VT750C2 Shadow Spirit 07-14,	
VT750C2 ABS Shadow Spirit 10-14,	
VT750C2B Shadow Black Spirit/Shadow Phantom 10-15,	
VT750CS ABS Shadow 13-15	



TWIN SLASH STAGGERED EXHAUST SYSTEM FOR KAWASAKI VULCAN 900

- » Designed specifically for the middleweight metric cruiser segment, Twin Slash Staggereds combine a host of features in a great looking exhaust system
- » Comes encased with full-length heat shields over the headpipes and mufflers to conceal heat discoloration
- » Matte black finish
- » Sporting the signature Vance & Hines Twin Slash end treatment
- » Includes O2 sensor port plugs

FITS MODEL	PART #
KAWASAKI	
VN900 Vulcan Classic,	1811-2469
Vulcan Classic Light Tourer,	
Vulcan Classic LT,	
Vulcan Classic Special Edition,	
Vulcan Custom 06-17	



HI-OUTPUT HOOLIGAN EXHAUST SYSTEM FOR HONDA GROM

- » 304 stainless steel construction with brushed finish
- » Header and muffler included
- » CNC-machined billet end cap
- » Laser-engraved logo
- » Mounting hardware and instructions included

FITS MODEL	PART #
HONDA	
Grom 17-19	1811-3773
Grom 22	1810-2909



Take the scenic route

LOW-PROFILE TOURING SEAT

FOR XL MODELS

The Low-Profile Touring seat features unique styling covered in solar-reflective leather in the seating area and automotive-grade vinyl on the sides. The molded polyurethane foam provides maximum comfort and has a narrow driver's cut for better leg clearance.



Available in Double Diamond Stitch, Mild stitch, Flame stitch and Pillow-style (not solar reflective).



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

PARTS
EUROPE
partseurope.eu

DRAG
Specialties
seats