



MOTORCYCLE PARTS & ACCESSORIES 2016



THERE IS NO FREE TIME. ONLY LIFETIME. INVEST YOURS WISELY

Hiding in the cracks between doing what's right and doing what's required is a sliver of hope called having fun. But what is fun? For some, it's spinning wrenches until the grease on your hands and the sweat from your brow turns your old t-shirt into a new shop rag. For others, it may be as simple as going on a ride. Quick—name an endeavor more liberating. You can't. There isn't one.

We live in a Golden Age of stylish, reliable motorcycles. Each one a clean slate for telling a new story. That Sportster off Craigslist. Your girlfriend's Hinckley Triumph. A high school buddy's clapped-out CB750. The rigid shovel of your dreams. If it has two wheels, chances are there's a Biltwell part that will make it better. More personal. Uniquely your own.

The motorcycles in this catalog are nothing special. Unless one of them is yours, then it might be the coolest thing on Earth. We feature them here to show you what's possible with a bit of inspiration and a bucket of elbow grease. The humble machines in this eclectic stable run the gamut from bone-stock Bonnies to classic choppers, and everything between. We aren't picky—every motorcycle regardless of its pedigree deserves all the love and devotion its owner should feel privileged to give it. Because it's right. But mostly because it's fun.





WHY DO THEY CALL IT “INVESTMENT CASTING?”

Investment casting is a manufacturing process wherein an expendable model of the actual part—a 3D wax mold in the case of Biltwell risers—is encased in a liquefied ceramic compound—the investment—to create a highly heat-resistant mold. Baking this encasement at high heat melts the wax and leaves a hollow cavity into which molten stainless steel, chromoly or similar alloy is poured to create the final part. Some combination of machining, drilling, threading, deburring, welding, hand polishing or plating is required before the part stands proud on the triple trees of your dream bike. Every handlebar riser in the Biltwell quiver starts life by this process.

RI

MURDOCK RISERS

Murdock risers feature investment-cast steel top clamps and lower threaded bases connected by two 1-inch O.D. x 0.120" wall seamless 4130 chromoly tubes. After TIG welding the finished unit is hand polished and triple chrome or satin black plated for style and durability. The threaded bases on Murdock risers are on 3.5-inch centers to fit most stock and aftermarket H-D triple trees with removable bar clamps. Murdock riser's one-piece handlebar clamp is spaced to accept most stock H-D speed and tach brackets. Two 1/2-13 grade-8 bolts are included for easy installation.

Stainless steel 5/16-18 Allen cap hardware

14"

Investment-cast steel one-piece top clamp

10"

Black electroplate

TIG welded 0.120" wall 4130 chromoly uprights

Chrome plate

12"

8"

4"

6"

Investment-cast bungs threaded to accept 1/2-13 riser mounting hardware

SE

GORDO RISERS

Built for Springers, 49mm H-D Forks
and Fat Aftermarket Front Ends

Gordo gives late-model H-D owners a clean, beefy option for installing 1-inch O.D. handlebars. Each investment-cast, hand-polished steel riser features a hollow cross-section instead of a threaded base so included 1/2-13 Allen cap hardware can be used for mounting to springers or top trees.



Black electroplate



THUNDER RISER

- One-piece top and bottom design provides maximum clamping power on tall bars
- Investment-cast stainless steel construction
- Mounting holes on 3-1/2" centers to fit select H-D and aftermarket trees
- 5/16-18 stainless steel Allen cap hardware
- 2" rise



Polished raw stainless steel



Black electroplate

SLIMLINE RISERS

- Fits select stock Harley and aftermarket top trees
- Investment-cast stainless steel construction
- 5/16-18 stainless steel Allen cap hardware
- Accepts 1/2-13 mounting hardware
- 1 3/4" rise



Polished raw stainless steel



Black electroplate

DOGBONE CLAMP

- Investment-cast stainless steel construction
- Fits Biltwell Slimline risers to increase bar clamp power and stiffness



Polished raw stainless steel



HARDWICK'S DYNA

2011 Harley-Davidson Super Glide

Every talented motorcycle builder, mechanic and customizer has a mentor—someone a young gun can go to for wit or wisdom when the going gets tough. For Chris Hardwick, that old salt was Bob at Temecula Motorcycle Service. Fifteen years ago Bob took the scruffy BMXer under his wing when the last wrench at his Harley tune-and-custom shop flew the coop. “Sink or swim days,” Chris recalls with a smile. Today Bob’s faith in Hardwick is so great he handed his apprentice the keys and a share of the business when it was time to retire. Chris celebrates his hard work and good fortune by riding this Biltwell-equipped Super Glide every day. Sometimes dreams really do come true.



Tracker Handlebars, 1"
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Murdock Risers, black, 10"
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Whiskey Throttle Tube
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H-BAR

Threaded bungs in base fit stock H-D and aftermarket top trees with 3.5" wide riser bolt spacing. Narrow width and medium height retrofits well with most late model stock H-D hand controls.

W: 22" / H: 8" / B: 2.5

LIFE BEHIND BARS HAS NEVER LOOKED BETTER

Handlebars have been a staple in the Biltwell quiver since we introduced our Keystone in 2006. We build every Biltwell bar with 0.120" wall 4130 chromoly. This material has amazing strength, great harmonics to control vibration and is the preferred steel for aerospace applications. Every tube joint on our multi-piece styles is precision mitered and TIG welded for strength. Unless specified otherwise, every 1-inch O.D. Biltwell bar is available smooth or dimpled to accept stock and select aftermarket H-D hand controls. After welding and polishing, we chrome or black electroplate every bar for surface durability and lasting beauty.

HANDLE

W = width
H = height
B = backsweep



LOW DRAG

Integrated riser design accepts 1/2-13 hardware and features 3.5-inch (89mm) spacing to fit select stock H-D and aftermarket trees with removable bar clamps. Narrow width and low rise is an especially good fit with short cables and hand control wiring.

W: 27.5" / H: 3.75" / B: 3"



WINDOW

A medium rise box bar for fixed and removable risers on centers below 5.5 inches. Vertical uprights follow the lines set by H-D Narrow Glide/Sportster forks perfectly. Also a great-looking bar on lean British and Japanese customs.

W: 27" / H: 9" / B: 1.5"



FLYER

A simple medium-rise handlebar that looks and feels great on garage-built choppers, Dyna Low Riders and practically everything in between. Generous backsweep improves ergonomics on any motorcycle with a long backbone.

W: 30 / H: 6.75" / B: 6.75"



APES

Perhaps still small by modern apehanger standards, we think our Apes are right-sized for any stripped-down big twin custom. Visually our Apes flow nicely into the stanchions on Wide Glide trees to create a look that's correct, period.

W: 32" / H: 12" at bends / 9.5" at bar ends / B: 9"



HIGH DRAG

Another riserless bar design, this one slightly wider and shorter than our H-Bar. May require wire and cable upgrades on stock H-D hand controls depending on bike and model year. A great bar for rigid Sportster customs or any machine with 3.5" riser bolt spacing.

W: 26" / H: 7" / B: 3"



AVAILABLE IN
7/8" OR 1"
DIAMETER

TRACKER

If you're going for the street tracker look, you can't do better than our number-one selling handlebar. Low and wide for a speedy stance on everything from modern and vintage British iron, Japanese customs and the ever-popular Harley XL.

W: 30.5" / H: 1.75" / B: 1.75"

BAR S



TRACKER HIGH

Fans of the club style will dig our new Tracker High's perfect backsweep and 4-inch rise, which provides enough room between the top bends on tall risers to see the speedo. If you're a tall guy on a small bike, the Tracker XL is comfortable without being clunky, stylish without being over-decorated. We've run them on stock Sporties and Dynas and they look and feel great.

W: 30.5" / H: 4" / B: 2.75"



AVAILABLE IN
7/8" OR 1"
DIAMETER

ZED

A compact handlebar to turn your stripped-down chopper into a lane-splitting freedom machine. One of our narrowest bars in our line designed to work with risers.

W: 24" / H: 5" / B: 3.5"



AVAILABLE IN
7/8" OR 1"
DIAMETER

FRISCO

In standard configuration this extremely flat, medium height Biltwell bar is the perfect accessory for toughening the look and spirit of your modified machine. Trim the ends, ditch the idiot switches and upgrade to aftermarket hand controls and our Frisco bar is the first step to building a great lane splitter for city assaults.

W: 28.5" / H: 7" / B: 0.75"



CLUBMAN

Our take on the ton-up classic can be installed tips up to create a tough look on a low-slung chopper, or mounted conventionally on most British, American or Japanese motorcycles to achieve the classic café racer look. For this reason, Biltwell Clubmans aren't dimpled for stock H-D hand controls.

W: 29.5" / H: 4" at points / 0" at bar ends / B: 6.5"



CHUMPS

A semi-narrow four-bend classic that looks great and feels even better on practically any stock or custom motorcycle you can imagine. We've seen our Chump bar on shovels, panheads, stock and hardtail Sportsters, and even one Triumph America.

W: 30.5" / H: 8" at bends, 6" at ends / B: 6.5"



BREEZER

Designed with modern big twins in mind, the Breezer looks and feels especially good on Dynas with Wide Glide forks, or any custom-built chopper with a meaty stance. Shovelheads with split tanks, for instance, or maybe a bobbed cop bike. It's your thing. Do what you want to do.

W: 27" / H: 8" at tips / 3.5" at bar ends / B: 5"



KEYSTONE

Our first and most popular handlebar, the Keystone looks best on any stock or custom bike with a narrow profile and a short backbone. Think Sportsters, Yamaha XS650's or vintage Triumphs. If you love the look but your bike is bigger than any of these, check out our new Keystone XL.

W: 28.5" / H: 5" / B: 2.25"



KEYSTONE XL

We developed our Keystone XL bar for late-model heavy cruisers.

Wider, taller and provides slightly more backweep than its smaller stable mate. We think it looks and feels great on Dynas, Softails or Evo and Twin Cam customs.

W: 31" / H: 8.5" / B: 2.25"



ZERO DRAG

There's an unwritten rule in chopper aesthetics we follow religiously: the taller the riser, the lower the bar. If you're considering our new Murdock riser in 12- or 14-inch rise, you'll love the Zero Drag. Narrow enough for aggressive lane splitting, flat as a pancake to nail the club bike T-bar style.

W: 24" / H: 0" / B: 2"



MAYNARD

The third narrowest bar in the Biltwell quiver that still fits stock and aftermarket risers on 3.5-inch mounting centers. Looking for even more lane-splitting capability? Ditch the stock switchgear and trim another inch of each side.

Now you're at 21.5 inches.
W: 23.5" / H: 2" / B: 3.5"



MOTO BAR

Our heavy-duty take on a '70s motocross classic features a wide stance and minimal pullback so you can muscle your machine through twisty tarmac and rock-riddled fire road. Moto bars look especially good on Triumph Scramblers, custom street trackers and old enduro machines.

W: 31" / H: 4.25" / B: 2.75"



MUSTACHE

Another great bar for riders whose hands are tied to stock length cables and wiring, or anyone looking for a clean, no-frills cockpit on their motorcycle.

W: 26" / H: 3" / B: 5.25"

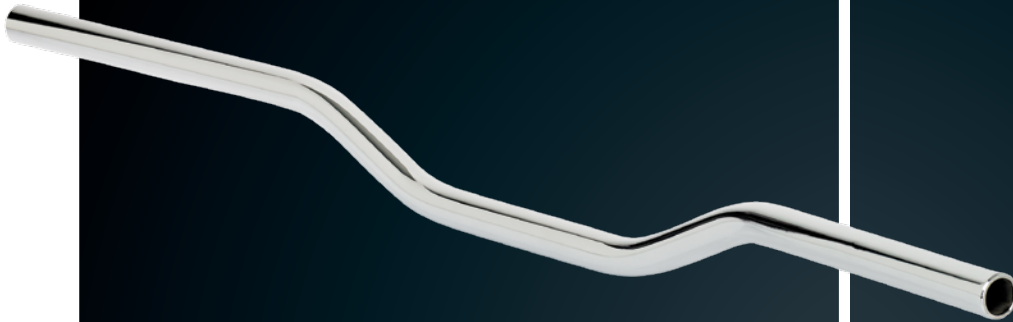


SEE BEE 750

1970 HONDA CB750

The unmolested lines and better-than-stock finishes and materials on this pristine CB750 do not hint at the turmoil this shining example of Nipponese ingenuity once suffered in the hands of its mechanically challenged previous owner. After wringing its neck to the breaking point during a 3,000-mile assault on Baja in 2013, Black Rob sold his CB to long-time friend Bill Bryant to finance a book writing sabbatical from which he may never return. When the muse struck him, Bill spent the next two years noodling on what some say is the most finely crafted custom in Biltwell's eclectic stable. Bravo, Bill for giving this lovelorn loser a second—or seventh—chance.

Tracker Bars, 7/8"
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Bullet Taillight
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Cast Whiskey Throttle, Single Cable 7/8"
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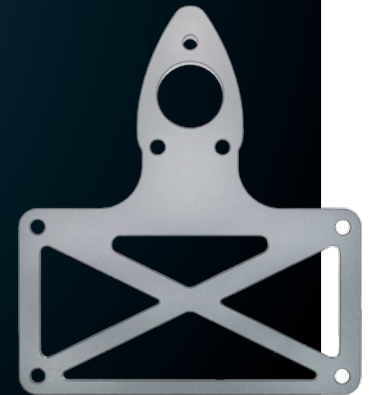
Mushman Pegs, Polished
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Renegade Grips 7/8"
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DIY Mako License Plate Mount
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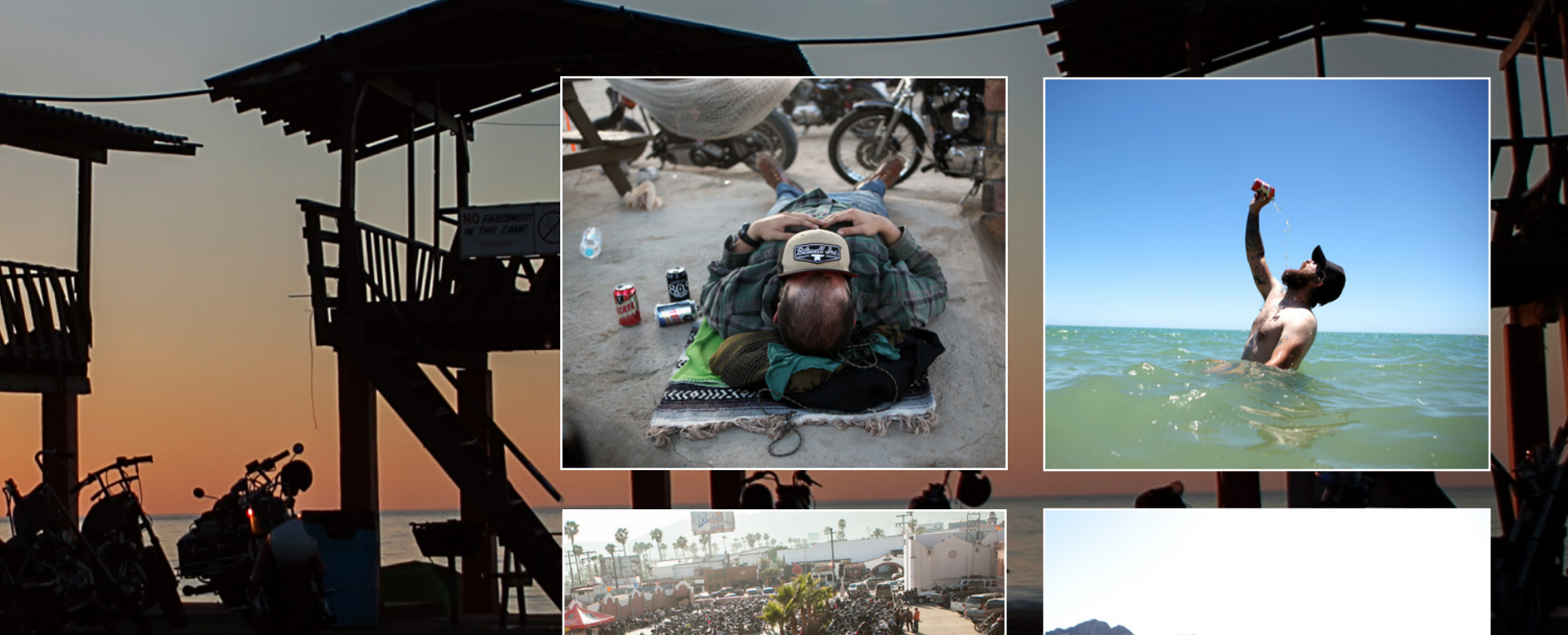
El Diablo Run

There's an old saying south of the border that amigos and their gringo ex-pat neighbors repeat with equal measures of eternal optimism and quiet resignation:

**GOOD ROADS BRING BAD PEOPLE—
BAD ROADS BRING GOOD PEOPLE.**

In 2015, 600 of the best worst people on Earth rode their two-wheeled freedom machines—many of the hand-built variety—over sunbaked back roads and twisted tarmac from SoCal to San Felipe to leave their mark on a Mexican motorcycle adventure that was already the stuff of legend. For some, the El Diablo Run is a rite of passage. For others, it's a reunion with old friends. No matter what you call it, the EDR is a five-day fiesta that encourages builders and bikeriders to go places and do things that

simply can't be done at any other motorcycle rally in the world. Think smart, pack light, move fast. The EDR credo may sound cliché, but get stuck behind an onion truck doing 17 miles per hour on Baja HWY 3 and they become words to live by. If doing bad things with good people on the beaches and back alleys of Baja sounds appealing, pack your poncho and tune up your scooter—EDR VII rolls out spring of 2017.



EASY ON THE EYES. EASY ON YOUR HANDS. EASY ON THE WALLET.

Men who earn a living on two wheels are particular about their grips. Some like them soft, for comfort. Others like them rigid, for durability. Surface traction and a grip's circumference matter to most finicky riders, and everyone likes a little color when they can get it. Covering all these bases is a tall order, especially with a motorcycle part that costs less than a growler of your favorite microbrew. But squeeze a Biltwell grip and we think you'll agree—we nailed it. We manufacture every Biltwell grip with injection-molded Krayton, a durable synthetic that offers good shock isolation, surface traction and softness. Each of our five styles offers a different combination of size, hand feel and flange detailing. Like yours squishy out of the box? Try our Kung Fu grip. Big hands? Renegade and Recoil have you covered. Looking for a classic grip with a tall flange for your vintage desert sled? Grab our Thruster and hit the trail. Biltwell grips are available for 7/8- and 1-inch O.D. handlebars in a wide range of classic and custom colors.

GRIPS



THRUSTER

Not our first grip, but definitely among our most popular. Thruster features a classic diamond pattern for traction, comfort and high surface durability.

AVAILABLE IN
7/8" OR 1"
DIAMETER



Natural



Chocolate



Oxblood



White



Black

RECOIL

Recoil's football shaped no-flange design is a modern spin on the classic Coke bottle grip. Thick mid-section and crosshatched surfacing wear well over time.

AVAILABLE IN
7/8" OR 1"
DIAMETER



Chocolate Natural Oxblood Black



White

KUNG FU

Squishy surface design is comfortable the minute you sink your fists into them. Medium size flange, molded Krayton construction.

AVAILABLE IN
7/8" OR 1"
DIAMETER



White Oxblood Chocolate Black



Natural

RENEGADE

Same fat crosshatched mid-section as our Recoil grip, but with a bulbous end and large flange for more modern dirt track style.

AVAILABLE IN
7/8" OR 1"
DIAMETER



Chocolate Natural White Black



Oxblood

TORKER

Same end and flange as Recoil, same surface section as Thruster, same molded Krayton construction as all Biltwell grips.

AVAILABLE IN
7/8" OR 1"
DIAMETER



Chocolate Natural White Oxblood



Black

DUAL CABLE WHISKEY THROTTLE

Eight steel ferrules included with every 2-cable Whiskey throttle allow custom installation with stock H-D throttle cables over a broad range of model years

AVAILABLE IN
7/8" OR 1"
DIAMETER



Polished aluminum housing/raw alloy tube

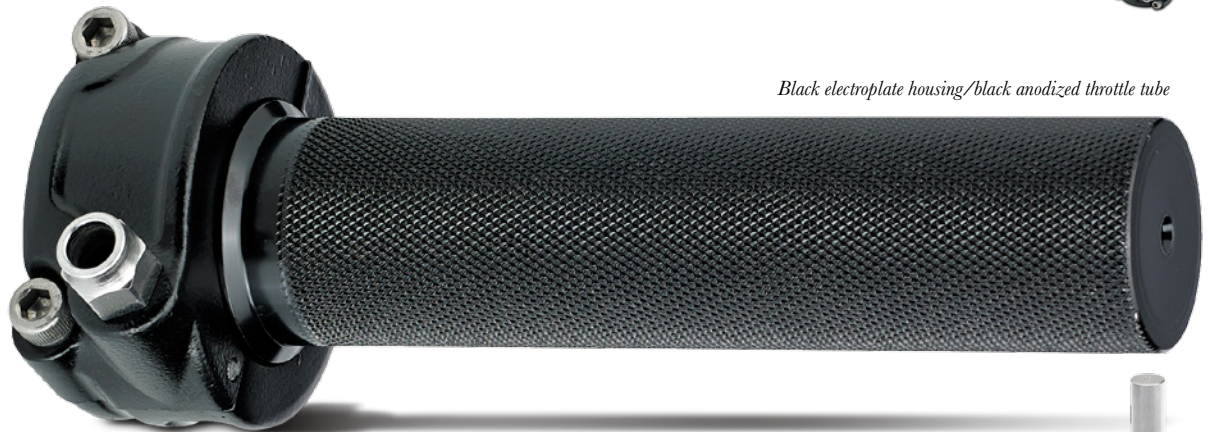


Black electroplate

SINGLE CABLE WHISKEY THROTTLE

The vast majority of motorcycles on Earth ran just fine with one throttle cable before the Safety Police decided to add a second one, just in case. Same construction features and benefits as our 2-cable Whiskey throttle. Four steel ferrules included.

AVAILABLE IN
7/8" OR 1"
DIAMETER



Black electroplate housing/black anodized throttle tube



Polished aluminum housing with raw alloy tube

WHISKEY THROTTLE TUBE

CNC'ed 6061 T-6 aluminum throttle tube retrofits a wide range of stock Harley-Davidson hand controls to make installing Biltwell grips easy. Features the same 2-cable configuration as our Whiskey throttle to work with all cable-activated carbs and EFI.



**BILTWELL UTILITY MIRRORS.
CLEAN. CLASSIC. CUSTOMIZABLE.**

You rarely see a mirror on a custom motorcycle. That's because most are too clunky, too cheap or too heavy handed in their styling to enhance the clean aesthetic favored by modern builders and bikeriders. Biltwell Utility mirrors boast feature, design and construction details so tight, you'll be proud to run them on your freedom machine. Three styles and two sizes are available, in matte black powdercoat or mirror show chrome finishes. Perches and mirror bezels are precision die cast aluminum, a manufacturing process that ensures consistent high quality and surface detailing. After deburring and hand polishing, each piece is chrome plated or matte black powdercoated for style and surface durability. Components like our handlebar P-clamp are CNC machined from billet 6061 aluminum, a great material when robust strength is required. Rectangle and round styles available, in left-side and pairs.



MIRRORS

PERCH MOUNT

A single button cap Allen screw secures Biltwell Utility mirror perch through the hole on stock and select aftermarket H-D hand controls.

Perch mount Utility mirrors are available in pairs or singles for the clutch side. Our clever ball and socket assembly is reversible so you can run your single mirror on the throttle side if that's your preference

UTILITY MIRROR WITH HANDLEBAR CLAMP

Our hinged bar clamp is sculpted from 6061 T-6 billet aluminum. A single button cap Allen bolt screws into bottom of mirror perch to secure the entire assembly on your handlebar.

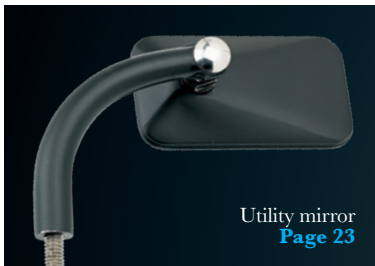
Biltwell Utility mirrors for bar mounting feature a beautiful CNC'd aluminum P-clamp in 7/8- or 1-inch size. Chrome and black, round or rectangle styles available



BLACK MAGIC

2000 Harley-Davidson Sportster

McGoo's personal stable has seen its share of hand-built motorcycles, everything from quasi show bikes to inconspicuous stockers like this mildly tweaked XL. What makes this bike special in the eyes of its builder is the things it lacks. "Beauty by subtraction," Biltwell brand manager Bill Bryant calls it. The donor bike for Harold's first Sportster since 2007 had good bones—polished 9-spoke mags, shaved fork legs, a flat bottom Sporty tank—so the fussy BMX nerd focused on cleaning up the chassis, gutting the stock wiring and trimming the cam cover. Bolt-on goodies from the Biltwell parts bin came next. McGoo's goal with this bike was to show what a builder with some gumption and a grinder could do in his own garage. No welders, English wheels or MMI tuition payments required. Mission accomplished.





SEAT

COMFORTABLE WITHOUT THE FAT. STYLISH WITHOUT THE STUPID. AFFORDABLE WITHOUT THE CHEAP.

We don't make overstuffed BarcaLoungers® for baggers and bobbers. Instead, every Biltwell bolt-on seat features a lean shape, quality molded foam and a hand-stitched cover to trim the visual fat off Dynas and Sportsters without compromising comfort. We rolled out our seat game five years ago with the Banana for '86 to '03 XL's. Its rugged molded ABS pan, polyurethane foam padding and heavy-duty vinyl cover raised the stakes without raising the rent. Today we offer solo and two-up seats for rigid and rubber-mount Sportsters and select model-year Dynas in factory custom cover styles from smooth to double-stitched diamond. If custom upholstery or leathercraft is your game, every seat in the Biltwell quiver is also available as a pan with raw foam.

CHAMPION & CHALLENGER SEATS

We offer two solo seats for stock '06-up Dynas, each built on the same rugged and lightweight vacuum-formed ABS plastic pan. Their unique silhouettes achieved by creating two different molded polyurethane foam shapes. Round and thick on the Challenger; angular and low profile on the Champion to accentuate the Dyna's flowing lines through the battery box and beneath the subframe.



Champion Seat

Rounder and more generously padded than our Challenger seat, but with the same clean silhouette Biltwell seats are famous for. Available in three cover designs plus raw foam and pan for custom leatherwork or upholstery.

17" long x 11.5" wide

2006+ H-D Dynas



Vertical tuck and roll

Horizontal tuck and roll

Smooth



Pan and foam kit for custom upholstery or leathercraft also available



Challenger Seat

Lean, slightly sharp-edged solo seat complements the curves and angles of select stock '06-up Dynas to put a cherry on top of your club style sundae. Vacuum-formed ABS pan with molded PU foam and hand-stitched vinyl cover.

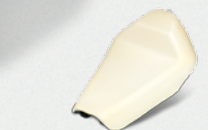
17.25" long x 11.25" wide

2006+ H-D Dynas



Vertical tuck and roll

Smooth



Also available uncovered for custom upholstery

CONTINENTAL SEAT

High back for greater support. Gently sloping pillion for passenger comfort. Purposeful curves and subtle angles complement modern Dyna lines and proportions perfectly. Continental is first-class seating for H-D frequent flyers—built for comfort and speed, without flash or filigree. Three hand-stitched cover styles available, plus raw foam and pan for custom upholstery.

28" long x 11.75" wide

2006+ H-D Dynas



Raw Pan with Foam



Double-Stitched Diamond



Double-Stitched Tuck and Roll



Smooth



ATLAS SEAT

Finally, a two-up seat for Harley's previous generation Dyna that addresses the aesthetic tastes of modern customizers and bikeriders: less fat, more fast. Same quality construction and stylistic features and benefits as our Continental seat, but designed to fit stock Dynas from '96 to '03. Three cover styles and raw pan/foam combo available.

28.5" long x 10.5" wide

1996-2003 H-D Dynas



Double-Stitched Tuck and Roll



Double-Stitched Diamond



Smooth



Raw Pan with Foam

MONGOOSE SEAT

Our new Mongoose seat was an instant hit when it dropped last fall. Same pan shape and fitment as our HB seat, but with a more vertical back rest engineered into the foam to give select rubber mount Sporty riders a clean looking, more comfortable and supportive ride.

26.5" long x 11" wide

2004-06 & 2010 + H-D Sportsters



Double-Stitched Diamond



Double-Stitched Tuck and Roll



Smooth



Raw Pan with Foam





HB SEAT

Classic two-up cobra style seat for select rubber mount Sportsters. Fits '04-'06 and 2010-up stock XL's. Gently curved foam profile flows with the lines behind the gas tank, looks especially good on Sporties equipped with any number of aftermarket sissy bars. Three cover styles and raw/foam combo available.

26.5" long x 11" wide

2004-06 & 2010 + H-D Sportsters



Tuck and Roll



Diamond



Smooth



Raw Pan with Foam

SPEEDWAY SEAT

Nearly identical in profile to its big brother the Mongoose, but with a clipped tail section for solo missions. This popular seat in our rubber mount Sportster range fits '04-'06 and '10-up XL's with stock fenders and unmolested subframes.

19.75" long x 11" wide

2004-06 & 2010 + H-D Sportsters



Raw Pan with Foam



Checkerboard



Tuck and Roll



Smooth



SPORTY-8 SEAT

The MoCo hit it out of the park with their Forty-Eight XL a couple years ago, but the solo seat on their affordable quad cam came up short where it matters most: too thick and too hard. Tech features on our stylish replacement include a proven molded ABS pan, steel mounting tabs and molded polyurethane foam. Fits 2010 and later XL's.

13.25" long x 10.25" wide

2010 + H-D Sportsters



Raw Pan with Foam



Double-stitched Tuck and Roll



Double-Stitched Checkerboard



Vertical Tuck and Roll



Smooth

CAFE SEAT

If your hot rod XL's neck-snapping horsepower is shoving your ass off the back of your bike, consider replacing its spongy stock furniture with our sleek Café seat. The classic pillion shape of the foam creates a comfortable backrest to keep butts where they belong. Same construction features, benefits and range of fitment as our Banana seat.

21" long x 9" wide

1986-2003 H-D Sportster



Raw Pan with Foam



Checkerboard



Tuck and Roll





BANANA SEAT

This is the seat that got us into the bolt-on H-D saddle game. Our Banana fits '86 to '03 Sportsters with stock and select aftermarket fenders, and no mods to the subframe. Installation does require drilling one hole into the fender, a small sacrifice when you consider our Banana seat's comfort and unmatched clean style.

21" long x 8.75" wide

1986-2003 H-D Sportster



Raw Pan with Foam



Diamond



Tuck and Roll



SPENCER SEAT

British Prime Minister Winston Spencer Churchill saved England from defeat in WWII, pulling Great Britain's most enduring and beloved motorcycle marque from the ashes in the process. Our first seat for Hinckley Triumphs is the last word in comfort and style for these modern British twins. Fits Bonneville, Scrambler and Thruxton models from 2001 through 2015 without fuss or fanfare, which is exactly how Mr. Churchill would have liked it.

26.5" long x 10.75" wide

'01-'15 Triumph Bonneville, Thruxtons and Scramblers.



Raw Pan with Foam



Smooth



Tuck and Roll



Double-Stitched Diamond

We've been fans of modern Triumphs since Bill rode his '05 Bonnie down mainland Mexico and up the Baja peninsula with some friends in 2008. His T-100 led the charge with a Buell-powered chopper, two Harleys and a Moto Guzzi in hot pursuit, proving itself to be fast, fun and reliable. When his Bonneville suffered an untimely demise against a canyon wall in the hands of a friend, Bill moved onto shovelheads and McGoo picked up the metric wrenches in our shop. His EZT-100 shows what can be done to enhance the style of Hinckley's beloved British twin without going over the top or spending a fortune. Our Spencer seat lightens the visual bulk of modern Bonnevilles, Scramblers and Thruxtons by trimming the pan and the foam without compromising the lines or comfort of these classic machines.

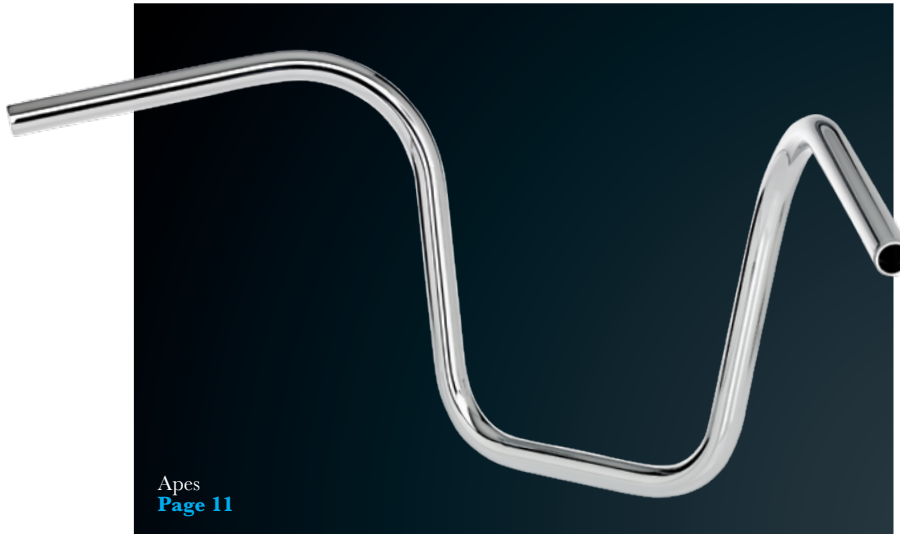




PROPER CHOPPER

1975 Harley-Davidson Chopper

In his capacity as Biltwell's brand manager, company co-founder Bill Bryant wields graphic design software and social-media apps like a ninja swings his sword: fast, purposeful and deadly accurate. So how does a tech-savvy former-Marine and latter day Luddite develop a taste for crusty machines like his '78 square body pick-up, or this gloriously unrefined shovelhead? Mike Deutsch—Bill's wingman on myriad cross-country motorcycle adventures over the years—has a theory no one will debate. "Bill likes to suffer. He's convinced it builds character." Doing things the hard way might not be everyone's cup of tea, but building and riding old motorcycles has unquestionably helped make Bill Bryant the man he is today. Semper Fi, old friend.



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Sanderson pegs
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Mako Tailight
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Ripple
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Mako License
Plate Mount
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Utility Mirror
Round, P-Clamp
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GOD LIVES IN THE DETAILS

It may surprise no one that a German architect—Mies van der Rohe—coined this axiom some time before his death in 1969, or that French historians give credit to a 19th century novelist from their homeland for saying it first. Germans are as famous for their attention to detail as the French are for the depth of their pride. Much to no one's surprise, an American motorcycle wholesaler notorious for stealing other people's ideas has tried (twice!) to copy our seat hinges, to no avail. Legal fees to protect us from this company's greedy nature nearly exceed profits for our stainless-steel seat hinge, but that's not the point. When big companies steal from little ones, innovation stagnates, quality suffers and nobody wins. To the pro and home builders who care about the details, thanks for your support.



HING



STAINLESS STEEL SEAT HINGE

Our investment-cast, hand-polished stainless steel seat hinge boasts styling and toughness unrivaled by chopper show bike standards. One-piece mount fastens to a cast steel pivot block with a hardened shoulder bolt.

Curved underside of cast chromoly pivot block fits 1-1/2-inch O.D. backbones, or can be ground and filed for a custom fit



Hardened shoulder bolt provides a smooth pivot point for every Biltwell seat hinge

TIG welded insert joint for strength

MACHO NEGRO SEAT HINGE

If the jewel-like finish quality of our stainless steel seat hinge seems out of place on your hand-built death trap, consider the Macho Negro. Two-piece design features a cast steel pivot head TIG welded to a laser-cut 4130 chromoly mounting strap. Black electroplate finish.

ES

MORE COMFORT. MORE STYLES. MORE CHOICES.

Chopper trends come and go—remember motorcycle media’s obsession with “bobbers” a decade ago—but solo seats are enduring classics that have stood the test of time. Biltwell solo seats run the gamut from fat and flat to short and kicky to provide a clean, comfortable place to put your butt. Every model features a rugged steel pan with purposeful, stylish ribs and indents stamped to create a rugged base, plus molded PU foam for comfort. If your DIY plans include one-off leatherwork or upholstery, every Biltwell seat is available as a raw pan with molded foam to make custom covering easy. Of course, we offer a wide range of stock heavy-duty vinyl cover designs in a variety of classic stitch patterns for bolt-on style.



Diamond



Smooth



Tuck and Roll

SOLO SEAT

Wide rear shaping complements lines and proportions of big twins. Gently curved rear kick works best on bikes with horizontal backbones. Stamped steel pan, welded mounting studs, molded polyurethane foam padding with hand-stitched vinyl covers.



15" long x 11.5" wide

Also available uncovered for custom upholstery or leathercraft



ATS

SOLO SEAT 2

Two inches of additional upward kick on Solo 2's tail increases lower back support so you don't slide off the saddle under hard acceleration. This mod makes our Solo 2 perfect for choppers with steep rearward-sloping backbones. All other construction features and benefits are identical to our OG Solo seat.



Also available uncovered for custom upholstery or leathercraft

14.25" long x 11.5" wide



Diamond



Smooth



Tuck and Roll



THINLINE SEAT

Looking for an even lower-profile hinged solo seat for your stripped-down rigid chopper? Thinline fills the bill with the slimmest cross-section and narrowest seating area in our range. Same stamped steel pan, molded PU foam and hand-stitched vinyl cover construction as our other solo seats. Clever stamped steel pan accepts adjustable carriage bolts to mount nose hinge and rear springs.

12" long x 9.5" wide



Smooth



Tuck and Roll

Diamond



DIY pan/foam combo for customizers



SLIMLINE SEAT

A pronounced rearward kick and short, narrow nose define the silhouette of our popular Slimline solo seat. Proportioned to look and work best on smaller rigid choppers like vintage Triumphs and Yamaha's popular XS650. Clever stamped steel pan accepts adjustable carriage bolts to mount nose hinge and rear springs.

13" long x 10" wide



Raw pan/foam combo for custom leathercraft



Diamond



Smooth



Tuck and Roll



HARLOT PAD

Four stitch patterns to match or contrast our solo seat upholstery range, each built on the same rugged leather base and molded PU foam core. Nickel grommets on the corners for mounting, hand stitched heavy-duty vinyl for durability.

5.25" wide x 11" long



Diamond



Horizontal Tuck and Roll



Vertical Tuck and Roll



Smooth



TRIAL BY FIRE

1994 Harley-Davidson Sportster Rigid Custom

It doesn't take a PhD in demographics to understand the allure of custom motorcycles to members of the Millennial generation. If you spent the first 20 years of your life on mom's couch playing X-Box and watching X Games, you'd be itching to hit the road, too. The bean counters at The MoCo saw this day coming, and cranked up their Sportster assembly line accordingly to meet demand. Today you can't swing a vegan backpack at a vintage denim boutique without hitting a bro or babe on a mildly customized XL. Twenty-year-old Biltwell videographer Flynn Bryant was commuting to his job on a CRF250L when he got the chopper bug, and enlisted his old man to help him build a bike that would stand out from the crowd. After sourcing an 883XL on Craigslist, Flynn and his pops hit up the Haifley Brothers for a weld-on hardtail. Three short months later this second-generation builder and bikerider shook down his first chopper on EDR VI. Gen Y slacker? Don't bet on it.

Norman Pegs
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Ripple Ignition Cover
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Whiskey Throttle
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Model E Taillight
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H-Bars, 1"
Page 10



Thruster Grips
Page 19



DIY License Plate & Tail Mount
Page 51

License Plate Frame
Page 99





TAILLIG

LED TAILLIGHTS AND ACCESSORIES FOR DIY CUSTOMIZERS

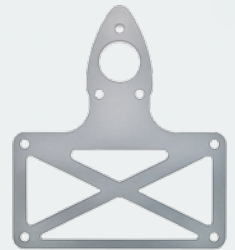
Today's preferred aesthetic for custom motorcycle componentry eschews gimmicks and trickery, favoring instead a level of clean style and functional reliability unheard of even a decade ago. Remember vintage bathtub knobs on jockey shifters? Stuff like that doesn't fly anymore. Biltwell taillights embody this less-is-more ethos perfectly, which might explain why you see them so often on pro- and home-built show bikes. A talented fabricator could cobble a taillight from an old salt shaker, but why, when there's a Biltwell taillight or mounting accessory for any application you can imagine. Fender-mounted cast taillights. CNC'ed side-mount designs. Axle brackets for mounting taillight and license plate assemblies on rigid frames. DIY plates for fabricating a sissy bar that does it all. If you can design it, chances are we offer a taillight to suit your needs.

MAKO

Our investment-cast aluminum taillight is roughly five-eighths the scale of the classic Sparto from which it takes inspiration. Features include our durable polycarbonate lens and weather-resistant two-phase LED. Shown in raw polished alloy finish.



1/8-inch thick laser cut steel plate sandwiches between the base of our Mako taillight and the top of the fender to provide a clean location for mounting the license plate.



Black electroplate finish also available



Polished alloy finish also available

BULLET

Another investment-cast jewel for your hand-built motorcycle. The Biltwell Bullet can be mounted practically anywhere to create a clean and discrete taillight solution. Black electroplate finish shown.

HTS

MODEL B

Beehive surface detailing lends an Art Deco vibe to period correct choppers. Pairs perfectly with our Ribbed backing plate to finish the look of your custom taillight assembly.



MODEL C

Outer circumference of our Model C taillight extends beyond its 2-5/8-inch base O.D. to increase its scale and proportion on larger motorcycles. Molded polycarbonate lens fastens securely with two 5-40 Phillips head screws.



BACKING PLATES

Our Smooth and Ribbed backing plates finish the look of your custom taillight assembly by bolting to the back of any Biltwell Alphabet series taillight with two Allen screws. A narrow channel inside each backing plate routes the LED wiring downward to clean up the assembly in Model A style brackets. CNC'ed 6061 aluminum construction. Hand polished and black electroplated finishes available.



The 16-element LED inside every Biltwell taillight features a 2mm layer of waterproof silicone sealing to protect its circuit board from the elements. A small detail, perhaps, but we sweat the little things so you can focus on what really matters—building and riding your custom motorcycle.

MODEL D

The trimmest of our Alphabet series taillight silhouettes, the Biltwell Model D was featured on several winners at motorcycle shows in 2015. Our Smooth backing plate complements the clean lines and trim proportions of this taillight perfectly.



MODEL E

The trumpet-shaped edge of our Model E taillight gives the red lens inside a Frenched appearance. Pairs well with our Ribbed or Smooth backing plate to complete your custom creation.

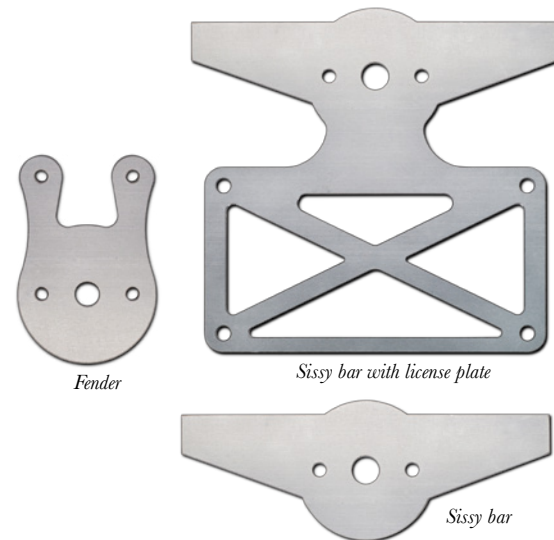


SOLUTION BRACKET

The answer for axle-mounting Biltwell Alphabet series taillights and license plates on rigid custom choppers. Its modular design features a cold-forged aluminum bracket that accepts two different 3/4-inch I.D. steel hat washers to engage with a variety of axles and frame designs. Three different prefab taillight/plate mounts for the Solution bracket are available: Horizontal, Vertical or Plate Only. Each fastens to the Solution bracket with 1/4-20 recessed Allen bolts to provide a variety of custom installation options. Two finishes available: raw polished alloy or black electroplate.



Our 1/8-inch thick laser-cut steel Alphabet fab brackets let you create a variety of custom taillight mounting options. We offer three styles: fender, sissy bar, and sissy bar with license plate bracket. Each design features pre-cut holes for mounting hardware and wiring.





THE YAMAHAHAULER

1978 YAMAHA XS650

Like practically every third guy on a custom motorcycle, Erik Westergaard is a self-taught grease monkey with a taste for all things man-made and mechanical. In his teen years the now 40-something single dad was an accomplished ATV racer on the loamy MX circuits near his Seattle home. When the Reagan Administration pulled the plug on three-wheelers in the mid '80s, Erik switched gears to the telecommunications industry. Hungry for internal combustion after a decade of stubbing CAT-5 cable, Erik moved to SoCal to immerse himself in two more emerging technologies: electric vehicles and CAD/CAM design. The latter vocation is how Erik found a home at Biltwell. As our resident SolidWorks guru, Weste is the man who gives 3D style to the stick figures in McGoo's head. The Mushman is our most popular foot peg, and the first product Erik designed for our humble brand. Erik built this bitchin' XS650 naked café screamer two years ago, and wrings it out a couple times per week on the 50 miles of twisty tarmac between Biltwell HQ and his OC home.

Whiskey Throttle
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Model D Taillight
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Torker Grips
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Utility Mirror
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Mushman Pegs
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Mako License Plate Frame (modified)
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MINI MUFFLERS

Loud pipes may save lives, but even the hardest builder and bikerider pines for a little peace and quiet now and then. The perforated baffle and low-volume fiberglass packing in our new Mini Mufflers provides just enough back pressure and sound muffling to dull the bark of a big twin exhaust note without taking away its bite. Each main canister is constructed with cold-rolled steel tubing, then TIG welded and hand polished before high-temp powder coating or chrome plating for durability and good looks. The serviceable and replaceable baffle tube inside Biltwell Mini Mufflers is gold zinc plated to resist oxidizing and secured with a single 1/4-20 hex bolt. Each unit clamps over the end of a 1-3/4-inch O.D. straight pipe with a standard P-clamp, or use a new Biltwell Duo muffler clamp for a super clean custom look.

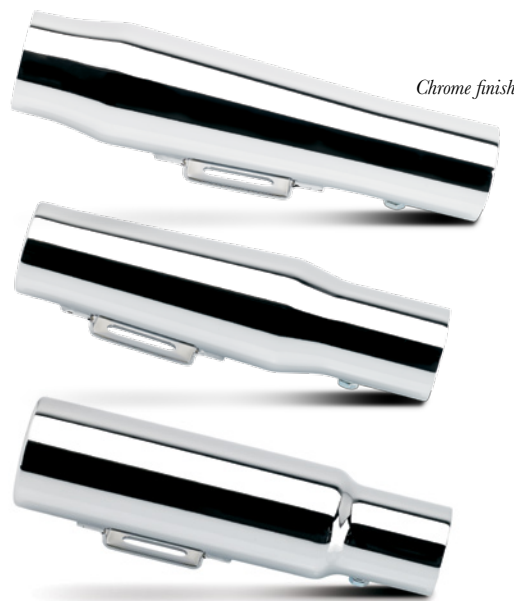


High-temp black powdercoat finish

*Javelin
8.75" total length x 2.375" O.D. outlet*

*Stinger
9" total length x 2.3" O.D. outlet*

*Cannon
8.125" total length x 2.3" O.D. outlet*



Chrome finish

Satin black ano



Polished raw alloy



DUO CLAMPS

Two sizes available: One for securing slip-fit mufflers over 1-3/4-inch O.D. straight pipes, and a 1-3/4-inch I.D. style to provide a custom mounting point along the length of open straight pipes. Both models are CNC'd 6061 T-6 aluminum and feature a threaded stainless steel insert to eliminate stripping. 5/16-18 stainless steel Allen cap bolt and Nyloc nut included.

Disclaimer: The California Air Resources Board ("CARB") does not permit the use of aftermarket emissions-related part(s) that alter the performance of OEM emissions-related devices unless CARB has issued an Executive Order, other than on racing vehicles on closed courses. Check your local laws and manufacturer's information.

16-gauge cold-rolled steel tubing

1-3/4-inch O.D.

2) 5-inch radius

2) 3.5-inch radius

2) 45° bends

2) Trumpet tips

2) Fish Tips

2) Flanges for: Evo, Shovel, Pan, STD, Ironhead



EXHAUST FLANGES

One pair of Harley header flanges on a length of cold-rolled 16-gauge steel tubing. Perfect for coaxing another set of custom pipes out of the scraps from your Builder's Exhaust Kit. Four styles available

BUILDER'S EXHAUST PIPE KIT

The Biltwell Builder's Exhaust Kit has everything you need to fabricate a set of custom straight pipes for your V-Twin. Four sets of stock Harley header flanges plus a pair of STD flanges come with every kit. Two each 5-inch and 3-1/2-inch radius U-bends are also included, plus two 45-degree bends and plenty of straight sections, fishtails, trumpet tips and bologna cuts for custom fabrication. All material is 1-3/4-inch O.D. 16-gauge rolled steel.

TRUMPET TIPS

These high-quality 1.75" 16-gauge rolled steel exhaust tips are the perfect finishing touch to your DIY exhaust pipes. Raw steel and ready for welding.



Disclaimer: The California Air Resources Board ("CARB") does not permit the use of aftermarket emissions-related part(s) that alter the performance of OEM emissions-related devices unless CARB has issued an Executive Order, other than on racing vehicles on closed courses. Check your local laws and manufacturer's information.



DESIGNED, NOT DECORATED. BUILT, NOT OVERBUILT.

When you consider the role feet play in the control of your motorcycle, our obsession with pegs is almost justified. At the premium end of the Biltwell range you'll find our Sanderson and Mushman styles. Both designs feature investment-cast stainless-steel peg construction with cast chromoly clevises for a style that harkens back to motorcycle customizing's glory days. More affordable but no less rugged, our Rocker pegs boast CNC'ed 6061 T-6 aluminum construction with knurling deep enough to grip the hardest soles. If your style demands a retro perspective, our Norman pegs are perfect. Their durable molded hard rubber sleeves look right at home on British, Euro or American customs, new or old. Bonus for modern Brit bike riders: our Rocker, Mushman and Norman pegs fit '01- '15 Hinckley Triumph Bonnie and Scrambler models.

FOOTPE

SANDERSON PEGS

Investment-cast stainless steel peg bolts onto our conical chromoly clevis with a 5/16-18 Allen cap screw to provide 360 degrees of peg rotation for a custom fit. Clevises fit most late-model Harley-Davidson foot peg brackets with little or no modification required.

4" long x 1.125" wide x 1.125" tall

Also available in black electroplate finish

NORMAN PEGS

Rubber foot pegs were all the rage in the '60s, and now they're back. Biltwell Norman peg cribs their style from Bates pegs, but utilize our cast clevis and machined alloy core to improve fitment and increase durability. Black PVC peg is super durable, yet soft enough to isolate vibration and provide traction.

4.375" long x 1.875" O.D.



Available with H-D or Hinckley Triumph clevises for easy installation

Black anodized finish also available

MUSHMAN PEGS

Moto-inspired design is our homage to Steve McQueen's secret identity at the legendary Elsinore Grand Prix. Same lost-wax casting construction and material grade as our Sanderson pegs. Two special clevis designs: H-D and Hinckley Triumph. Shown in black electroplate finish.

3.5" long x 2.0" wide x 1.0" tall



ROCKER PEGS

CNC lathe turned 6061 T-6 aluminum peg with investment-cast 4130 chromoly clevis. Deep knurling and side flanges for solid engagement on boots and shoes. Two clevis choices available: Harley-Davidson or Hinckley Triumph to fit Bonneville and Scramblers. Silver anodized finish shown.

4.125" long x 1.375" wide x 1.125" tall

Also available in black electroplate finish

G



SPORTSTER DERBY COVERS

Biltwell cast aluminum clutch covers for H-D XL's fit '94-'03 and '04-'15 model years and are available in three finishes: satin black ano, satin silver ano and polished chrome.



RIPPLE IGNITION COVERS

Two-hole variant for Evo's, XL's and cone shovels—5-hole unit for TC H-D's. Raw polished alloy or black powdercoated finish.

BUILT-ON



BIG TWIN DERBY COVERS

Two styles and three surface finishes available: 3-hole for '84-'98 H-D Evo and 5-hole for '99-'15 Twin Cam engines. Both models are available with satin black or satin silver anodized finish.



Black or silver anodized finish

CV CARB TOPS

Investment-cast alloy diaphragm covers for Harley CV carbs in two styles—Finned or Ripple—and two finishes—black or raw polished. CNC machined after casting for a precise fit. Ripple design also available for '01-'08 (carb) and '09-'15 (EFI Hinckley Triumph Bonneville, Scrambler and Thruxton Classic models).



TRIUMPH MOTOR MOUNT PLATES

Cold-forged 6061 T-6 aluminum construction with precision CNC finishing for foot pegs and brake lever. Fits '63 through '70 stock unit Triumphs and select aftermarket frames and hardtails. Bronze brake pedal bushing.



Black or raw polished

STRUTS

Designed with late-model Sportster pilots in mind, but crafty customizers can install our TIG-welded shock struts on swingarm bikes of all sizes. Vertical tubes are 0.120" wall DOM steel; eyelets are CNC lathe turned billet bar stock. Black electroplated finish for style and durability.



Black or silver anodized finish

STASH TUBE

Plexiglas tube holds motorcycle documents and small contraband. Spun aluminum end caps with O-rings fasten to US-sized license plates with electroplated L-brackets, all-thread and wingnut hardware.



KERNVILLE KAMPOUT

HIGH TIMES AND LOW EXPECTATIONS

Choppers and camping just go together, like psychosomatic maladies and medical marijuana cards. Combine all four and you have a recipe for high times on a low budget and a grand scale. The battle plan conceived by Barnacle Bill was simple enough. Drag booze, cord wood and a DVD projector to SoCal's Sierra Mountains and invite everyone with a motorcycle and a sleeping bag for two nights of fire, beer and cinematic mayhem. Encourage co-ed swimming to get the blood flowing, and turn a blind eye to pot-fueled tomfoolery should any erupt. The 400 or so bros and babes who rode to the Kernville Kampout at Frandy RV Park got everything Biltwell promised, and then some. 805 Blonde

Ale is the Official Elixir of Good Times at every Biltwell bash, and Firestone Walker's premium barley pop kept the good times flowing. Local restaurants and watering holes plied bikeriders and saddle tramps with plenty of food and booze, and Otto Von Blotto made sure the campfire burned well into the wee hours. A drama-free bike show with prizes on Saturday afternoon gave builders a reason to ride their finest iron, and knife throwing and a tire toss gave drunks and tough guys a dangerous way to kill time. Nobody got hurt, however, so the Kernville Kampout was a success. There will be others, so stay tuned to @Biltwell on Instagram for the 411.





CORINNE'S BONNEVILLE

2014 Triumph T100

Strong, adventurous—some might argue impetuous—women have always been a part of the custom scene. Until the advent of social media however, their numbers were hard to know. Now, thanks to chick-friendly digital domains like Instagram, female bikeriders are everywhere, snapping selfies and raising even more hell than some of their bearded brothers. Corinne Lan Franco is the archetype of the modern motorcyclist. Smart. Hard-working. Fun-loving. Self-made. Whether the blokes in Hinckley had riders like Corinne in mind when they resurrected the Triumph marque is anyone's guess. We can tell you this—bikes like this tastefully modded T100 and the babe who rides it are a breath of fresh air.

Spencer Seat
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Thruster Grips
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Ripple carb/ EFI tops
Page 58



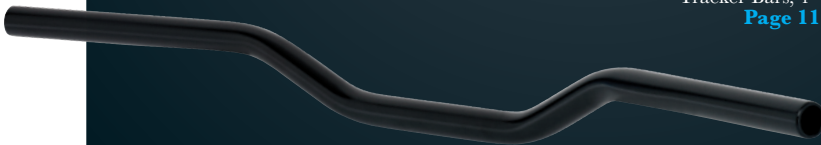
Mushman Pegs
Page 57



Norman Pegs
Page 57



Tracker Bars, 1"
Page 11





THE ROAD IS CALLING. DON'T LET IT HIT YOU ON THE HEAD BEFORE YOU LISTEN

While we certainly didn't invent the open-face helmet, we'll take a little credit for making them cool again. Our Biltwell Bonanza is engineered for safety and style, two features that seemed mutually exclusive until we came along. There's no shame in wearing a helmet, and anyone who questions your commitment to freedom for doing so is probably just looking for a fight. If you ride to live and live to ride, our advice is simple—wear a helmet. Get in a dust-up and it just might help you live to ride another day.





Flat Black
Rubber trim



Vintage White
Rubber trim



Gloss Black
Chrome trim



Black/Gold Mini-Flake
Chrome trim





Limited Edition Racer Gloss Green/Cream/Gold
Rubber trim



Limited Edition Racer Matte Cream/Orange
Rubber trim

- Injection-molded ABS outer shell with hand-painted finish
- EPS internal safety shell is shaped like a human—not a wig tree
- Replaceable brushed Lycra comfort liner with quilted foam padding
 - US DOT compliant • XS–XXL sizes



Limited Edition Tracker Black/Vintage White
Rubber trim



Limited Edition Tracker Flat Black/Gold
Rubber trim





Gringo[®]

THE GRINGO. YESTERDAY'S STYLE, TOMORROW'S TECHNOLOGY

When feature creep sunk its teeth into the full-face game around 1980, helmets that looked like ours died slow, painful deaths in the hands of over-caffeinated industrial designers. Gaudy widgets and gizmos polluted the skid lid landscape like pink flamingos at a Florida trailer park. Where racing stripes and hand-painted nicknames once stood proud, neon spider webs and adhesive Mohawks became the norm. The race to the top for bottom feeders in the helmet business was brutal, and raged on with a vengeance for four decades. Then somebody had the bright idea to resurrect the classic full-face, making it lighter, more stylish and more comfortable than any no-frills helmet that came before it. That somebody was Biltwell. When we introduced our Gringo in 2014, it turned the two-wheeled world on its head. We're doing it again in 2016, with more colors, more classic graphics and more accessories than ever.



Flat Black
Rubber trim



Gloss Black
Chrome trim

The logo for Gringos, featuring a stylized helmet icon to the left of the word "Gringos" written in a bold, cursive script. A registered trademark symbol (®) is located at the end of the word.



Vintage White
Rubber trim



Hazard Orange
Rubber trim



Flat Titanium
Rubber trim



Limited Edition Flames Flat Black/Grey
Rubber trim



- Expanded polystyrene safety liner fits like a glove—not a vise
- Injection molded ABS outer shell meets US DOT safety standards
- Replaceable hand-sewn brushed Lycra comfort liner with quilted foam padding
- BioFoam chin bar padding with contrasting hand stitched diamond detailing
- XS–XXL sizes



Limited Edition Tracker Gloss Black/Gold Pinstripe
Rubber trim



Limited Edition Tri-stripe Gloss White Orange/Yellow/Red
Chrome trim







Gringo 
S
DOT

A timeless classic, tuned up for speed and style with a flip-down molded polycarbonate face shield. In stock trim our DOT-compliant clear shield blocks 91% of UV-A and over 99% of UV-B in laboratory testing. Interchangeable aluminum hinge hardware and a soft-touch snap keeps everything in check when the shit hits the fan. For 2016 the Gringo S is available in six solid and two Limited Edition paint schemes.



Flat Black
Rubber trim, satin black hinge hardware



Gloss Black
Chrome trim, satin silver hinge hardware

Gringos 
DOT



Vintage White
Rubber trim, satin black and raw alloy hinge hardware



Metallic Charcoal
Chrome trim, satin silver hinge hardware

NEW
FOR
2016



Gloss Blood Red

Chrome trim, satin silver hinge hardware



Metallic Navy Blue

Chrome trim, satin silver hinge hardware

- Molded polycarbonate flip-down face shield resists 91%+ UV-A and UV-B light
- Anodized aluminum hinge hardware is replaceable to customize your look
- Hand-stitched brushed Lycra comfort liner with open-cell foam padding
- BioFoam chin bar padding with contrasting diamond stitch detailing
- XS-XXL sizes



Limited Edition Tracker Gloss Black/Vintage White

Rubber trim, satin black hinge hardware



Limited Edition Gloss White/Checkers

Chrome trim, satin black hinge hardware



OVERLAND GOGGLES

Introducing the Overland goggle from Biltwell. Eyewear engineered and handcrafted to deliver style and utility for all your two-wheeled pursuits. Overland's rugged yet flexible polyurethane frame boasts a narrow silhouette and precise optical arc to maximize peripheral vision and reduce blind spots. Foam filtration on the brow and both sides of the nose bridge lets the goggle breathe to reduce fogging in adverse conditions. Two-phase foam padding around the eye port features a quilted, brushed Lycra surface layer to wick moisture away from your skin. Two laser CNC'ed polycarbonate lenses are included with every goggle: one clear and one tinted. Both injection-molded lenses feature the most reliable anti-fog coating available to deliver distortion-free visual clarity and maximum protection. A woven—not screenprinted—elastic strap with double D-ring adjusters and anti-slip silicone stripping is hand sewn to embossed synthetic leather frame fasteners to complete the Overland goggle's clean retro/tech aesthetic.



Black/Blue



Orange/Brown



Black/Red



Smoke, Clear, Yellow and Blue Overland replacement lenses are also available



MOTO 2.0 GOGGLES

When we dropped our OG Moto goggle a few years ago, its popularity with modern motorcyclers surprised us—not everyone can be as fanatical about MX eyewear as we are. Now that our less-is-more goggle aesthetic has gained traction with the chopperazzi, we're raising the stakes with Moto 2.0. Cleaner, more comfortable and better spec'd than its predecessor in every way, but still among the most affordable eye protection you can buy.



Clear & Smoke replacement lenses available



Chocolate



Checkerboard



Grey



Lightning Bolt



Black



Gringo S Hardware

Customize your Gringo S helmet with anodized hinge hardware available in six different colors. Mix and match them with an accessory flat shield or Gringo S bubble to complete the look.



Chrome Mirror



Clear



Gold Mirror



Rainbow Mirror



Red Gradient



Smoke



Smoke Gradient



Yellow

GRINGO S BUBBLES

Our retro-inspired molded polycarbonate flip-up shields for Gringo S let you customize the look of your lid with eight different clear, tinted, gradient and mirror finishes. Every colorway blocks +91% UV-A and over 99% UV-B light. Fits Biltwell Gringo S full-face helmets only.

GRINGO S FLAT SHIELDS

For helmet heads who like the racy '70s GP vibe, but require a darker tint. Our flat shields fit Gringo S helmets and are available in eight different clear, gradient and mirror shades for daytime riding. Molded impact- and scratch-resistant polycarbonate thermoplastic construction for durability.



Chrome Mirror



Clear



Gold Mirror



Rainbow Mirror



Red Gradient



Smoke



Smoke Gradient



Yellow



GRINGO BLAST SHIELDS

Flexible polycarbonate plastic shield fastens over the eye port on Gringo helmets with five snaps to provide full-time protection from flying debris. Two sizes and two colors available.



Smoke

Clear



BUBBLE SHIELDS

Bubble shields are to fashion-forward chopperazzi like beers are to alcoholics—one's too many, and ten isn't enough. Fortunately, we offer a rainbow of flavors to fill every hole in your helmet quiver's color pallet. Our bubble shields fit virtually any brain bucket with three snaps across the brow, and are injection molded with scratch-resistant polycarbonate plastic for protection and optical clarity.

Clear bubble shield shown on Bonanza helmet



Amber



Rose



Red Gradient



Smoke Gradient



Chrome Mirror



Blue



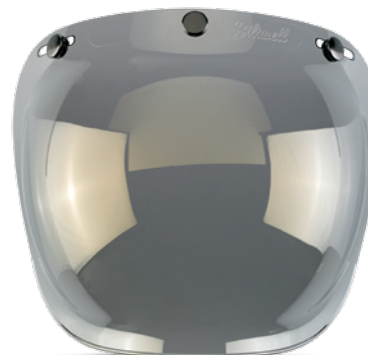
Smoke



Yellow



Rainbow Mirror



Gold Mirror



Green Gradient



Blue Gradient



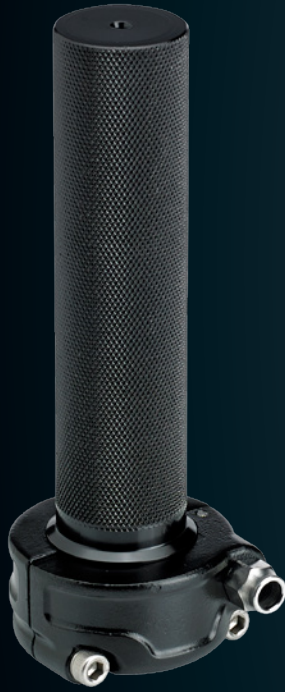
RUSTY BUTCHER'S TRACKER

2000 Harley-Davidson XL

Skateboarding and MX have a long history of eating their young. Such is certainly the case with Mark Atkins, the man behind Rusty Butcher. When back flips and ditches took their toll on Mark's body for good, the SoCal local bought a Sportster for some light rehab. A little cruising at first, but old habits die hard, and pretty soon Mark was boosting 90-foot doubles near his California home. Dirt track racing came next, and Mark hit it with a vengeance. The MoCo's girl bike wasn't built for the Butcher's brand of hell raising, however, so Mark spends a lot of time tweaking for speed, suspension and reliability. To no one's surprise, Mark and the other hooligans on Rusty Butcher Racing run Biltwell parts.



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Whiskey Throttle
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Cafe Seat
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THE ANSWER'S IN THE PALM OF YOUR HAND.

Motorcycle gloves are hands down the most competitive category in the gear game. So many materials. So many colors. So many price points. So many bad puns. Our range of synthetic, hybrid and full leather riding gloves certainly doesn't make your choice any easier. If we were greedy dicks, we'd say buy one of every style. Since that's simply ridiculous, ask yourself these questions, then decide.

Enjoy light weight and maximum flexibility? For mild weather, our motocross-inspired Moto Gloves work great for both riding and wrenching.

Is it hot where you live? The ventilated back panel on our Bantam glove is quilted mesh polyester, so it breathes. The rest of our most affordable leather glove is lightly padded to reduce sweaty palms when temperatures push triple digits.

Are you a no-frills traditionalist? The styling of our 100-percent leather Work glove is simple yet purposeful, with an open cuff for speedy ingress/egress and anatomically shaped suede palm padding for traction and comfort. Available in three classic colors.

Do you ride in bad weather? Our Gauntlet glove features an extended cuff and D-ring closure with an adjustable Velcro retainer to stop Mother Nature from spoiling your fun. The fleecce lined interior is warm and cozy, another plus when the going gets tough.

GLOVES

MOTO

100% synthetic construction
XS-XXL sizes

Velcro closure with TPR pull tab

Ventilated stretch polyester back panels
for breathability and comfort

Reinforced thumb and index
finger at friction points



Brown/Orange



Black/Blue



Black/Red



Black

Padded synthetic flex panels in
knuckles for greater mobility

Synthetic leather palm and
thumb construction

Rubberized screenprinting on
finger tips for traction

BANTAM

75% leather/25% synthetic construction
XS-XXL sizes



Embossed leather wraparound wrist strap with Velcro closure

Vented, padded polyester back panel with hand-stitched diamond quilt detailing

Fleece Lycra half liner wicks moisture for comfort and better grip

Black

Padded accordion panels in knuckles for greater mobility

1.4mm thick full-grain leather palm with ventilation and stitch detailing



Tan/Black



Chocolate/Black



White/Tan

WORK

100% full-grain leather construction
XS-XXL sizes

Elastic cuff gathers with embossed leather Velcro closure

Heavy-duty hand-stitched polyester thread throughout

Padded suede palm panels enhance comfort and grip

Black



Chocolate



Gold

Double thick thumb and index finger reinforcement panels

Padded accordion panels in knuckles for greater mobility

GAUNTLET

100% full-grain leather construction
XS-XXL sizes

*Gauntlet cuff construction covers sleeves
to stop cold airflow into riding gear*



Black

*D-ring wrist closure with embossed
leather Velcro pull strap*

*Fleece Lycra liner provides
additional insulation in
cold weather*

*Accordion panels on index and
middle finger joints for better flex*

*Padded palms with double-thick,
anatomically shaped suede traction panels*

*Elastic gathers around wrist
for a snug, comfortable fit*



VESTS

Fully lined interior

Plated brass grommet inside left breast pocket for ear bud wire

Denim-lined patch pockets with button flaps

Bar tacks at critical seams and stress points



HANDCRAFTED IN THE GOLDEN STATE—BIRTHPLACE OF DENIM.

Since its invention by an enterprising textile merchant and a San Francisco tailor in 1873, reinforced denim has been an enduring staple among American working men. Hell—it’s the material that gave “blue collar” labor its noble moniker. Biltwell premium denim vests made in California are the first choice for the next generation of bikeriders. Our Prime Cut vests blend classic style, premium materials and modern manufacturing technology to create a road-tested essential that works even tougher than it looks. The look starts with a classic western silhouette featuring double-stitched detailing and generous interior proportions so you can layer over riding gear—jacket, hoodie, flannel, you name it. Next we embellish the stylish exterior with functional features every bikerider can appreciate: two oversized slash pockets with snap closures, two 100% denim interior pockets and two chest patch pockets with buttoned over flaps—six pockets total, one with a riveted port for routing an earbud jack to your cell phone or music player. Finally, we give you choices—collared or collarless, black or indigo blue, seven sizes from S to XXXL—to ensure there’s a Biltwell Prime Cut vest that fits who you are, and the way you ride.

Indigo

Double needle stitched outer seams

Rugged 100% cotton poplin lining

Heavy-duty 13.5 oz. denim construction

Denim-lined slash pockets with internal snap enclosure



Black Bull Denim

Antique nickel buttons with subtle branding

Button cinch adjusters on waist



BAGS



ROVER BAG. TAKE FLIGHT IN STYLE.

We designed our Rover Bag to store and transport custom-painted helmets, but as a stripped-down suitcase it's perfect for going anywhere and hauling anything—riding gear, gym clothes, adult beverages, you name it. Rover's construction and styling are inspired by the retro-chic luggage jetsetters and vagabonds flaunted on weekend getaways in the 1970's. Soft side silhouette fabricated from rugged black vinyl with contrast piping. Orange brushed fleece Lycra interior with quilted contrast stitching. Primary compartment and secondary end pocket feature brass zippers for durability. Riveted antique brass feet on the bottom of Rover bag are functional and stylish, as are the bag's double-thick vinyl handles with rivet reinforcements and stitch detailing.



EXFIL-7. MOTORCYCLE-FRIENDLY LUGGAGE FOR DIY BIKERIDERS.

People who see our EXFIL-7 multi-purpose motorcycle bag ask it all the time: “Will this fit my (insert motorcycle model name here)?” With a little creativity the EXFIL-7 bag will fit almost anywhere and haul practically anything. EXFIL-7 employs military-tested retention and expansion technology—MOLLE straps in the business—to maximize its versatility and adaptability in any number of mounting locations: on the bars, beneath the headlight, on a sissy bar, you name it. Two main and one semi-hidden pocket will hold enough paperwork, 12-ounce canned beverages—seven to be exact—and riding essentials like tools, cell phones and pocket knives to make bugging out on your hand-built death trap easy.



Bright orange interior liners

Top pocket for cell phone and personals



Quick-release cinch straps draw tight to secure your load

Semi-hidden rear pocket for documents

Duraflex buckles



Removable leather straps with plated buckles for mounting



Rouser Rob getting work done
in our "Chopper" t-shirt



A



CLOTHES DON'T MAKE THE MAN. THE MAN MAKES THE CLOTHES.

We sweat the details on apparel just like we do our hard parts and riding gear. Keeping things simple doesn't mean overlooking nice touches like sewn-on, custom-woven clip labels or printed sizing details inside collars instead of annoying tags. All of our soft-hand t-shirts are printed in the USA and feature super-thin inks that won't feel like you are wearing a sticker. Hats get the full treatment with custom bits like bottom-printed bills, embroidery, patches and fitted as well as snap-backs. It all adds up to a look that's clean, comfortable and ready to ride.

APPAREL



Get Lost T-Shirt (Back)



Basic T-Shirt



Girlfriend T-Shirt (Back)



Galaxy T-Shirt



Shield T-Shirt



Fall T-Shirt



Metal T-Shirt



Chopper T-Shirt (Back)



Gremmie T-Shirt



Serpent T-Shirt (Back)



Parts crew neck sweatshirt



Basic Raglan Jersey



Metal Tank Top



Icon Raglan Jersey



Ladies RMHF Raglan Jersey



Ladies Roses Tank Top



Patch Fitted Hat



Biltwell B Fitted Hat



Shield Fitted Hat



Ride 'Em Snap-Back Hat



Script Snap-Back Hat



Gringo S Snap-Back Hat



Shield Snap-Back Hat

HAT



S

OTHER STUFF



FUEL BOTTLE

Our 1/3-gallon aluminum fuel container might be the cheapest insurance policy you'll ever buy. Molded ABS plastic screw cap features a hook so you can use a bungee or a carabiner to secure your petrol to the sissy bar or backpack.

NECESSARY NECESSITIES

While some of this stuff is essential—take our spare fuel bottle, for instance—a lot of it is downright frivolous. Hey—nobody needs a titty patch, but a lot of people want one, and that's why we make it. Everyone needs a reason to get out of bed in the morning, however. For at least one guy on the Biltwell payroll, that reason was so he could go to work and design a titty patch. If someone gets a laugh out of it, so much the better. The silly shit on these pages is dedicated to the people in the world who get out of bed every day to make someone smile, and to have a good time. Cheers, my friend.

BEANIES

Woven synthetic polyester material with plenty of warmth and stretch

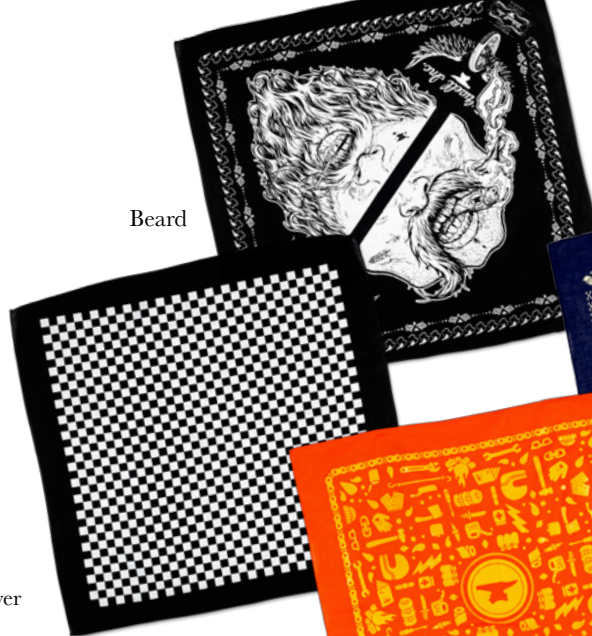
Patch Beanie



Label Beanie



Beard



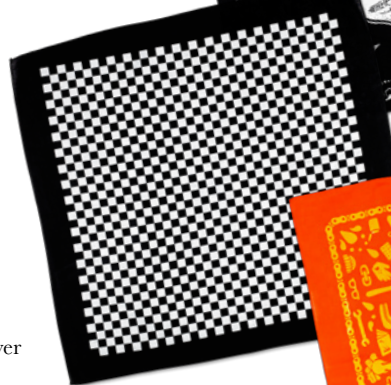
Chopper



BANDANAS

Check your oil, rob a bank, cover yer ugly mug. Whatever you choose to do with your Biltwell bandana at least it will be done in style.

Checkers



Camp



PATCHES

Let your freak flag fly by stitching a Biltwell patch to your cut. Colorful, high-quality embroidered construction with plenty of political incorrectness for everyone.



DIE-CAST LICENSE PLATE FRAMES

Die-cast alloy construction with contrast enamel graphic panels. Fits most US motorcycle license plates





Our 24-ounce Camp Mug does more than hold coffee—it supports a cause we believe in. All proceeds go directly to the Semper Fi Fund

When we were kids our families steeped us with eerily similar work ethics and values, but by very different standards and practices. On matters where Bill's parents were stoic and spiritual, my mother was a bombastic firebrand of legal principle and often outrageous moral opinion. Twenty-five years after Bill and I launched our first professional endeavor we still hold dear ideals like quality, honesty and generosity that have provided us, our company and its staff so much good fortune over the years. To the employees, the vendors and especially the customers who make Biltwell what it is today, thanks for your support.

— Bill Bryant & Harold “McGoo” McGruther



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