

BDCW's ULTIMATE ARMOR Skid Plates

Confidently explore off the beaten path without the worry of carrying parts back—or worst, getting stranded in the middle of nowhere.



Beware of products masquerading as “armor” that provide little more than cosmetic protection. **BDCW's** legendary skid plate designs are your No. 1 defense against engine damage off-road. Think of **BDCW** as the ULTIMATE ARMOR.

Proven in the *real world* to take the big hits and still get you home without the “long walk,” **BDCW** skid plates are true engine savers. Installations are simple and straightforward, and oil changes are easy, too.

All **BDCW** branded products are proudly designed and 100% manufactured in the U.S.

Got questions? We've got answers. Give us a call!

BDCW's ULTIMATE Skid Plate ARMOR is available for these bikes:

- BMW R1200GS & Adventure (all oil- and liquid-cooled models)
- BMW Scrambler
- BMW F800GS & Adventure
- BMW Urban G/S
- BMW F700/650GS Twins
- Honda Africa Twin (CRF 1000 L)
- KTM 1090/1190 /1290 All Models
- KTM 1290 Super Adventure /R & /T
- KTM 990 Adventure
- KTM 950 Adventure & S
- KTM 950 Super Enduro
- KTM 690/Husky 701
- KTM/Husky Dirt Bikes



For more information call **(208) 263-4400** ■ **BlackDogCW.com** or email us at **info@BlackDogCW.com**

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Honda Africa Twin (CRF1000L)

BDCW ULTIMATE Skid Plate for the *Honda Africa Twin* is truly the **ULTIMATE** solution for protecting your new ride. We are offering TWO (2) versions that are:

- Compatible with the center stands
- Not compatible with a center stand—BUT provide extra coverage that protects the rear suspension linkage

Full Coverage—our plate covers engine case, header pipes, ignition cover and clutch cover as well as the rear suspension linkage (for non-center stand versions).

Ease of Installation—remove the stock skid plate, install the rear bracket and bolt the skid plate on—15 minutes TOPS. No disassembly of major components required. Removes with just 2 bolts for an oil change! No disassembly required.

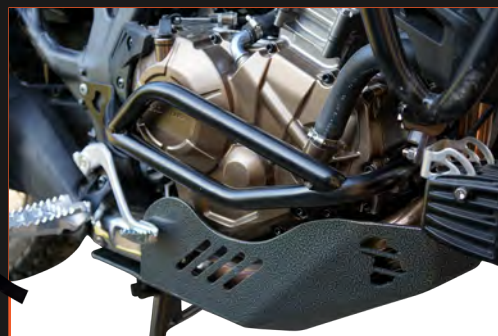
Frame Mounted—we have used a steel mounting bracket at the rear of the bike. This is not some lightweight rear bracket to support the skid plate—our parts are made to take a beating.

More Heft—3/16-inch (4.76mm) of 5052 aluminum. We found the optimal material to protect, perform, and last. In fact, it may very well outlive your bike. The grade of aluminum we selected is designed to ABSORB impacts, not transfer the force to the mounting points on the bike.

Smooth Bottom for Clearing Obstacles—no holes to snag on rocks or branches. This plate glides on its own—right up over most obstacles without bolts, rubber glides or rivets to catch or break.



Taking full advantage of the frame cradle on the **Africa Twin**, our skid plate closely follows the contour of the frame, providing optimal support and making it one of THE most robust skid plates available anywhere.



BDCW also provides **Lower Engine Bars** and **Connector Rods** that attach to and stabilize **Hepco-Becker Tank Guards**.



KTM 1090/1190/1290 Adventure and Super Adventure

Our new **ULTIMATE ARMOR** skid plate design for the KTM 1190 Adventure is the toughest on the market and the only proven way to protect your pride and joy. In addition to the engine case, our skid plate provides full coverage of the header pipe, the clutch cover, the ignition cover and the catalytic converter. With the **INTEGRATED Side Stand Relocation Kit** it's a must-have for any serious off-road rider.

Advantages of **BDCW's** design over others:

- Gets the side stand off the engine case!
- Isolates the engine by mounting to the frame and crash bars.
- Remove only 4 BOLTS for maintenance.
- Unlike the KTM "aftermarket" skid plate, it is not necessary to drill, tap and thread the rear engine block mounting hole on some bikes—we don't mount there!

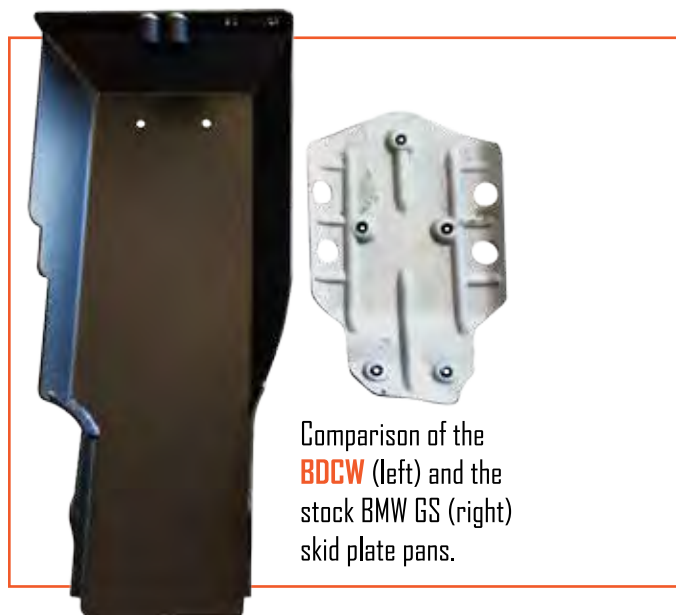
"I had the pleasure of installing the **BDCW** skid plate, radiator guard and oil cooler guard on plate, radiator guard and oil cooler guard on my **KTM 1190 Adventure R**. The products are high quality with great fit and finish. Thanks **BDCW** for a job well done!"—Jason Douglas

"What the heck was I thinking when I bought the **BDCW KTM 1190 Skid Plate**??? Why didn't I do it BEFORE going to Moab!!! Then I would not have dented my header pipe! I appreciate the workmanship and design of the skid plate and feel so much better when pounding on my **1190**. The plate comes off easily. My only disappointment is I waited too long!"—Jim Altonen

"I've got quite a few parts from **Black Dog Cycle Works**. Not the least of which is their awesome skid plate. There's been plenty of rocks (I'm on my sixth front wheel so far!), lots of gouges on it, and not one mark on the engine case."—Rick "Doc" Lippmann



“Feedback from our customers have shown the **BDCW ULTIMATE Skid Plate** for the GS/GSA-LC models has proven itself over and over again in the toughest conditions where other designs have failed. Damage not only leading to expensive repairs but often vehicle recoveries from remote locations. Don't think you need THIS MUCH protection? Think again.”—**Kurt Forgét (BDCW)**



Comparison of the **BDCW** (left) and the stock BMW GS (right) skid plate pans.

BMW R1200GS LC

(2013+ liquid-cooled R1200GS and GSA)

- Full coverage of header pipes and catalytic converter.
- Removes in 30 seconds for maintenance.
- Skid plate is suspended from frame—isolating the rear of the engine block from impact.
- Long, single piece construction does NOT require the use of a center stand guard.
- No holes on the bottom of the skid plate create a large “glide surface,” eliminating the possibility of getting hung up when clearing obstacles.
- Rubber bumpers and block at front of the skid plate distribute the force and protect against large frontal and bottom impacts.
- Only 4 BOLTS are removed to access oil filter and drain—the skid plate’s framework stays in place. (Note: Some brands require the removal of the center stand and/or up to 9 bolts to change the oil and filter. If you are having a dealer change your oil, it is not unusual for them to charge an extra hour for disassembly and/or clean up.)

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BMW R1200GS/Adventure (Oil-Cooled)

(2005–2012 model years of GS and GSA and the oil-cooled 2013 GSA)

After witnessing so many dual-sport events littered with GS skid plates, **BDCW** re-examined the design and found the **ULTIMATE ARMOR** solution for protecting the engine, frame and exhaust.



What you should know about our **ULTIMATE Skid Plate**:

- Most other skid plates offer minimal, if any protection to the header pipes.
- Mounts to the frame at the rear of the skid plate isolating the motor where most impacts occur.
- Large rubber “Shok-Bloks” between the skid plate and the bottom of the engine help absorb the energy of significant impacts.
- Only 6 easy-to-get-to, same-sized BOLTS removed for oil changes.
- No holes on the bottom of the skid plate creates a large “glide surface,” eliminating the possibility of getting hung up when clearing obstacles.
- Other aftermarket suppliers follow *BMW*’s design allowing the skid plate to break off upon frontal impact, allowing the engine-mounted shear bolts to puncture the engine case in the process.

“**BDCW**’s unique design eliminates the rubber shear bolts threaded into the engine block that can cause extensive damage to these models upon impact, sometimes rendering the motorcycle inoperable and requiring expensive repairs.”

—Kurt Forgét (**BDCW**)

“MUST-HAVE” OPTION:

Center Stand Guard

Providing a continuously smooth surface under the bike to slide over large objects, our **Center Stand Guard** is the perfect complement to our skid plate to protect your oil-cooled *BMW R1200GS/A*.



“Get it right from the start and don't mess around with the lower cost options.”—**Matt Manuel**

“I outfitted my 800GS with **BDCW** for Alaska and the Arctic Circle. Rode over 1,000 miles of dirt roads occasionally hearing the skid plate take a direct hit reminded me I have no need to worry, I'm protected. It was easy to pull off in the Fairbanks' Walmart parking lot for an oil change. Much easier to remove than the stock plate! I'm partnered in a BMW/KTM moto rental shop in Durango, Colorado and we've outfitted all our machines with **BDCW**. We don't want to worry about the bikes that are out on the COBDR for weeks on end.”—**Dean Howard**

“The ultimate protection for the belly of your F800GS!”
—**Bret Tkacs** (Puget Sound Safety/ADV Camp Instructor)

BMW F800GS/Adventure and F650GS/F700GS Twins

As with all **BDCW ULTIMATE ARMOR** skid plate designs, we provide far more protection than any others on the market—including:

- Full coverage of the oil cooler, oil filter, engine case, exhaust headers and catalytic converter.
- Mounts to the frame, not the engine—protecting it from hard impacts that typically either rip off OEM/other aftermarket skid plates, or punch holes in your engine block.



- Removes with only 2 BOLTS.
- The only known design compatible with the high performance full Remus exhaust system.
- Includes 4 double-sided rubber shear bolts necessary for mounting the skid plate to the bike (typically \$50 per set from BMW dealers).



KTM 690/Husqvarna 701 Enduro

We took a hard look at the vulnerabilities of the key components of the *KTM 690* and *Husky 701* to design a skid plate that would stand up to significant abuse and still get you home safely. When researching the aftermarket we discovered that existing plates were mostly made from inferior materials resulting in minimal coverage. So, we made a game changer—the **ULTIMATE** skid plate for these bikes!



Fits the following models:

- **KTM 690 Enduro** (2008–2017)
- **Husqvarna FE701** (all years)

Not compatible with the *Touratech* engine guards.

KTM Dirt/Dual-Sports

A unique feature of this design is a front mount that utilizes magnets to hold it to the frame while installing the front bolts, making alignment much easier. Given the short service intervals of these bikes, ease of maintenance was paramount during our design process.

Fits the following models:

- **KTM 500 EXC/XC-F** (2012–2016)
- **KTM 450 XC-F/SX-F** (2012–2016)
- **Husquvarna 450**
- **Husquvarna 501**

DOES NOT fit the *KTM 350* models.

Fits with *Rekluse* clutch cover.



“This thing is stout! Many times through two days of desert racing I could hear it ring when I slammed into the face of a whoop—hits that would have destroyed a more feeble plate! I love the way it hugs the engine tightly and does not catch a boot when reaching for the brake or shifter! Great design, great product and as usual, excellent service from **BDCW!**”—Jeromy Williamson, Colorado Springs, CO





KTM 950 Adventure and 990 Adventure/Baja

The stock *KTM* “splash guards” are a joke—at best, a false sense of security. Do yourself a favor and upgrade to REAL ARMOR!

BDCW has been producing and refining this skid plate for over eight-years. Don't accept imitations—only the original **BDCW** skid plate offers the **ULTIMATE** protection for your *KTM*:

- Our **ULTIMATE** skid plate covers more of the dangerously exposed lower front end of the 950 and 990. Protection vital to the sensitive components located at the bottom of the engine, including the engine case, clutch cover, ignition cover, and the side-stand switch.
- Thicker material in the front and rear mounting tabs makes this already tough design even more bulletproof.
- Strategically placed rubber “Shok Bloks” help absorb those really BIG hits and to protect the mounting points.



“There’s no other skid plate on the market that is as durable and will put up with as much abuse. A must-have if you’re going to do any kind of off-road adventure riding.”—**Jason Houle** (RawHyde Instructor)

KTM 950 Super Enduro

Get the **ULTIMATE** protection for the critically exposed components, including:

- Engine case
- Ignition cover
- Oil tank
- Side stand mount
- Clutch cover

The poor excuse for a “skid plate” that came stock with this awesome machine doesn’t even remotely protect your bike. Get one that will, plus give you the peace-of-mind to ride your bike the way it was intended. The **BDCW ULTIMATE** skid plate is by far the most rugged and durable armor for the 950SE. Fully tested and proven tough! Our original prototype was given a trial by fire in the *Baja 1000* rally—and still looked good after being subjected to 1,200+ miles of Baja hell at race speeds. Since then we’ve continued to refine and improve our design, now providing even more protection:

- The rear tabs thicker, making them much stronger so they hold up to severe impacts better.
- Improved side stand protection that includes an enlarged wedge that covers the side stand from bottom impacts.



“I just returned from an 8,000 mile trip to Uzbekistan, and along the way my **BDCW** skid plate saved my bike. I hit something hard enough to knock me off the bike—but it did absolutely NO damage to the skid plate!”

—Don Blackwell

- The front portion has been angled to improve alignment and stability.
- The bottom has been extended to provide 100% coverage of the engine case from underneath and remain compatible with the *KTM* centerstand.
- The front edge of the skid plate is tapered to provide improved ground clearance.
- Rubber “Shok Bloks” brace the skid plate against the engine case to help absorb those REALLY big hits.

Do yourself a favor and give your amazing *Super Enduro* the protection it deserves.

Important information about *KTM* side stands

"I hit a few rocks pretty hard. I'm glad I put the **BDCW** skid plate on. Everyone in my training class at RawHyde was looking at it. It is by far the best skid plate out there."

—Mick Williamson

The side stand design on the 950 & 990 *Adventure* was less than optimal, resulting in many broken engine cases. Even riders doing fairly tame trails often experienced engine case damage—not just expensive repairs, but a long walk home.

Much to our surprise, the side stand design on the 1190 is actually **WORSE** because it mounts onto a 3-inch bracket that bolts *directly into the engine case*. This bracket can exert a tremendous amount of pressure on the engine case increasing the opportunity for damage. An issue that's questionable for a pavement queen, but disastrous for any real world use.



That's why we've included our **Side Stand Relocation Kit** with our skid plates. Don't risk riding off-road without it!

KTM 950/990 OPTION

Side Stand Relocation Kit
(Now with a 5-Year Warranty!)

The single most important mod you can do for your bike!

Many KTM 950/990 owners are unaware of a major design flaw with the side stand bolt. The issue is that the bolt threads directly into the engine case—just waiting for a bump that'll drive it into your engine casing!

Advantages of **BDCW's** design

- Easy to install with only 3 BOLTS.
- Keeps the side stand in the stock location.
- You don't have to disassemble the side stand safety switch.
- Compatible with center stand.
- Cheap insurance against a \$4,500 repair bill.
- **5-Year Warranty!**



While riding the Rubicon Trail near Lake Tahoe, Radek Burkat and friends experienced a skid plate failure resulting in catastrophic damage to a KTM990 motor casing. Here are photos to illustrate what happened.



This guy now has a **Black Dog Cycle Works** plate on his bike.

Think twice before buying another brand of "cosmetic" bike armor.



The bikes with BDCW skid plates made it back unscathed.



Black Dog
CYCLE WORKS™

The ULTIMATE armor for your bike • BlackDogCW.com



Next it was time to armor the belly of the beast. To date, I have already shredded several popular skid plates on the F800GS, so I turned to **Black Dog Cycle Works** once again for a solution. They had exactly what my mid-sized *Adventure* needed. When Kurt says his stuff is "heavy-duty" he means it; this skid plate weighs in at over three times the weight of any other skid plate I know of for the F800GS, I think this skid plate was built to protect against land mines and IEDs as well as trail hazards.

Verdict: This is the ultimate protection for the belly of the F800GS, but it comes with a price... weight! With mounting hardware and the skid plate it weighs in around 10 lbs (the *BMW/Touratech* skid plate is under 3 lbs).



Meet the Riders behind BDCW's Products



Libby, C.E.O.

Best known for their **ULTIMATE** skid plate armor, Kurt and Martha Forgét created **Black Dog Cycle Works** to feed their love of adventure riding. It's this deep passion that drives them to design and manufacture products of unparalleled ruggedness.

With over 18 years of adventure riding and constant product development, Kurt and Martha tirelessly punish their own machines—having broken, bent or destroyed more than their share of parts in their ongoing quest for perfection. They've learned what works best, what will last, what will protect your bike—and most importantly, what will help get you home.

Dividing their year between beautiful and mountainous Sandpoint, Idaho, and the arid desert of Baja, the Forgéts live in the ideal proving grounds for the equipment they design, as well



Martha Forgét



Kurt Forgét

as other gear **BDCW** offers.

Black Dog Cycle Works' products are used and abused **WORLDWIDE** by many of the top names in our industry, and it's the combined feedback from them and riders like you, that provide the basis for **BDCW's** legendary

customer service. If you need helpful advice... or to discuss upgrades... please call—they're here to help!

A personal note from Kurt & Martha:



MADE IN THE U.S.A.

"Living in a small American town of Sandpoint, we've come to know some of the most amazingly talented people. As a result, we made the solid business decision to build our company around these stellar craftsmen and craftswomen who care so much about their work, and continually WOW! our customers with superior workmanship. That's why all of **BDCW's** own products, and many that we distribute, are so proudly made in the U.S."



Providing adventure bikes and their riders with the *ULTIMATE* in protection since 2007

All **BDCW** branded products are proudly designed and 100% manufactured in the U.S.A.

For more information call (208) 263-4400, www.BlackDogCW.com or email us at Info@BlackDogCW.com

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