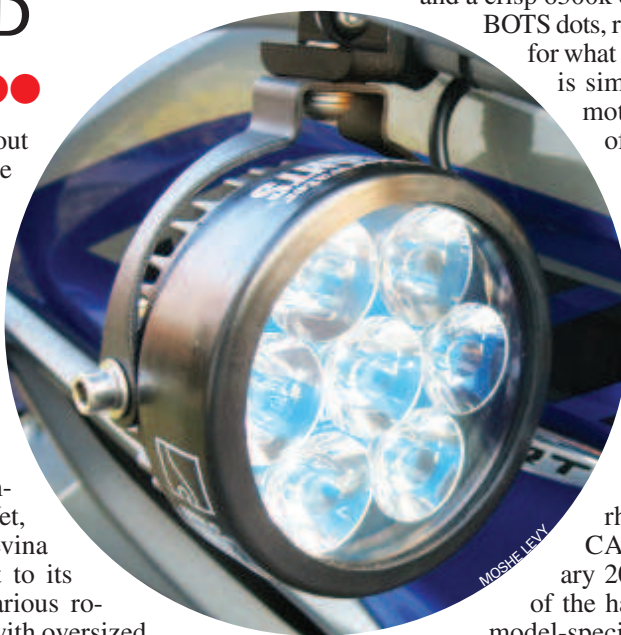


Clearwater Sevina Dimmable LED Light Kit ●●●●●

FOR RIDERS WHO are serious about turning night into day, the Sevina dimmable LEDs are the proverbial 800-pound gorilla in the increasingly competitive auxiliary lighting segment. The Sevina model utilizes a 4.7-inch diameter hard anodized, black powdercoated CNC machined housing with integrated heatsink fins on the rear face. Each housing contains seven high-power LEDs capable of producing a sun-shaming 7,500 lumens at full blast. Yet, even set to 100% output, each Sevina draws only 70 watts, a testament to its efficient power supply design. Various robust machined aluminum mounts with oversized stainless-steel hardware are available for model-specific applications.

The Sevina operates primarily as a “spot” light, concentrating its ultra-long throw beam in a narrow 8-degree spread. On our 2015 BMW R 1200 RT test mule, we mounted the Sevinas under the mirrors on aftermarket crash bars and angled them outward to illuminate



Each Sevina features seven high-power LEDs capable of producing “sun-shaming” illumination.

the sides of the road, framing an approximate 140-degree arc in front of the motorcycle. They had a phenomenally long reach and a crisp 6300k color, illuminating signs, reflectors, BOTS dots, roadside animals, and everything else for what seemed like miles. Essentially, there is simply no way even an irresponsible motorcyclist could “outrun” this level of radiance. Wiring options are also fully customizable; for example, the lights can be tied into the horn or the high beam actuation for added control. The added dimension of safety such visibility affords the rider must be seen to be believed.

All of the features we originally loved about previously tested Clearwater models are present on the new Sevinas: The dimmability adjustment from 5% to 100% power with the included rheostats (or complete control via CANopener, as tested in the January 2016 MCN), the superlative quality of the hardware and wiring harnesses, the model-specific mounting kits, and, of course, the first class fit and finish of the light assemblies themselves. For the determined night rider, the American-made Clearwater Sevinas are as good as it currently gets.

—Moshe Levy

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Risk Racing Factory Pit Mat ●●●●●

WE GOT OUR Factory Pit Mat to save a freshly poured shop floor from being immediately decorated with dark stains during a slew of springtime oil changes, but it can be used at the track (paved or dirt), in a truck bed or trailer, or anywhere else you want to protect the surface under your motorcycle, give yourself a clean work space, and catch things that might fall while you're wrenching. The mat's elaborate texture not only reduces slipping, but also keeps stray parts from rolling far away, as they inevitably do on bare concrete. When we don't have a motorcycle on it, we've been using ours in front of the work bench; it's comfortable to stand on, and has kept dropped items from disappearing.

When chemicals spill on the Factory Pit Mat, they're easy to clean off its resilient PVC construction. This material also lays flat immediately after being unrolled—amazing! (Some other mats take forever to stop curling—annoying!) The mat's beveled edges and tasteful black/gray color scheme, along with its bold red/white logos, create a very high-quality appearance. At 28 x 72 inches, it's long enough for anything but an extremely raked-out chopper. We considered wider mats, but guessed this one's width would be adequate, while having the advantage of not fouling the wheels of our rolling stool. We were right on both counts.

Risk Racing makes a unique dirt bike work stand that fits nicely into the grooves on this mat, but all of our rolling and stationary stands from other manufacturers, for on- or off-road machinery, have worked just fine on it.



One nice feature of the Factory Pit Mat: It lays flat immediately after being unrolled, rather than want to curl back up.

MARK BARNES

Durability appears to be quite good; however, we did notice that one of our stands cut into the material slightly. This was due to the fact that this particular stand had very small “contact patches,” and the bottoms of its legs had sharp, unfinished edges. So, all the weight of the bike got concentrated in an unusually challenging way. While this posed no real functional problem, we can imagine that the mat could be damaged by a stand like this with frequent use. Stands with more typical designs and more common rolled/beveled edges will pose no threat.

MSRP for the Factory Pit Mat is \$99. MCN recommended!

—Mark Barnes

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