

which are chromed. All this rides on a chromed 21" billet aluminum wheel that's wrapped with a narrow 21" Avon tire. Chrome dual four-piston calipers apply plenty of braking power to a pair of wheel-matched chromed billet discs.

Keeping the rear of the frame off the pavement is a chromed, extra-wide, 18" billet aluminum wheel wrapped with a 250-18" Avon, which is driven by a matching chromed billet pulley and Kevlar belt. Stopping power is again supplied by a chrome billet four-piston caliper and matching disc, a single one this time. Bumps and such are handled by a set of Progressive Suspension shocks, hidden under the tranny in typical Softail fashion. Finishing up the rear section is a strutless rear fender, and chromed billet license plate bracket and taillight.

Motivation was amply supplied by a fully polished, 10:1 compression, S&S 113" (1853cc) engine, which, as usual, performed flawlessly. Fuel is fed to it from the 3.8-gallon tank via an S&S Super G carb and is sparked to life by a Crane HI-4 single-fire electronic ignition. Start-ups and acceleration were effortless and crisp, respectively. Exhaust needs were handled by a chrome Samson 2-into-2 system that sounded

great when I was on the throttle. Backing up this powerful mill is a fully polished five-speed tranny that shifted fine and was not difficult to get into neutral at stoplights. Connecting the two in a super-smooth way is a Primo belt drive system enclosed in chrome primary covers. Accutronix chromed billet forward controls take care of shifting and braking inputs from the rider.

Did you notice that the words "chrome" and "polished" were used as many times as "the" during the previous three paragraphs? A quick look at the photos will confirm that just about anything that you can drop into a chromer's tank has been given a skin of the shiny stuff. Other items, like the entire outside surface of the engine and tranny, were polished. The quality of the polish work, chrome, powder coat, and paint were very good on the Warrior, and the bike's fit and finish were also very good.

I got to put about 600 miles or so on the bike during my time in Sturgis and I enjoyed every one of them. The Warrior handled well at slow speeds (for a chopper), as well as on the open highway. Normally, having a 250 tire out back makes a bike want to dip hard to the left whenever the rider takes his hands off the

bars. This is due to the amount of engine/tranny left offset — how far the engine/tranny is moved to the left — that's needed to get the rear belt around the tire, if a RSD (right-side drive) transmission is not used. The Warrior, however, handled well in spite of the offset. In fact, all I had to do to get it to track straight on the highway with no hands on the bars was to sit about 2" over to the right.

As for that solo seat, my 5'4" self had no problem being flat footed on the Warrior due to a seat height of 24.5". As for the mini-ape bars, they held the hand controls in a very comfortable spot, while a set of forward controls for the short-of-leg got everything else right where I wanted them.

Bottom line: I liked riding the Warrior, and I'm looking forward to racking up some four-digit mileage the next time I get my hands on one.

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SOURCES

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