

A hard tale about
a rigid Chopper

2004 VENGEANCE VERTEBREAKER

■ IN LAST MONTH'S ISSUE, I GAVE YOU MY REVIEW OF THE SOFTAIL Springer Classic that I rode from LA to my home in Connecticut. That cross-country trip has been the norm for Joe and me for the last few years when riding to Sturgis. However, once we get to the rally we usually park the H-Ds and pick up a couple of hot customs to blast around the Black Hills and the surrounding areas. For Sturgis 2004, my daily ride was the rigid 2004 Vengeance Vertebreaker you see here.

Since I'm a gearhead through and through, I'm going to start with what motivates the Vertebreaker: its fully polished S&S 113" (1852cc) engine, which features a 4" bore and 4-1/2" stroke, as well as a 10.1:1 compression ratio. Fuel and air are fed to the combustion chambers by an S&S Super G carb, while a Crane HI-4 single-fire ignition fires it off. A 2-into-2 Shortcut system, which is one of this bike's optional features, handles the exhaust fumes. This ever dependable and powerful mill sends its horsepower to the bike's fully polished Primo six-speed transmission, which was another one of this machine's

options (a fully polished six-speed is now standard), via a Primo primary belt system and Pro-Clutch pack that's encased in a set of chrome inner and outer primary covers. Final drive to the 250mm rear tire is taken care of by a 1-1/2" Kevlar belt. A chromed and vented billet VMC derby cover keeps the dry-running primary and 32-amp charging system cool.

As for the chassis, the Daytec rigid frame, which comes with Daytec color-matched powder coat, has 2" of stretch in the top tube and 6" on the downtube, as well as a 40-degree rake. Seat height comes in at 24" with 5" of ground clearance. An 84" wheelbase, an overall length of 111", and a weight of 650 pounds round out the list of specs.

Holding up the front is a 41 mm, 12" over, conventional telescopic front end that features hard-chromed fork tubes, and chromed billet aluminum lower legs and 5-degree raked triple trees. The 21" chromed billet aluminum front wheel that's wrapped with a 2.15-21" Avon tire is stopped via dual chrome billet aluminum Brembo four-piston calipers. Drag-style han-