

VENGEANCE VINDICATOR



We thought it was a pretty bold statement to come from a company that builds bikes to catch your eye from 100 yards away. Let's face it, bikes with lots of chrome, 250 rear tires, and flashy paint aren't usually focused on the ride. So we were anxious to put its bikes through some testing, but somehow a year slipped by from when we met until this beautiful '03 Vindicator rolled into our garage.

Before we talk about riding the big Vindicator, let's take a good look at what makes it worth its \$29,995 base price. Starting with the motor, Vengeance does the best job of polishing a motor we have ever seen on a production motorcycle. The all-S&S 113ci powerplant comes in unassembled and is then treated to some very detailed polishing work, so much so that there is a shine easily seen inside the cooling fins. Assembly includes mostly chrome hardware and chrome head bolt covers that add an extra touch of detail and attention that make it possible for us to be so strong with the praise.

Just behind the 113 is a five-speed transmission in an equally attractive case. Shifting is smooth, with little gear drag to be felt, thanks to the Primo dry clutch that gets fed by an enclosed belt drive. Needless to say, both primary covers are sporting a covering of shiny stuff. Final drive is done with a full-size belt.

The chassis is built by Daytec, featuring 2 inches of stretch in both the downtubes and backbone, which meet in a 37-degree neck angle. Leading the way is a 4-inch-over 41mm fork assembly mounted in stout, very chrome