

VENGEANCE VINDICATOR



triple-trees. Out back, a Daytec swingarm is cushioned by oil-dampened shocks. Rolling stock is handled with a pair of 18-inch billet wheels with matching rotors and pulley. The rear wheel carries a 250 Avon, while the front runs a 120. Dual four-piston calipers ride up front with a matching rear.

The sheetmetal on the Vindicator is where its whole look comes from. A big rear fender with no visible struts rides out back, carrying a frenched-in license mount/taillight. The center-fill oil tank fits the frame like it was made for it — because it was — and the teardrop-shaped gas tank has the same feel. Up front, a very curvaceous fender wraps the tire, extending just long enough to help keep the bike clean on wet days. The paint on our bike, a burgundy with subtle marbled silver flames, was called a Level 2 upgrade and cost an extra \$1,000 — one look at the bike reveals it is worth it.

Looking the rest of the bike over, you get wide chrome handlebars, chrome hand controls, chrome risers, and well, you know, chrome everywhere. You also get smaller details like braided lines that are matched with braided covers for all exposed wiring and billet wire and cable clamps everywhere needed. A digital speedometer/tachometer unit provides all pertinent information in an easy-to-see mount under the handlebars and adds \$335 to the price tag.

By now, you might be curious as to how well the Vindicator lives up to the company philosophy. Our first few hundred miles were spent riding around town, and we learned a few things about the bike right away. While it doesn't have a huge offset in the primary, there is enough of one to cut into left-hand cornering clearance — nothing terrible, but the kickstand hits pretty quick. The super-wide bars offer plenty of steering leverage and the big motor makes quick work of any traffic coming up too close on you. Triple disc brakes provide lots of useable stopping power in any situation.

Continuing on to back roads, the Vindicator is a pleasure to roll with. Even with the big back tire, it seems to enjoy gentle winding roads, and again, the motor makes for a pleasant companion when things straighten out. The only time we were not overly thrilled with the Vindicator was on the highway. Its combination of wide bars and overall size left our under-6-foot staff feeling like windsails at over 75 mph. Beyond that, we can't find a single thing to complain about. The only issue we had in 30 days of riding was a burnt-out turnsignal bulb, not bad for a bike that was ridden everyday just to make sure it liked the journey. **HB**

Reprinted with permission from the November 2003 issue of *Hot Bike*® Copyright 2003, PRIMEDIA Inc. All rights reserved.

For more information about reprints from *Hot Bike*, contact Wright's Reprints at 877-652-5295