

## ■ VENGEANCE VENDETTA

trees) that carry an additional 5 degrees, the total rake is pushed to 42. The trees carry 6-inch-over 41mm tubes in billet lower legs — chrome, of course. Certainly, this is not radical chopper geometry. In fact, it's very mild, and that's why we think it's such a perfect bike to get the feel for additional rake and a slightly extended frontend.

Rolling the Vendetta around is accomplished with chromed billet wheels, a 21-inch up front and an

18x8.5-inch in the rear, that are covered with Avon's finest rubber. Slowing down a Vendetta can be accomplished with promises and long talks, or you can do what Vengeance does and make use of the three Brembo four-piston calipers you find on this bike.

After riding a few Vengeance machines, we have finally gotten used to the level of finish it delivers on its 113ci S&S motors: show quality. We are not kidding. Of all the polished motors we have ever tested on a production bike, none have even come close to what the Vengeance crew gets out the door. Full polishing in between the fins and chrome hardware everywhere it is needed guarantees that people will notice the motor. An equal gleam comes off the chrome inner and outer primary covers that house the Primo beltdrive and clutch, and feed the smooth five-speed transmission in a very polished case.

Bodywork on the Vendetta is straightforward and clean. A one-piece teardrop fuel tank rides on the backbone with a Daytec oil tank under the seat. Out back, a strutless fender is long enough to carry a frenched-in license plate and still show off the massive 250 tire. Up front a small, tire-hugging narrow fender meets DOT standards, but doesn't overpower the extended fork. Our test bike was finished in traditional-looking flames over a bright-red basecoat — perfect for our need for attention.

The Vendetta is dressed with standard Vengeance fare — chrome bars (short drag-style) and hand controls, a digital speedometer, braided lines, chrome headlamp and forward controls, and a rather elaborate flashing brake/turn-signal light setup in the rear. To make our complaining staff happy, Vengeance equipped our test bike with Kuryakyn grips and pegs, so if we hit some rain, we would >

