

Neat Features –

The Multi-Function Display on the Speedometer – the LCD digits are large enough to easily read even in the brightest sunlight with my old eyes. It displays the engine RPM, battery voltage, time, odometer, trip meter 1, trip meter 2 and the hour meter. All can be scrolled through by the push of a button on the left handle bar grip. It also displays "BLINKR" when you forget to turn of the turn signal (which happened to me a lot. The flashing sign was a little annoying – like "Hey, you left the turn signal on again!".) The 2011 models will have self-canceling turn signals. When you are low on fuel, it displays the gas pump symbol on the face of the speedo and "F" on the digital display. You have about 25 miles (¾ gallon of gas) before a stop is required to refuel. The neutral "N" is on the face of the speedo but is a little difficult to see in the sun.



The Indian Head Fender Light – it's an LED light that can only be seen clearly after it gets dark. It glows!



The Spoke Wheels – These spoke wheels have chrome spokes and black rims. They also use tubeless tires. No tubes are needed. These look great but are a little hard to clean with the long fenders – especially in the rear.

Matte Black Finish (with just a little chrome) – Even though the matte black finish shows dust and fingerprints, Indian recommends the use of an ammonia free glass cleaner. Just spray some on a towel and wipe everything off – chrome included. It'll look great until you get back from your ride and have to wipe it again. It takes less than five minutes to wipe it down. I don't know how it would be to wash it after getting caught in the rain. That might be a different matter.

The Ignition Key – The ignition switch is located in the center of the dash but the key is not necessary to start the bike every time. There's no need to hunt for the key in your jeans especially after you put on your riding gloves - just turn the switch, start the bike and ride.

The Hydraulic Clutch –The clutch is hydraulic and the pull on the lever is easy - No more rusty or broken cables or complicated clutch adjustments.



Adjustable Levers – Both the front brake and clutch levers are adjustable. It's great for people with small hands to get the lever action within their grasp. These are not on most other cruisers but are on many of the higher end touring bikes.

Power Outlets – There are two covered power outlets on the bike. One is behind the headlight on the right. It's a 3 amp circuit for small electronics. The other is below the seat on the left. It's a 10 amp circuit for heated clothing and such. It's a lot better than hooking wires to the battery and have them hanging out to plug in your accessories.

Pros:

The Killer (Bad-Ass) design styling
It was hand assembled with state-of-the-art components in Kings Mountain, NC (It was home-grown)
Excellent performance – accelerating, handling and stopping.

Cons:

It's a bit pricey.
No place to carry anything – not even any bungee lugs to tie something on. "Parking Lot" maneuvers

Closing Thoughts: I really liked riding this bike. It is a very solid feeling platform. It doesn't give you any surprises along the way. It is very predictable – which is a good thing. I was concerned by the rigid mounted engine and the vibration. The bike didn't shake at stoplights and was smooth at speed which proved that the engine was well-balanced but not counter-balanced at the factory. If this were my bike, I would only add a small dark tinted windshield and a set of matte black or black leather saddle bags. It would still retain its killer looks but be practical to ride. I think that if I added a back seat with a back rest and luggage rack, it would be more functional but would loose that "Bas-Ass" look. Those features are better suited to the other Indian Chief models.

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