

THE PURSUIT

of happiness

Dave reckons in the case of the Indian Pursuit 112 that more is ... more."

Words & Pics David Cohen

One of the things I've come to grips with over a long time testing motorcycles is they inevitably get better. There's been the occasional retrograde model, but overall, as automotive technology evolves, engine performance, EFI mapping, suspension components, rider safety enhancements, tyres, etc – all have improved over the 24 years I've been moto-noting and pontificating about these marvellous machines.

And it's all relative of course, horses for courses et al, but as a standard, showroom-stock machine, the Indian Pursuit 112 could well be the best touring motorcycle I've ridden.

There's certainly an argument that old-school bikes with basic equipment and inclusions still have plenty of enjoyment to offer – more can indeed be less too.

Particularly when talking about a bike that weighs 425kg (wet) and costs over \$50,000.

But in terms of design and fitness for purpose, particularly when comparing modern, high-tech touring marvels – the Pursuit is a standout.

It's remarkably comfortable, performs very strongly, handles beautifully, has excellent brakes and a very long list of standard features and inclusions.



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Dave's two cents...

✓ THINGS I LIKED

- Comfort
- Performance
- Inclusions

✗ THINGS I DIDN'T

- No adjustment on the clutch lever
- Top box rack fasteners
- Feet-down bulk

Add the latest technology, including Indian's Ride Command system and its rider safety enhancements, and the entire package is simply superb.

ENGINE

At the heart of the Pursuit is Indian's modern, liquid-cooled PowerPlus 112 V-twin. It runs single overhead cams, four valves per cylinder and hydraulic valve-lash adjustment.

Bore and stroke are 110mm x 96.5mm, giving 1834cc, and a compression ratio of 11.4:1. Fuelling is closed-loop injection through dual 52mm throttle bodies.

Drive to the six-speed transmission is through a gear primary, with a wet, multi-plate assist clutch and belt final drive. It's a relatively compact, contemporary design and a different proposition from the traditional air-cooled, pushrod motors we're used to – but it still delivers the feel and character you'd expect of a big American twin.



In Australian specification (E10 fuel), Indian claims a maximum of 122 horsepower and 181.4Nm of torque, with peak torque arriving at 3800rpm.

The oversquare dimensions allow it to rev freely, but it hasn't sacrificed the broad, muscular grunt expected of an engine this size. It's smooth, responsive and deceptively quick, with effortless roll-on performance and plenty of hurry-up when you do ask it to get up and go.

HANDLING

One of the remarkable things about the Pursuit is how well it carries its size and weight.

With the fairing, top box, electric windscreen motor and other components mounted high on the bike, it's quite a lump to negotiate during low-speed, feet-down manoeuvres. It really is big effort top-heavy at or near standstill.

There were several times during the test when I did a feet-down U-turn on a gravel verge and wondered, 'What am I doing here?' as I inched around a 180.

It's exacerbated by the frame-mounted fairing and the way it doesn't turn with the forks and bars. That's something I got used to pretty quickly – but at first ...

Once you're moving, however, it's remarkably well-mannered. There's no top-heaviness at all when under way. Most impressively so.

It becomes quite nimble and easy to throw around. There's no real setup or body English

required when approaching a corner either – you simply tip or drop it in. Effortless.

It remains impressively stable and sure-footed, even over Queensland-rough tarmac, it holds its line beautifully and won't change direction unless you tell it to.

When you do tell it to change lines mid-corner – usually to avoid the many potholes installed by the wet season – it responds confidently.

On one reasonably tight right-hander on a test run through the Northern Gold Coast cane fields, I encountered a mulch truck coming the other way and running fairly wide.

All it took was a quick flick to move the Pursuit towards the centre of my lane, and it did so with absolute ease. A joy in fact.

CHASSIS

The Pursuit is built around a cast-aluminium frame with a 25-degree rake, 150mm trail and a 1668mm wheelbase. They're substantial numbers for a substantial motorcycle, but the chassis carries the bike's mass deightfully.

Front suspenders are inverted telescopic forks with 130mm of travel, while the FOX rear shock provides 114mm and features electronically adjustable spring preload.

Dave's two cents...

THINGS I'D CHANGE

- I'd probably get the red one
- A liner for that lid

The preload can be adjusted through the Ride Command system to suit a solo rider, pillion or pillion and luggage, and can then be fine-tuned – all without having to reach for the toolbox. Just a press of the on-screen button.

The stoppers are Brembo twin 320mm semi-floating rotors and four-piston callipers up front, backed by a 298mm floating rear rotor.

The setup has plenty of power, feel and control. Two-finger operation is all it needs for the linked system, which also includes lean-angle ABS and hill hold.

The 10-spoke cast wheels measure 19 x 3.5 inches at the front and 16 x 5 inches at the rear. They're fitted with 130/60B19 and 180/60R16 Metzeler Cruisetecs.

It's a well-sorted combination that contributes considerably to the Pursuit's light steering, mid-corner stability and willingness to change direction.

BY THE NUMBERS

As noted, it's a very large bit of kit at 2578mm long, 1066mm wide and 1237mm high, but the low 672mm seat helps make it manageable for shorter inseams too.

Indian claims 31 degrees of lean angle, which is about standard for a full-dress tourer. I scraped it once over the course of the test – crossing the Burringbar Range – and if you don't scrape the footboards on any bagger on that super-smooth bit of road, you aren't doing it right!

The 22.7-litre tank theoretically provides a touring range of around 320 to 360km in normal use, with something approaching 400km possible under favourable conditions.

Dolore feum diamet ilit prat nim incipsumsa. Parum incte sit inihil mint et venimi, cus elesedist quia vel ipsunt volores



