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### The New Victory Hard-Ball. Is it A Cruiser Or A Tourer? Both.

Published by [Cyril Huze](#) December 9th, 2011 in [Builders](#), [Editorial](#) and [Events](#).





Doesn't matter to me and to most of you the label you put on on the brand new [Victory Hard-Ball model](#). Just make it both your bass ass cruiser and tourer. Hit the street, the road or the highway with the long (65.7 wheelbase), low platform (26.5") that let you either carve sharp corners or do comfortable long riding. For sure, the Hard-Ball is the big brother of the successful High-Ball model for all those who always want more of a good thing. Same stance, same powerful 4-stroke 106"(1731 cc) / 6-speed 50° EFI V-Twin with dual 45 mm throttle bodies, same height-adjustable ape hangers, but of course with the benefit of all the space you need, and probably more most of the time, in a pair of hard bags.





Darker end to end than his High-Ball little brother (Victory keeps the red pinstripes so that you can find your bike in the dark of night...), it seems to me that the Hard-Ball could fill a big market segment, the one of riders wishing a dual purpose bike but refusing the candy/over chromed/over gadgeted big cruiser/tourer.

Could the Hard-Ball become the new "Hard Core Dresser". I think that it's a very good play by Polaris. This new 2012 model will appear at your Victory dealership first week of January.

Full tech sheet is below. MSRP: \$18,999 (48 US states), 19,429 (California), \$20,699 (Canadian dollars) [Victory Motorcycles](http://www.victorymotorcycles.com).

<b>ENGINE TYPE</b>	4-stroke 50° V-Twin	<b>SUSPENSION</b>	
<b>COOLING SYSTEM</b>	Air / Oil	<b>FRONT:</b>	
<b>DISPLACEMENT</b>	106 ci / 1731 cc	<b>TYPE</b>	Inverted cartridge telescopic fork
<b>BORE X STROKE</b>	101 x 108 mm	<b>TRAVEL</b>	5.1 in/ 130 mm
<b>COMPRESSION RATIO</b>	9.4 : 1	<b>REAR:</b>	
<b>VALVE TRAIN</b>	Single overhead camshafts with 4 valves per cylinder, self-adjusting cam chains, hydraulic lifters	<b>TYPE</b>	Single, mono-tube gas, air adjustable
<b>FUEL SYSTEM</b>	Electronic Fuel Injection with dual 45mm throttle bodies	<b>SWINGARM</b>	Cast aluminum with constant rate linkage
<b>FUEL CAPACITY</b>	5.8 gal / 22 ltr	<b>TRAVEL</b>	4.7 in/ 120 mm
<b>EXHAUST</b>	Split dual exhaust with crossover	<b>BRAKES</b>	
<b>OIL CAPACITY</b>	5.0 qts / 4.75 ltr	<b>TYPE</b>	ABS
<b>CHARGING SYSTEM</b>	48 amps max output	<b>FRONT</b>	Dual 300mm floating rotor with 4-piston calipers
<b>BATTERY</b>	12 volts / 18 amp hours	<b>REAR</b>	300mm floating rotor with 2-piston caliper
<b>PRIMARY DRIVE</b>	Gear drive with torque compensator	<b>WHEELS &amp; TIRES</b>	
<b>CLUTCH</b>	Wet, multi-plate	<b>WHEELS:</b>	
<b>TRANSMISSION</b>	6-speed overdrive constant mesh	<b>FRONT</b>	18 x 3.5 in Spoked
<b>FINAL DRIVE</b>	Carbon Fiber Reinforced Belt	<b>REAR</b>	16 x 5.0 Spoked
<b>CHASSIS DIMENSIONS</b>		<b>TIRES:</b>	
<b>LENGTH</b>	104.4 in/ 2652 mm	<b>FRONT</b>	130/70 B18 Dunlop 491 Elite II
<b>WHEELBASE</b>	65.7 in/ 1670 mm	<b>REAR</b>	180/60 R16 Dunlop Elite 3
<b>SEAT HEIGHT</b>	26.25 in / 667 mm	<b>COLOR</b>	Matte Black with Red Pinstriping
<b>GROUND CLEARANCE</b>	5.8 in / 148 mm		
<b>RAKE/ TRAIL</b>	29.0° / 5.6 in / 142 mm		
<b>DRY WEIGHT</b>	751 lbs / 340 kg		
<b>GVWR</b>	1360 lbs / 618 kg		

Check state and local laws for restrictions on handlebar height and position. Specifications subject to change without notice.

94 Comments



94 Responses to "The New Victory Hard-Ball. Is it A Cruiser Or A Tourer? Both."

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