

JUL 10 2013

[REDACTED]  
Andover, KS [REDACTED]  
[REDACTED]  
[REDACTED]

6/29/13

NHTSA Headquarters  
1200 New Jersey Ave, SE  
West Building  
Washington, DC 20590

To Whom It May Concern:

Hello. My Name is [REDACTED] I am currently serving in the United States Air Force Reserve, in my 25<sup>th</sup> year of service. I am writing to you because I am at a complete loss for where to turn next.

I purchased a very expensive Indian Motorcycle back in 2010. It has been the source of constant problems, mostly electrical. I have come to the conclusion that Polaris Industries (current owners of Indian) know there are significant problems with these bikes. For reasons I can only assume to be great financial cost to them are failing to issue the proper recalls. One recall they did issue was for the Body Control Module or "BCM". This recall has made my bike worse so now we are looking at a "recall on a recall" which can't be good for them.

Polaris is about to unveil their own Polaris designed Indian Motorcycle at the Sturgis Motorcycle Rally this August and is doing anything in their power to delay, deny, and cover up these problems to avoid much negative publicity.

Also, one of my friends wrote you back in 2009 and never received a response regarding a new Indian that had caused an accident while being ridden by [REDACTED] of Kent, WA. These bikes have a lug welded on to the front down tube of the frame that is supposed to limit travel of the handlebar steering. Due to poor welds that were not to spec, this lug broke off causing an accident. **Indian bought this bike back at full price, no recall has ever been issued on the fork lug.** Another poorly welded lug was discovered at Indian Triumph of Fargo, ND. And the bike was replaced due to the Company not wanting to re-weld the lug and a new frame costing upwards of \$17,000.

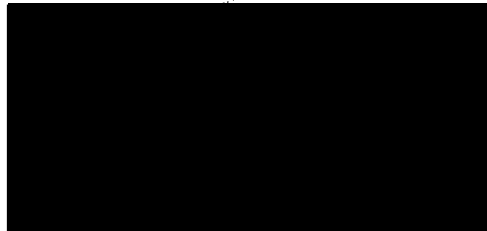
NAH  
71513  
SMP

Speaking of Fargo, my motorcycle has been up there since last August. I have not had access to a vehicle that cost over \$30,000 **for almost one year**. Fargo has now told me that their regional Polaris representative says they have been greatly "embarrassed" by this entire chain of events are no longer to provide me any updates. Excuse me? That is my vehicle, stranded for almost a year.

Enclosed are two certified letters I wrote to Polaris as well as a few emails and the entire history from the last year documented on our Indian Motorcycle forum.

I no longer trust my safety to this bike nor do I trust Polaris to "do the right thing". Please help, this is not right.

Sincerely,



LtCol,

USAFR

**SENDER: COMPLETE THIS SECTION**

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

INDIAN MOTORCYCLE  
 2100 HWY 55  
 MEDWA, MN 55430  
 ATTN: BRIDGET McLENNAN  
 WARRANTY SERVICE

2. Article Number

(Transfer from service label)

7011 3500 0001 7177 6422

PS Form 3811, March 2001

Domestic Return Receipt

102595-01-M-1424

**COMPLETE THIS SECTION ON DELIVERY**

A. Received by (Please Print Clearly) B. Date of Delivery

LINDA SYLES 10-9-12

C. Signature

X Linda Syles  Agent  Addressee

D. Is delivery address different from item 1?  Yes

If YES, enter delivery address below:  No

3. Service Type

- Certified Mail  Express Mail
- Registered  Return Receipt for Merchandise
- Insured Mail  C.O.D.

4. Restricted Delivery? (Extra Fee)  Yes

**SENDER: COMPLETE THIS SECTION**

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

INDIAN MOTORCYCLE CO.  
 2100 HWY 55  
 MEDWA, MN 55430  
 ATTN: WARRANTY SVC/  
 BRIDGETTE McLENNAN

2. Article Number

(Transfer from service label)

7011 3500 0000 7957 0559

PS Form 3811, February 2004

Domestic Return Receipt

1040

**COMPLETE THIS SECTION ON DELIVERY**

A. Signature

X Linda Syles  Agent  Addressee

B. Received by (Printed Name) C. Date of Delivery

LINDA SYLES 2-19-13

D. Is delivery address different from item 1?  Yes

If YES, enter delivery address below:  No

3. Service Type

- Certified Mail  Express Mail
- Registered  Return Receipt for Merchandise
- Insured Mail  C.O.D.

4. Restricted Delivery? (Extra Fee)  Yes



**SAFETY RECALL NOTICE**  
Recall Campaign: 11V-343  
Subject: Body Control Module Replacement  
2009-2011 Indian Motorcycles (All Models)  
Reference: Safety Recall Bulletin I-11-01  
**PLEASE READ IMMEDIATELY**

5YACAA6D3AK [REDACTED] 02005800

N10CAA6DXX

ANDOVER KS [REDACTED]



THERE ARE SEVERAL  
RECALLS OUT; THIS IS  
THE ONLY ONE I  
HAVE EVER RECEIVED.

Dear Indian Motorcycle Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. Indian Motorcycle has decided that a defect which relates to motor vehicle safety exists in some 2009-2011 Indian motorcycles. Our records indicate that you have purchased a potentially affected vehicle.

**The reason for this recall:**

Indian Motorcycle has determined that some motorcycles produced between 12/10/2008 and 04/08/2011 may have been assembled using a defective Body Control Module (BCM). The defective Body Control Module may cause the operator to lose headlamp function when switching between high-beam and low-beam modes. This could cause the vehicle operator to lose control, increasing the risk of a vehicle crash.

**What Indian Motorcycle and your dealer will do:**

Indian Motorcycle has issued *Safety Recall Bulletin I-11-01* to all Indian Motorcycle dealers, with instructions required to replace the defective Body Control Module. Repairs will be made by any authorized Indian Motorcycle dealer at no cost to you. The actual Body Control Module replacement should take under one hour to perform; however, it may take longer due to service scheduling requirements.

**What you should do:**

Please call your authorized Indian Motorcycle dealer to schedule an appointment to have the bulletin repair performed. Do not attempt repairs yourself. Repairs must be done only by an authorized Indian Motorcycle dealer.

**If you have questions or if you need more information:**

While your Indian Motorcycle dealer is in the best position to answer your questions, if you have any questions that your dealer cannot address, if you are having difficulty obtaining the recall repair outlined in this letter, or if you need assistance finding an Indian Motorcycle dealer, please visit the Polaris web site at [www.polarisindustries.com](http://www.polarisindustries.com) or contact our Indian Motorcycle Consumer Service Department by calling 1-888-704-5290.

This notice was mailed to you according to our most current registration information. If you no longer own your Indian motorcycle, please contact your local Indian Motorcycle dealer to have the ownership information changed. The Consumer Service Department cannot change ownership information without identification. Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within 10 days.

If you have had this repair performed before you received this letter, you may be eligible to receive reimbursement for the cost of obtaining a pre-notification remedy of the problem associated with this recall. For more information regarding obtaining reimbursement please contact the Indian Motorcycle Consumer Service Department using the contact information above.

If you believe that Indian Motorcycle has failed to remedy this defect without charge or is unable to do so within a reasonable time, you may submit a complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., Washington, D.C. 20590; or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153); or on the web go to <http://www.safercar.gov>.

Please accept our apologies for any inconvenience this may cause you. Your safety and continued satisfaction with your Indian motorcycle is our primary concern. Thank you for your prompt attention to this matter.

Sincerely,

Bridget McLennan  
Warranty and Service Publications Manager

# Indian<sup>®</sup>

## MOTORCYCLE

September 27, 2011

██████████  
██████████  
ANDOVER, KS ██████████

Dear ██████████

With the recent acquisition of Indian Motorcycle Company, Polaris Industries would like to welcome you to our family. As a convenience to you and as part of our dedication to our customers, we wanted to give you information that will help you get your bike serviced and answer questions you may have. We have included a list of current Indian Motorcycle dealers, to help you find a location that will best fit your needs.

Our records indicate you are the current owner of Indian Motorcycle 5YACAA6D3AK██████████. There may be open bulletins and recalls that apply to your motorcycle. By providing your VIN (listed above), any Indian dealer will be able to let you know if there are any outstanding bulletins on your motorcycle. Should you have any open bulletins or recalls, please contact your closest Indian Motorcycle dealer to schedule an appointment to have them completed. Your Indian Motorcycle dealership will, order the appropriate parts and complete the repairs based on the information in the bulletins. If you are unsure if these bulletins apply to your motorcycle, please contact the Indian dealer of your choice and they can help you determine which bulletins apply to your bike. Please contact an Indian Motorcycle dealer to have the registration updated if you are not the current owner of this motorcycle.

While the Indian Motorcycle dealer in your area is your best resource, should you have further questions that your dealer cannot address please feel free to contact Indian Motorcycle Customer Service at 888-704-5290.

We are excited to be given the opportunity to build a long standing relationship with you as part of the Polaris family.

Best regards,

Consumer Service  
Indian Motorcycles

↑  
NOT OFF TO A GOOD START!

[REDACTED]  
Andover, KS [REDACTED]  
[REDACTED]  
[REDACTED]

6/29/13

NHTSA Headquarters

1200 New Jersey Ave, SE

West Building

Washington, DC 20590

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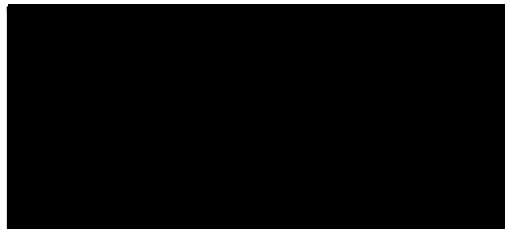
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Sincerely,



LtCol,

USAFR

[REDACTED]  
Andover, KS [REDACTED]  
[REDACTED]

Indian Motorcycle Company  
2100 Highway 55  
Medina, MN 55430

Re: VIN 5YACAA6D3AK [REDACTED]

To Whom It May Concern:

I am writing to you today out of a complete sense of frustration with regard to my 2010 Indian Chief Bomber. I will present a logical and as unemotional case as possible and hopefully by letters end, you will share my frustration and provide some relief.

First off, I am one of the most passionate Indian Motorcycle fans you will ever encounter. On the various internet forums that us Indian people share, it has been said of me that if Indian Motorcycle were a religion than I would be the Pope! For the past eight years, I pull my children out of school the second week of May to attend the annual Indian Rally at Indian Point, MO. My three sons (ages 6-10) have grown up around Indians and the people who ride them. They have literally attended the Indian Rally **each year that they have been alive** and we would not miss it.

My first purchase of an Indian product was a 2003 Gilroy-era Indian Chief Vintage which I purchased AFTER the shutdown of Gilroy knowing full well what may or may not lie ahead. I have always wanted an Indian from my earliest childhood so I bought it. Like all Indian owners of that era, I proceeded to become a "parts hoarder" as we had no idea when and if Indian would ever return. I still own my Gilroy. Other than a blown head gasket, it now has over 10,000 miles on it and has been remarkably trouble free.

When Stellican bought the intellectual property to Indian, the passionate Gilroy era riders such as myself "kept the flag flying" while they took six long years to produce a bike. Granted, it was their money and we wanted them to take their time to "get it right" but the wait was long. When the new bikes arrived, I waited for one year before committing to a purchase. I still had my '03 as well as another bike (1995 Honda Shadow ACE). As I saw sales stagnating, my passion for the brand pushed me into buying a 2010 Indian Chief Bomber. For the first time in my life, I was able to experience something I never thought I would live to see: The feeling of walking into a stand-alone Indian Dealership, buy Indian Merchandise, talk with like-minded enthusiasts, and more importantly, purchase a new Indian!!!! I had the nagging feeling that if Indian aficionados did not purchase Indians then nobody would. I also had the desire to support my local Indian Dealership, Indian of Wichita, now defunct.

Having flown the B-1B Bomber in the United States Air Force, I had to have the Bomber; it simply moved my soul. My wife knew it too so she graciously allowed me to take out a ridiculously large loan to finance a new Kings Mountain produced Indian. My initial impressions of the bike were of refinement. Stellican had taken my Gilroy to an entirely new level. I thought the electrical system, suspension, gauges, leather, fit and finish as well as brakes were all significantly improved. There were other small but nice touches as well such as the single gas cap, easily removable saddlebags, etc.

The point here is that while others on the forums bashed the new KM Indians, I was a full-on supporter. There were a few less refined items such as the low speed jerky fuel injection but the bike was so much nicer than my Gilroy that I learned to live with such things. Others on the forums started making what I thought were ridiculous warranty claims for non-matching leather, stitching coming undone, bad chrome, etc. My leather does not match but neither do cows! My seat came un-stitched a bit and I fixed it myself, twice so far. **As a twenty four year military veteran still serving in the USAF**, to me these small claims are integrity issues and I will not compromise my integrity for a perceived "freebie" or to "stick it to the Company".

So that is my history and a bit of a historical primer on where I am coming from. Now for the specifics on this particular bike. It has had problems, more so than my Gilroy has ever had. I have gone through three batteries (the third is being installed as we speak) in just two years. It has a nagging habit of running just fine until you stop and try to re-start it whereby it is dead as a doornail. A few months back, I was on my way to my Military Reserve job in Oklahoma, a distance of 132 miles. After riding the first 100 miles, I needed to pull over to change out my eye protection (sun was coming up). The bike had been running great so I elected to shut down and stretch for a few minutes. Imagine my surprise when the bike would not start back up, dead as a doornail. This was not the first time this had happened to me only this time I was stuck on the side of the highway, out of state, on my way to work with temperatures rapidly on the rise into the 100's for the day. I elected to pull the side cover and fiddle with the plugs and lo and behold, the bike fired right up. At this point, I am reluctant to even stop for gas for fear of being stranded.

After posting my concerns on the forums and talking to the good folks at Indian of Charlotte, I was assured that this was a known problem caused by the internal breaking of a battery cable that was too short. I was also informed that there was a rubber pad available to cushion the battery box which I also purchased. The cable was \$43 plus shipping. I paid the tab but was left wondering if this is/was a known problem, why was there not a recall on this cable? This could have saved a lot of stress and bad publicity. With the new modifications installed, I proceeded to ride locally several times and had no problems. I still did not have the confidence to ride to my Reserve job but so far all was well.

Next stop Sturgis. I debated long and hard whether to take the Gilroy or the KM due to my fear of being stranded. I had also talked my wife into attending Sturgis for the first time; our first vacation without children in ten years. We elected to take the Bomber. Day one, the bike was running great and we stopped for gas..... You guessed it, dead as a doornail. Pull off the right side cover, mess around with

cannon plugs, let the bike cool, get made fun of by my riding buddies on Harleys and Big Dogs, and bike eventually starts. Day two, same thing only this time in the middle of Nebraska. A few days later at Sturgis, same thing. My friends are all A.)Tired of waiting on us, B.)Teasing us mercilessly while making Indian "whooping" noises and C.)Riding off without us. At this point I am getting pissed myself. My wife and I have over \$32,000 invested in this motorcycle and have invested a considerable amount of money getting to Sturgis only to have continued problems with this bike.

After meeting up with the great folks from Indian Fargo, we come to the conclusion that this not the short battery cable problem but in fact is a starter problem which SEVERAL other Indian owners have experienced. Again, no recall has been issued on a known problem. Let me see if I have this correct. There are two known electrical problems with no recalls or service bulletins issued? Why or why not? While I was at Sturgis, one of the KM owners informed me that his starter would not disengage so he and Bob from Indian Fargo had to quickly pull the seat and disconnect the negative battery terminal before a fire ensued!!!! This is absolutely unacceptable. Folks this is the stuff lawsuits are made off!!!

While at Sturgis, this bike left my wife and I stranded 68 miles from our hotel in Custer State Park when my clutch went out. No I am not kidding; over 10,000 miles on my Gilroy Indian with the original clutch and starter and BOTH of these components are out after a little over only 8,000 miles (6,700 miles when we departed for Sturgis)? !@#%& !!! While we are on it, the primary has had a nagging single drip leak. Arguably this is a Baker component; however, on a very expensive low mileage bike it is again unacceptable. The leak is just small enough to make a mess on the bike after you clean it up and you also have to constantly check primary fluid.

After all of this, I finally told Bob from Fargo to take it home and "Comply with the recalls and make it right"! I took the subsequent ribbing from my riding buddies, missed out on the 900 mile ride home, and drove our support truck home. Since then, I have missed out on a beautiful fall riding season, missed out on riding approximately 10 days a month to my Reserve job, and have the considerable time and expense hanging over my head as to how and when I am going to get myself to Fargo, North Dakota and get this bike back to Wichita, Kansas. I have even pulled money from my 401K to help pay for these repairs.

Speaking of recalls, before all of this happened and before I went to Sturgis I looked into getting the work done by my local Victory Dealer (Biker's Edge, Wichita). As previously mentioned, part of the reason I bought this bike was because I had a local dealer and local support. Since his closing, the cost, hassle, and complexity of owning this bike have dramatically increased. Indian Charlotte gave me an 800 number to Polaris (1-800-304-6067) which I called and was told to go to my Victory dealer and see what they say. I have had a lot of work done on my Gilroy Indian by this shop before Indian Wichita came around so we were familiar with each other. I went down to personally talk to them and was basically told that their mechanic was not "Indian trained" and that they were not interested in performing Indian recall work.

I called the Polaris 800 number back and was told that they see no reason why my local shop should not do the work!!!! This is the ultimate catch-22; I can't force their hand at gunpoint to comply. Polaris Corporate should be forcing these guys to comply, not me trying to force them. That being said, I don't want some guy who knows nothing about Indians wrenching on my bike. **I even offered to have Polaris send me the parts so that I could pay my former and still local outstanding Indian mechanic to do recall work OUT OF MY POCKET which I was told could not be done.** I thought this was a very fair compromise. Go talk to your Victory dealer again or go to Indian Tulsa (3 hours) or Indian Omaha (5 hours) was their response. Again, I have two jobs and four children. **I already have over \$32,000 invested in this bike and again, THIS IS UNACCEPTABLE!!!!**

Folks, at this point I am at my wits' end. Enter the paint situation. Indian Fargo (specifically Joe Karvonen) has contacted you in regard to the paint on my motorcycle. The paint on my bike is in a word, pathetic. I have multiple chips on the front fender, rear fender, and even on the gas tank. When the paint chips, a horrible bright yellow primer underneath matte finish olive green paint shows like a light bulb has been placed behind the part. The smallest of chips is highly visible as result. I understand that there are wear and tear issues which I would be willing to accept, however, given the history of this motorcycle, I am convinced that the paint and specifically the color used as well as the primer is shoddy at best, defective at worst. I have two friends with Indian Darkhorses, one black and one red. They both have SIGNIFICANTLY MORE MILES on them and SIGNIFICANTLY FEWER CHIPS. In the case of the red Darkhorse, my friend says he has had a grand total of ONE chip despite having over twice the mileage on his bike than mine. I would add that the majority of the miles on my bike are highway miles on the Kansas Turnpike, one of the best maintained roads in the U.S. with very few vehicles on it to kick up rocks. Further, I do not ride on unpaved roads. Speaking of paint, the pinup girl on the left side of my tank has significant green overspray making her leg almost entirely green. In a word, it looks like "!@#%\$"

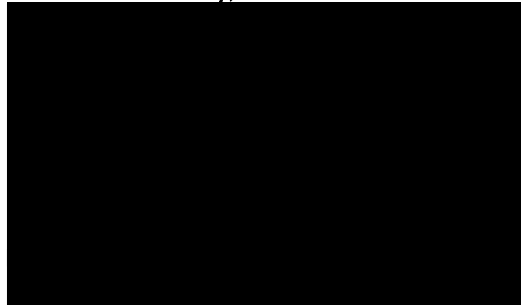
Someone from Polaris has told Fargo that "I should have had that fixed while still under warranty!" Given the fact that my dealer has closed and was pretty much in a state of closing for the better part of a year before it actually closed, that is a callous comment. I would also like to add that I have been deployed overseas for a period of THREE MONTHS while my warranty was in effect and last year, was out of state for SIX MONTHS with the Air Force going through a very intense formal training course. For almost half of my warranty period, my motorcycle was "out of sight, out of mind" due to military service so please don't go there with me. Given the multiple, frustrating problems with this motorcycle, the chips, yellow primer, and girl's green over-sprayed leg are the icing on the cake to a very negative ownership experience. I have spent a lot of money on this motorcycle and should not be having paint problems as well. Lastly regarding paint I purchased a very small bottle of olive drab touch up paint from King's Mountain. I paid \$32 for it and it is too thick and does not match, further exacerbating the situation.

So what would I like to have done? Simple. The way I see it, since I purchased the extended warranty from Indian of Wichita when I bought this bike, I would like to have Polaris fix my paint issues. Polaris does not have to fix the starter, clutch, or primary leak due to this extended warranty. Polaris is getting a "good deal" in my humble opinion. I have been your biggest supporter and will continue to be

if this situation is remedied. I might also add that my Air Force Reserve Job is as a Undergraduate Primary Pilot Training Instructor. I teach young Lieutenants and Ensigns from the USAF, US Navy, USMC, Air National Guard, as well as pilots from several foreign nations how to fly airplanes. These are young men, mostly single, future fighter pilots. These are young men with disposable incomes, many already ride motorcycles, and many pilots will go on to ride motorcycles. These are young men who will have increasing incomes throughout their careers as they progress in rank and eventually head to the airlines. This is your demographic that seeks thrill and adventure on ATV's, 4-wheelers, snowmobiles, and motorcycles. It is in the best interest of Polaris that my aviation themed motorcycle does not have any obvious, visible, paint issues.

Feel free to contact myself or Joe at Indian Fargo for further discussion on this issue.

Sincerely,



[REDACTED]  
Andover, KS [REDACTED]  
[REDACTED]

Indian Motorcycle Company  
2100 Highway 55  
Medina, MN 55430

15 February 2013

To Whom It May Concern:

On page two of this letter, you will find an email sent Tuesday, 12 February 2013. I have yet to receive a response. Since this email was sent, I have obtained more information. As of yesterday, 14 February 2013, as a result of my latest call to Indian Triumph of Fargo ("ITF"), not only was the old style BCM promised by Polaris not sent out, but we are now being told that someone on the Polaris end is "waiting for permission" to send an old style BCM since it is a recalled part.

All of this BCM "stuff" has occurred since my original letter to you back in October; the situation with this motorcycle continues to get worse. Please do not underestimate the seriousness of my resolve regarding this situation; I will no longer be strung along nor will I go quietly into the night. I expect an immediate resolution to my case. Whether that involves shipping it as well as the three others stranded at ITF with the same problem to your factory for repair, sending technicians there, or even sending it to Indian of Charlotte, I no longer care. I also expect this to be done at your expense. I have also begun talking with as well as exchanging emails with an attorney, and I will add that it is one with whom Polaris is very familiar with.

Lastly, I would like to add that I am a reasonable, charitable, and Christian person. I have never sued anyone or even thought of doing so. However, while watching television with my six year old son this morning, I saw a commercial for some new BMW automobile, prices starting at around \$38,000. I have over **\$32,000 invested in a motorcycle** and as of now, this motorcycle is completely unusable!!! If this was an automobile or any \$32,000 vehicle belonging to you, how long do you think you would let this go on? I have had it.

Respectfully,  
[REDACTED]

LtCol USAFR

Mon, Feb 11, 2013 at 6:25 PM

Mon, 6:25 PM

Message starred

FROM [REDACTED] TO 1 recipient

**Re: 5YACAA6D3AK** [REDACTED]

Show Details

From

• [REDACTED]

To

• CSResolution

To Whom It May Concern:

Back in late October and early November, I sent you a certified letter regarding the many problems with my 2010 Indian Chief Bomber. For reference I have included your email response back to me as well as my response to that email.

As I write this, it is now February 11, 2013 and my bike is still at Indian Triumph of Fargo, ND ("ITF"). The reason it is there can no longer be blamed on awaiting parts or any other modifications on my part. In fact, it is there as a direct result of a recall initiated by Polaris with regard to the headlight potentially going dark when switching between high and low beam.

If you will re-read my initial letter, my primary complaints have been twofold: paint and electrical. With regard to electrical, it has left me stranded on more than one occasion. Since the download performed to my BCM, the problem HAS GOTTEN WORSE!!!!!!!!!!

ITF says the following with regard to this problem:

1. You have known about it since as early as August and possibly longer. I personally witnessed Bob from ITF frantically pulling off the seat in order to disconnect the battery from another 2010 at Sturgis due to the fact that the starter would not disengage even after turning off the key.

2. The above mentioned bike had the BCM "upgrade/recall" performed.

3. There are currently FOUR bikes sitting at ITF WITH THE SAME PROBLEM, ONE OF WHICH IS MINE.

4. Your engineers have been working with ITF technicians having them pull voltages and perform work for which they are not being reimbursed.

5. You have elected to send a pre-upgrade BCM to ITF for further troubleshooting.

6. You have stated that you do not want to put Victory and/or Polaris parts on a Kings Mountain produced bike.

7. You are completely aware that there is a problem with the BCM on these bikes and still refuse to admit or issue a recall.

I could go on, however, I believe you get the idea that I am not happy. I have a \$32,000 vehicle that is potentially many more months away from having an acceptable repair. It is now worse off than before it was brought in way back in August. Imagine if this was your car and you have not had access to it for almost half of a year; you would be outraged!

As previously stated, I serve in the USAF Reserve. I drove over 1,000 miles last week alone in support of my military duties. For several days the weather was in the 50's and 60's, plenty warm enough to ride, however, I WAS TRAPPED IN MY AUTOMOBILE CAGE. A large reason why I purchased this motorcycle was to ride to my Air Force job as often as possible and keep some miles off my car. My 2011 now has over 40,000 miles because this bike has been essentially useless.

I am considering several actions from pursuing a lemon law case to an attorney to contacting the National Highway Transportation Board (or whomever will listen).

As you prepare for the re-launch of the New Indian, many motorcycle consumers are watching how you handle us and basing their decision to purchase on this complete perceived lack of support.

I would like to have this motorcycle repaired with an acceptable solution immediately. Use Victory, Polaris, Harley, or Honda parts; I no longer care. Might I suggest that Polaris ship mine and the three other bikes direct to your factory for further repair. This has gone on entirely too long and has no end in sight. I will no longer accept being the

research and development department for a multi-billion dollar company. I am expecting an immediate response as well as an immediate solution.

Respectfully,



LtCol, USAFR

**From:** [REDACTED]  
**To:** CSResolution <[cs.resolution@polaris.com](mailto:cs.resolution@polaris.com)>  
**Sent:** Wednesday, November 7, 2012 12:08 AM  
**Subject:** Re: 5YACAA6D3AK [REDACTED]

To say I am disappointed would be an understatement. You really need to re-read my letter. I realize chips are wear items and stated as much, however, I feel as though I have an excessive amount compared to others with much higher miles. The chips are not what bothers me as much as the overall "thin-ness" of the paint as well as the yellow primer that lies underneath. I also have a large chip on the tank as well as the rear fender. I have two other bikes, none of which have "wear" such as this despite thousands more miles. I stand by my claim that the matte finish used is defective at worst, shoddy at best.

As one of your greatest supporters and flyers of the Indian flag long before the Polaris acquisition, I feel like I have been slapped in the face.

You still have not addressed the run around I received regarding the handling (or in my case lack of handling) of my warranty issues by my local Victory dealer. Why did I have to send my bike 900 miles away and cover the expense of doing so? I still do not now how I am going to get my bike home now that winter is upon us.

All of the repairs and modifications you have referred to are being covered under my extended warranty at ZERO COST TO POLARIS or by myself out of pocket.

With all of the heartache, hassle, pre-mature breakdowns and mechanical uncertainty that I have endured with this motorcycle, I really thought Polaris would "do the right thing" as a gesture of corporate goodwill. For a uniformed military serviceman who lives and breathes Indian, I thought this was the right thing to do. Obviously, I thought wrong.

Regards,

[REDACTED]

Sent from my Palm Pre on AT&T

---

On Nov 6, 2012 14:20, CSResolution <CS.Resolution@polaris.com> wrote:

Good afternoon [REDACTED]

We wanted to touch base with you. We received your letter, and Consumer Service has contacted Indian Motorcycle of Fargo to see what the situation was at this time. We spoke to Henry in Service the beginning of November 2012 and he stated that the repairs are done, however, they are waiting for some aftermarket pipes to arrive. The handle bars, speakers, power commander and GPS mount, clutch, battery and starter are done, and once the pipes arrive, they will be put on VIN: 5YACAA6D3AK [REDACTED]. Henry stated that they are not waiting for anything further from Indian Motorcycles regarding the repair of the bike.

We understand you found out previously the bulletins on your machine had been completed and Technical Support Spoke with Joe the end of September 2012. They explained that the pin up girl on your tank is air brushed custom to each tank and the girl's slight green coloring is from the artist and his custom work. This customer work is not considered a defect. As for the chips in the front fender this looks to be due to use of the bike and in travel has been pelted with foreign debris. It is not due to a factory defect and cannot be covered as a warranty defect.

You will receive a call tomorrow to discuss your concerns (316-650-9593), and you can also respond to this email. Thank you for your time~

Respectfully,  
Consumer Service  
Indian Motorcycles

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Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

## Sturgis Trip Report

Started by [redacted] Aug 26 2012 07:48 AM

Page 1 of 3

Posted 26 August 2012 - 07:48 AM

Well, here goes:

**FALSE  
DIAGNOSIS** →

Decided to ride the Bomber to Sturgis. She made the trip Ok but not without that dreaded intermittent electrical problem on several occasions (not starting after hot) but good news ensues..... With the help of [redacted] we have narrowed it down to the damn starter itself. Whichever one of you suggested that I ride it to Sturgis and send it back with [redacted] turned out to be quite prophetic as that is exactly what I did.

Had the absolute pleasure of meeting and hanging out with [redacted] for the first time. As ensured me by the likes of Indian [redacted] etc., he is one of the finest gentleman you will ever meet.

Had the pleasure of sharing dinner with [redacted] and two senior regional executive types from Victory. I sat and watched as they listened (intently I might add) to all that [redacted] had to say. I had a chance to explain the passion we all share for these machines, the family that comes along with the passion, how my kids have grown up around all of you at Branson every year, etc. They still listened. [redacted] and I then had a chance to listen to them explain their passion for Polaris, the history of quality engineering that Polaris has enjoyed since 1954, and how they are listening to us. The most exciting comment from them was that they feel as though they are an outstanding engineering company, but they readily admit that they suck at marketing (their words not mine). Well boys, things are about to change as they have supposedly hired a marketing guru away from HD and he is now working with Polaris. After visting with them, for the first time I feel as though we fans of all things Indian are on firm and solid ground for the future. I would also like to add that they were both on bikes of their own, albeit Victories.

This being my third trip to Sturgis ('05, '06, '12), it was my FIRST with an Indian Factory/Corporate presence!!!! There they were with a gorgeous display highlighting our history, beautiful Indian semi truck, NEW Indians to look at, actual people from Indian (mostly engineers) to talk to, and really nice literature from Indian complete with small fold out posters inside ("Follow your own dreams.... Not your neighbors!"). Perhaps the new marketing guy is already working his mojo? I was actually able to buy a Sturgis t-shirt with Indian on it. The Indian display was "shared" with the neighboring and even bigger Victory tent complete with custom as well as stock Victories. All of this was directly across the street from the GIANT H-D display which made it even better.

**FREE PUBLICITY** →

On the educational front, if you are going to park your Indian at the Indian tent which I did, you might want to consider leaving a note on the seat saying "please keep off, privately owned" as I caught a few folks sitting on my scooter!!!

On several occasions, I had a few honest Harley folk admit that if they had the money, they would be on an Indian. My personal favorite was the lady on the back of a new Road Glide that pulled up next to me at the gas station. After the exchange of the basic pleasantries, she got down to the point: "Is it comfortable?" Yes, very I replied. Rode 900 miles and could not have been more comfortable. The next thing I know, she is telling her significant other that "He needs to buy a real bike and that it needs to be an Indian!" I did feel bad for the guy... for about a second.

As for the mods to my bike, after [redacted] let me ride his stage 2, I had to have one! Have never been on a bike with a windshield that was accelerating so hard going up a steep mountain incline at high elevation that I had to physically hang on due to the acceleration and not the wind. I would also add that my new favorite thing to do is to be two-up in a mostly stock bike and still be able to grab a handful of throttle going up hill and blow the doors off most Harleys. These bikes pull like a freight train and after [redacted] and [redacted] get done with them, they are even better.

On one last interesting note, I got my best mileage ever despite the fact that I was two-up and riding like I stole it averaging 42.6 mpg flogging it as hard as I could. This was over 1,700 miles.

LAST AUGUST,  
NO END

With the end in sight for my electrical problems, I think I may be done "!"#\$%" for a while. I will post pics as well as a trip report on my return ride from Fargo in a few weeks when [redacted] finishes working his magic.

One final thought: If I see another rare black Harley (especially with a bat-wing fairing) I think I am going to puke (or is it [redacted]?)!!!!!!

[redacted]

Posted 26 August 2012 - 07:54 AM

[redacted], on 26 Aug 2012 - 02:48, said:

One final thought: If I see another rare black Harley (especially with a bat-wing fairing) I think I am going to puke (or is it [redacted]?)!!!!!!

[redacted]

BWA-HA-HA-HA-HA-HA-HA-HA!!!!

Posted 26 August 2012 - 10:12 AM

Waiting for that trip report with pictures I hope. I tell you Indian is starting to roll. They are slowly coming back. I don't know how long it is going to take but they are coming back. I just hope they leave looks like she is and do the improvements on the inside. My Vintage is running great. Lowest mpg is has got was 41 and several 45 + riding it to work. If I would of got it sooner I would of went to Sturgis. I trying to talk Mark into opening him up another dealership down here in Texas found the perfect spot for him in Bastrop in the Heart of the Pines. It is the little things like you are experiencing that can drive you nuts and piss you off. Just got to find the right person that knows what they are doing. I am very pleased with mine. Mark Moses did there thing on it and it is running great.

Posted 26 August 2012 - 01:43 PM

Boring.....Did you get me a t-shirt????????????????????????????????

Posted 26 August 2012 - 02:17 PM

Nice report [redacted] Thanks

Posted 26 August 2012 - 02:23 PM

It was great to meet you [redacted].....Thank you for the opportunity and the kind words.....

Posted 26 August 2012 - 02:52 PM

Did the guys on the black Harlees have chrome Nazi helmets, ape hangers, shaved windscreens and shorts and flip flops? If so, I saw them yesterday. Lots of them.....

Posted 26 August 2012 - 02:56 PM

[redacted] you are always so cheeky or should I say cracked up..... I liked it

Posted 26 August 2012 - 04:37 PM

[redacted], on 26 Aug 2012 - 08:43, said:

Boring.....Did you get me a t-shirt????????????????????????????????

Sorry Bro but they plum run out of 4X!!!

Posted 26 August 2012 - 04:38 PM

FOLLOW YOUR DREAMS, NOT YOUR NEIGHBORS.

I absolutely love that. Couple that with a picture of some guys on their Harley's watching a guy on his Indian ride by and you've got a great ad.

Harley's latest is a campaign about individual self expression..... Which is laughable.. Buy the same bike that everyone else has, slap a bunch of HD approved chrome on it, and you'll prove what a unique individual you are. These people are about as unique as the general population in Orwell's 1984.

This is definitely good news.

Posted 26 August 2012 - 04:47 PM

on 26 Aug 2012 - 11:38, said:

FOLLOW YOUR DREAMS, NOT YOUR NEIGHBORS.

I absolutely love that. Couple that with a picture of some guys on their Harley's watching a guy on his Indian ride by and you've got a great ad.

Harley's latest is a campaign about individual self expression..... Which is laughable.. Buy the same bike that everyone else has, slap a bunch of HD approved chrome on it, and you'll prove what a unique individual you are. These people are about as unique as the general population in Orwell's 1984.

This is definitely good news.

I though it was awesome too. I'm on the road but will post the other adds when I get home tonight. They were all very catchy and IMHO subtle digs at all things Harley.

Posted 26 August 2012 - 04:50 PM

on 26 Aug 2012 - 09:52, said:

Did the guys on the black Harlees have chrome Nazi helmets, ape hangers, shaved windscreens and shorts and flip flops? If so, I saw them yesterday. Lots of them.....

Yes to all the above plus don't forget the garrish, cartoonish, mine is bigger than yours stupidly large front wheels! These are the same guys that have batwings without windshields, ride with thier feet down, and leave there "I@#\$\$%" stereotypes cranked at stops while snapping the throttle so as to highlight how individual they are; too funny.

Posted 26 August 2012 - 05:11 PM

we need pictures..... when u get the time.

Posted 26 August 2012 - 05:19 PM

Glad to hear know that they are listening at the ol wigwam. I hope they can get things going and build some affordable, reliable models for regular people to buy and ride. Glad to hear you got your issues figured out. Also glad to hear their are good people in the Indian community that can get things done. On a side note, you guys are hard on other bikers. LOL

ARE THEY LISTENING?

ISSUES ARE NOT FIGURED OUT.

Posted 26 August 2012 - 09:52 PM

██████████ on 26 Aug 2012 - 11:50, said:

Yes to all the above plus don't forget the garrish, cartoonish, mine is bigger than yours stupidly large front wheels! These are the same guys that have batwings without windshields, ride with thier feet down, and leave there "!"#\$%" stereotypes cranked at stops while snapping the throttle so as to highlight how individual they are; too funny.

I was up in Cripple Creek last weekend for the annual Veterans Ralley. There was a builder sporting his wares there... Get this... 31 inch front wheels. I guess every dumb idea has its hour in the sun.

Posted 26 August 2012 - 10:43 PM

██████████ on 26 Aug 2012 - 11:37, said:

Sorry Bro but they plum run out of 4X!!!

Tell the truth you didn't even think about me. Tell the people how you slept in the trailer

Posted 26 August 2012 - 10:45 PM

I AM ALWAYS TRYING TO HELP THE BRAND.


Great story ██████████

thanks.

Posted 26 August 2012 - 11:51 PM

██████████ on 26 Aug 2012 - 17:13, said:

Tell the truth you didn't even think about me. Tell the people how you slept in the trailer

Uh do you two have something going. Like uh nah I ain't going to say it. But ? 

Posted 27 August 2012 - 02:31 AM

Now I understand y ██████████ had no time for me in Sturgis!! ☹

Posted 27 August 2012 - 04:18 AM

██████████ on 26 Aug 2012 - 17:13, said:

Tell the truth you didn't even think about me. Tell the people how you slept in the trailer

██████████ is referring to the first part of my Sturgis adventure. My buds wife is a planner to the max; planned the "!"#\$%" out of our trip down to departure times, gas stops etc. After our 550 mile first day, we rolled into Ogallalla, Nebraska very late at night only to find out that there was not a hotel room anywhere within 100 miles. "!"#\$%" girl but you planned the "!"#\$%" out of the most minute detail but left out where the "!"#\$%" we we're staying? After a frantic search using priceline, etc, yes in fact there were no rooms anywhere. We ended up parking the bikes between some semi truck trailers at the truck stop and parked our truck/trailer support vehicle in front to provide some safety. The girls slept upright in the truck cab. Two of my buds slept in the bed of the pickup, and me and another of the buds slept on the floor of my trailer. This would not have been so bad had we brought sleeping bags and camping gear but who needs that "!"#\$%" when you are going to be staying in a hotel????? Let me tell you three things about our predicament. One, no mater how warm it was when you went to sleep, it gets really "!"#\$%" cold in the motorcycle trailer even if you are sleeping in your leathers. Two, sleeping on a piece of 3/4" plywood makes you sore for a week. Three, idling semi trucks are really loud when you are really tired.

Oh yeah, four says everyone is quite pleasant the next morning after a night like this!!!!!! All part of the Sturgis adventure I guess.



Page 1 of 3

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#) →

[Indian Motorcycle Community](#) → [Motorcycles](#) → [PowerPlus 105 Chiefs \(09 - 13\)](#)

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

 **Nodak Without [redacted]**  
 Started by [redacted] Nov 16 2012 05:15 PM

Page 1 of 2

Posted 16 November 2012 - 05:15 PM

Hopefully [redacted] will remain... otherwise, there goes one of our best dealers.

Posted 16 November 2012 - 05:27 PM

????

Posted 16 November 2012 - 06:40 PM

I received an email from him about a week ago, he'd leaving NoDak Indian.

Posted 16 November 2012 - 09:11 PM

Heard from [redacted] this morning .... all is good, [redacted] partner is keeping Indian Fargo alive and well cause its a money maker. I heard that [redacted] is going to the oilfield work ..... between .1-200,000 per year. Good for [redacted] maybe less stress there. Hope [redacted] chimes in and stays in touch ....he's a keeper 🍷

Posted 16 November 2012 - 09:35 PM

It WAS a money maker with the likes of Sno running things. Who is going to mind the store now?

HERE GOES →

P.S.- I am trying so hard not to be negative here but this is very similar to the way things went down with the Wichita dealer; major feelings of d&eacute;acutegrave; vu. What I think NODAK still has going in it's favor is the booming ND economy. Unemployment there is in the 3% range so many people will have disposable cash for emotional purchases of motorcycles.

Posted 16 November 2012 - 11:32 PM

As long as [redacted] is working there I think they will do ok. As far as I'm concerned, no [redacted] = no NoDak.

I understand the reasons for [redacted] leaving. Probably fewer hours away from the family and more \$\$ . I'm sure he will do well in his new venture - but he will certainly be missed.

Posted 17 November 2012 - 02:25 AM

[redacted] on 16 Nov 2012 - 17:32, said:

As long as [redacted] is working there I think they will do ok. As far as I'm concerned, no [redacted] = no NoDak.

I understand the reasons for [redacted] leaving. Probably fewer hours away from the family and more \$\$ . I'm sure he will do well in his new venture - but he will certainly be missed.

Dude, that's my point..... [redacted] left first then [redacted] They are BOTH gone.

[REDACTED]  
[REDACTED] Posted 17 November 2012 - 03:41 AM

Yep!

[REDACTED] Posted 17 November 2012 - 07:08 AM

Well crap.

NoDak just fell off my list of resources. Is [REDACTED] starting his own business?

[REDACTED] Posted 17 November 2012 - 01:02 PM

[REDACTED], on 16 Nov 2012 - 20:25, said:

Dude, that's my point.... [REDACTED] left first then Sno. They are BOTH gone..

You need to stop going to dealers. Every time you start going to one, they close their doors. Starting going to Harley dealers.

[REDACTED] Posted 17 November 2012 - 03:16 PM

No \*!@\$\* I'm two for two!

[REDACTED] Posted 17 November 2012 - 04:38 PM

Indian of Fargo is still good to go. Current employees are working hard, and existing ownership is committed. Green flag at this point.

[REDACTED] Posted 17 November 2012 - 04:42 PM

Good to know!

[REDACTED] Posted 17 November 2012 - 06:04 PM

[REDACTED], on 17 Nov 2012 - 10:38, said:

Indian of Fargo is still good to go. Current employees are working hard, and existing ownership is committed. Green flag at this point.

Without [REDACTED] it's not worth the ride up to NoDak. Does he have his own gig now?

[REDACTED] Posted 18 November 2012 - 02:46 AM

[REDACTED], on 17 Nov 2012 - 07:02, said:

You need to stop going to dealers. Every time you start going to one, they close their doors. Starting going to Harley dealers.

Dam [REDACTED] that's a harsh statement. You tells it like it is. Are you saying he has a curse on him. Right spot wrong time or is it wrong spot right time. He open the wrong door huh? I have been in the wrong spot at right time me self. I think I need to go talk to Professor [REDACTED]

Posted 18 November 2012 - 07:11 PM

[redacted]

[redacted] on 17 Nov 2012 - 12:04, said:

Without [redacted] it's not worth the ride up to NoDak. Does he have his own gig now?

Posted 18 November 2012 - 07:13 PM

[redacted]

Joe is gone and may be getting out of the MC wrench business. Maybe we can encourage him not to. Too much knowledge and ability to lose IMO, whether Indian, Harley or other brand-->the man is very good!!

Posted 18 November 2012 - 08:23 PM

[redacted]

[redacted] on 18 Nov 2012 - 13:13, said:

[redacted] is gone and may be getting out of the MC wrench business. Maybe we can encourage him not to. Too much knowledge and ability to lose IMO, whether Indian, Harley or other brand-->the man is very good!!

It is hard to pass-up oil field money when it's right in your back yard..

Posted 18 November 2012 - 10:42 PM

[redacted]

i bet he got tired of [redacted] huge [redacted] signature self portrait.... I know you love your self but [redacted] .... I keep thinking you uploaded a new pic into the thread only to realize it was your Glainour Shot again. [redacted]

Posted 19 November 2012 - 02:49 AM

[redacted]

[redacted]

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

**Something New By** [redacted]

Started by [redacted] Dec 16 2012 12:07 AM

Sent by [redacted]

Page 1 of 2

Posted 16 December 2012 - 12:07 AM

THESE WERE/ARE MY NEW FREEDOM PIPES. STILL UP-BEAT AT THIS POINT.

img10121n.jpg

[redacted] they look good, What's the status of the bike?

Posted 16 December 2012 - 02:27 AM

SCHWEEEEEET!!!

Posted 16 December 2012 - 03:39 AM

Wow! Absolutely beautiful.

Posted 16 December 2012 - 05:10 AM

Freedom Performance Exhaust FINALLY came through..... You are looking at the very first Indian true-dual black fishtails!!! NODAK has been waiting for these to finish up since Sturgis. Joe says he will finish the job for me.

Thanks for posting the pic for me [redacted]

Posted 16 December 2012 - 12:17 PM

They look Great [redacted]....and also great to be the point of the arrow....right on!

Posted 16 December 2012 - 02:10 PM

[redacted] on 15 Dec 2012 - 23:10, said:

Freedom Performance Exhaust FINALLY came through..... You are looking at the very first Indian true-dual black fishtails!!! NODAK has been waiting for these to finish up since Sturgis [redacted] says he will finish the job for me.

Thanks for posting the pic for me [redacted]

And this is going to help the eletrical problems?????????????How's that work?????

PROFOUND COMMENT →

Posted 16 December 2012 - 02:24 PM

[REDACTED] on 16 Dec 2012 - 08:10, said:

And this is going to help the eletrical problems????????????How's that work?????

It's technical.....

Posted 16 December 2012 - 02:25 PM

Pipes look awesome!

Posted 16 December 2012 - 02:33 PM

Now I'm green with envy. Time to call [REDACTED] "@#%"

Posted 16 December 2012 - 03:27 PM

looks nice!!!

Posted 16 December 2012 - 06:10 PM

[REDACTED] said:

And this is going to help the eletrical problems????????????How's that work?????

STILL HAD A SENSE OF HUMOR, BAD STARTER WAS NOT TRUE.

At least I'll look good when stranded on the side of the road! I'm pretty sure we have solved the electrical issues and chased of it down to a bad starter. My advice to you on your new build is to buy the best you can buy in the stater department; that "@#%" has caused me a lot of unnecessary heartache.

Posted 16 December 2012 - 11:31 PM

Those pipes/fins are awesome, I wanna do something similar, please advise on the performance when you have the chance! Looks like the fender tips came out awesome as well!

Posted 16 December 2012 - 11:48 PM

[REDACTED] on 16 Dec 2012 - 12:10, said:

At least I'll look good when stranded on the side of the road! I'm pretty sure we have solved the electrical issues and chased of it down to a bad starter. My advice to you on your new build is to buy the best you can buy in the stater department; that "@#%" has caused me a lot of unnecessary heartache.

What brand starter was in there stock from KM?

For some reason, I had thought '09/11 were factory equipped wit TechCycle Tornado starters.

Edited by [REDACTED], 16 December 2012 - 11:49 PM.

Posted 17 December 2012 - 12:24 AM

Looks good [REDACTED] Congrats!

cheers

Posted 17 December 2012 - 12:52 AM

Those pipes look great. I have the same in chrome on my 2003 Vintage. They look, run and sound very good. I'm very happy with my Freedom Performance system.

Posted 17 December 2012 - 01:11 AM

Nice pipes, nice bike  
You must be king at the military base with that bike model  
congrats

Posted 17 December 2012 - 03:25 AM

[REDACTED] said:

Those pipes/fins are awesome, I wanna do something similar, please advise on the performance when you have the chance! Looks like the fender tips came out awesome as well!

Nice catch on the fender tips! That is a Gilroy (metal not plastic) still available from Guy at AMP in chrome, just had it powder coated black is all.

Posted 17 December 2012 - 03:27 AM

[REDACTED] said:

What brand starter was in there stock from KM?

For some reason, I had thought '09/11 were factory equipped wit TechCycle Tornado starters.

INTERESTING →

Not sure but Sno had told me that KM used top shelf components everywhere but the starter. I will let you know when I finally get to pick up my ride.

Posted 17 December 2012 - 11:29 PM

[REDACTED] on 15 Dec 2012 - 23:10, said:

Freedom Performance Exhaust FINALLY came through.... You are looking at the very first Indian true-dual black fishtails!! NODAK has been waiting for these to finish up since Sturgis. Joe says he will finish the job for me.

Love those duals/fish tails. Did find a 'fault' with them though this past weekend.. the ramp into my toyhauler has a steep angle into the back.... had to jury rig an extended entry onto the ramp to keep the "@#%" pipes from dragging on the ground due to their length and low hang .....

Posted 17 December 2012 - 11:30 PM

[REDACTED] are the bomber fender tips riveted on? The vintage tips are chrome/plastic and use double sided 3D tape... your's look like metal with rivets?

Page 1 of 2

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#) →

[Indian Motorcycle Community](#) → [Motorcycles](#) → [PowerPlus 105 Chiefs \(09 - 13\)](#)

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

**Had It Right...**  
Started by [redacted] Jan 26 2013 07:17 AM

Page 1 of 3

Posted 26 January 2013 - 07:17 AM

How many of you Gilroy owners have ever replaced the electronic control module/ brain under your dash on a Gilroy? I never have; have a spare collecting dust just in case but [redacted] did a good job with that thing IMHO. Enter the KM Bomber.....

Just talked to NODAK today. Apparently, mine and two or three other KMs are stuck up there waiting on a fix for the BCM (body control module). The engineers at Polaris are working on a "fix" although they will never admit there is a problem or issue a recall. There is some under voltage condition that causes your starter to not engage and your entire electric system to go dead. Let's see, where have we heard this before? Oh yeah me on my way to work, me on my way to Sturgis, me at Sturgis. I have replaced three batteries, bought the new improved cables and done the battery box modifications all to no avail. These "!"@#\$\$%" should issue a recall; I am about ready for a class action lawsuit.

Supposedly, some of the modules were made in Japan and are "good". After the sunami (no "!"@#\$\$%" now I am being told that my problems may stem from a "!"@#\$\$%" sunami on the other side of the world), the modules were then made either in China or in Japan using a lesser semiconductor. If you were lucky enough to have one of the "good" modules your bike runs, if not, you are "!"@#\$\$%" like me. Gentleman: LUCK SHOULD HAVE NOTHING TO DO WITH A \$32,000 MOTORCYCLE!!!!!!

Yes, I am SHOUTING!!!! I am at my wits end and am "!"@#\$\$%" OFF!

Posted 26 January 2013 - 11:08 AM

Tell us how you really feel [redacted]

Posted 26 January 2013 - 11:23 AM

Maybe when they find the 'fix', it'll be over and beyond the current setup ,and available as a retro fit... one could hope.

Either way, hopefully they'll have this figured out soon so you're back on 2 wheels

Edited by [redacted] 26 January 2013 - 11:23 AM.

Posted 26 January 2013 - 12:25 PM

Slap switch?

Posted 26 January 2013 - 01:55 PM

That's one beautiful family there [redacted] YOU are a lucky man , Hope all comes out ok with your bomber ,I know of at least one guy who's gotten a complete harness replaced maybe that will be your fix .Keep after them and you'll get it fixed eventually.Good luck !

Edited by [REDACTED] 26 January 2013 - 01:56 PM.

Posted 26 January 2013 - 02:03 PM

[REDACTED]... sorry to hear about the problems with your bike.... but.... I know you don't want to hear this but.... I think at least Polaris knows there is a problem and is looking into it.... your bike is a KM.... how responsible are they..... maybe Dr. [REDACTED] has the [REDACTED] address... you could write them and let them know they suck.... but seriously... hopefully Polaris will step up and fix the condition under warranty.... unlikely but that would be nice....

Posted 26 January 2013 - 02:10 PM

[REDACTED] on 26 Jan 2013 - 08:03, said:

[REDACTED]... sorry to hear about the problems with your bike... but.... I know you don't want to hear this but.... I think at least Polaris knows there is a problem and is looking into it.... your bike is a KM.... how responsible are they..... maybe [REDACTED] has the [REDACTED] address... you could write them and let them know they suck.... but seriously... hopefully Polaris will step up and fix the condition under warranty.... unlikely but that would be nice....

[REDACTED]... sorry again.... I just read your other post and saw your problems with paint and Polaris... you probably don't want to hear the hopefully polaris will step up... sorry for the above post... couldn't delete.... hope all works out with your bike...

Posted 26 January 2013 - 02:54 PM

[REDACTED] isn't the bcm under the seat?  
when you say the electrical system goes dead, what exactly happens? does the the dash, fuel pump, lights, etc... go out, and the battery has to be charged up again with a charger to get anything to power up again?

[REDACTED] that is a very awesome lookin bike!!! love it!

Posted 26 January 2013 - 03:32 PM

[REDACTED] it sucks this is happening, but that is why this place was created. Issues with the Gilroys & then issues with the KMs.....

Makes me really wonder. I have really wanted a Blue Darkhorse. Daytona has one. 1 more year & my Gilroy is paid off.....I had a plan, but maybe I need to see what Polaris puts out 1st.....then if I don't like their all new 2014 Indians, then I need to decide if I wanna just try to make my Gilroy as good as it can be or sell it & go for the Blue Darkhorse & let [REDACTED] in Charlotte go over it.....I agree 100% that bikes that cost this much shouldn't have this many issues.

It's nice to make a great looking bike, but it should be able to stay on the road. No idea what your weather in Andover is like, but in Wisconsin I have MONTHS before I can seriously think about riding again. If it is the same there, I guess that is 1 plus. & if it is, then don't let it get to ya. Just keep saying by May, I'll have a dependable bike to ride the rest of the year 🍀

Posted 26 January 2013 - 04:17 PM

[REDACTED] on 26 Jan 2013 - 01:17, said:

Supposedly, some of the modules were made in Japan and are "good". After the tsunami (no !@#%\$ now I am being told that my problems may stem from a !@#%\$ sunami on the other side of the world), the modules were then made either in China or in Japan using a lesser semiconductor. If you were lucky enough to have one of the "good" modules your bike runs, if not, you are !@#%\$ like me. Gentleman:

So it would be interesting to know if they are stamped in a way to distinguish where they were manufactured thus identifying the good from the bad.

Posted 26 January 2013 - 04:37 PM

██████████ said:

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Hi ██████████ I really like that Blue Darkhorse. That would be a tough call. I would say waiting would be a good idea; the curiosity on those new bikes has everyone wondering. I would also say that letting ██████████ go through a new KM would also be good. I don't think the new bikes will be as big and as comfortable as the Gilroy/KM platform. When my KM is "on" it is amazing. It is comfortable and has gobs of torque and that is before ██████████ and the NODAK boys finish with all the performance modifications. It is simply more refined than my Gilroy. That being said, this electrical stuff is complete "1@#\$\$" I will tell you that my next Indian will come from ██████████ at CLT, period.

As far as weather here, the sun shines almost 300 days per year, not always warm but sunny. Today is supposed to be 54, Monday 71. I COULD be riding if I had my bike.....

Posted 26 January 2013 - 04:39 PM

██████████ said:

So it would be interesting to know if they are stamped in a way to distinguish where they were manufactured thus identifying the good from the bad.

Good question. I think besides the semiconductors, we are dealing with millivolts; if anything is just slightly off it is causing all kinds of problems.

Posted 26 January 2013 - 04:50 PM

██████████ is the paint job an issue only with the Bombers? My Dark Horse front fender had to be repainted because of transportation problems and I do not seem to have paint issues anywhere else. The BCM has gone through several iterations and it's possible many of us have different versions. None of my BCM's have had problems today and they have each over 12K on them. Has there been a general recall on the BCM? ██████████ is finishing putting the cams and lifters in my DH and it will return next week. Now my Gilroy high/low switch wiring has fried and I'm in the process of taking that out and looking for so Teflon wiring to reconnect that. Again someone on this site said it, these bikes will continue to need updating and work since not enough where made to get all the post early life failures out. Keep us posted on what Polaris is doing on the BCM for you.

Posted 26 January 2013 - 04:54 PM

Are you saying Polaris does not have any new BCMs without the Chinese components in them? If not, I have a spare updated BCM made prior to the surname that I could loan you if that solves your problems.

Let me know.

Posted 26 January 2013 - 05:33 PM

I recall past reports of a KM "Battery Issue." What a cluster of "!" that sounded like.

imo---KM and IMCOA didn't appear to have a useful traditional, QC process. It's bit of an eye opener, to consider that an established manufacturer [PPI] might not have the same.

Anyways. I give PPI benefit of a doubt and consider that in [redacted] bike PPI is dealing with a machine from KM's factory. Not an excuse. Just a fact.

The bikes are premium priced. With all the issues [redacted] has reported, I'd consider asking for "equitable financial compensation" at this point. I've used that line at expensive hotels and always had satisfactory results. Just had to be persistent and force myself to keep a friendly-smile.

BTW [redacted] Don't mind mentioning again....Always enjoy yer sig. photo. And I'm not talking about the bike.

BSEE CAL POLY 1977

cheers

Posted 26 January 2013 - 05:53 PM

*on 26 Jan 2013 - 10:50, said:*

[redacted] is the paint job an issue only with the Bombers? My Dark Horse front fender had to be repainted because of transportation problems and I do not seem to have paint issues anywhere else. The BCM has gone through several iterations and it's possible many of us have different versions. None of my BCM's have had problems today and they have each over 12K on them. Has there been a general recall on the BCM? [redacted] is finishing putting the cans and lifters in my DH and it will return next week. Now my Gilroy high/low switch wiring has fried and I'm in the process of taking that out and looking for so Teflon wiring to reconnect that. Again someone on this site said it, these bikes will continue to need updating and work since not enough where made to get all the post early life failures out. Keep us posted on what Polaris is doing on the BCM for you.

[redacted]... your wiring issues are not new... I posted about mine catching fire and the fix... my fix is a modification to Scottdogs.... but something every gilroy chief owner should do....

Posted 26 January 2013 - 06:11 PM

just say'n

My stock 2001 gilroy wiring been OK for over ten years and 30K miles. Wouldn't say excellent but, OK. Pwr Plus bikes are another issue I suppose.

On another note:

No sunny californi weather here. A taste of the rest of the country.

Posted 26 January 2013 - 06:16 PM

on 26 Jan 2013 - 11:55, said:

... your wiring issues are not new... I posted about mine catching fire and the fix... my fix is a modification to Scottdogs... but something every gilroy chief owner should do...

Don't have time to do any research, too busy trolling the threads for a political post...

Posted 26 January 2013 - 07:38 PM

In my past life working in silly-conn valley, I did a bunch of design work. PC boards, mechanical, and wiring harnesses. One look under the cowling is all it takes to realize that who ever designed the wiring on the KM bikes didn't have a frigging clue what he was doing. I mean seriously.. the first time I pulled the cowling back the first thought that crossed my mind was that it was a frigging rats nest.

With everything stretched and torqued around in there it's a wonder we don't break or disconnect something important just by moving stuff around in there. Considering the battery and ecm issues along with the wiring mess, if I had the time and money I would rip the whole thing out and rewire the bike with a different ecm in a way that makes sense. Yeah - with all the frustrations that we over paid for when we bought these bikes, it's enough for any of us to be justifiably pissed off.

As far as paint goes - yet another stupid decision by whoever was making decisions at KM. Light yellow primer under black paint. Ok. Let's try and think a minute here. Fenders are going to catch gravel and rocks and such, so how will the fender look when it's been peppered by normal highway debris? Poka-dot yellow. I've taken to using a black "Sharpie" pen to color in the chips.

My bike is running fine now, and thanks to the Sharpie pen looks fine. Still though, I'm getting the feeling I had when I was riding my Gilroy - like I was riding a ticking time bomb.

Posted 26 January 2013 - 07:46 PM

time for an air strike?

Page 1 of 3

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#) →

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

# Had It Right....

Started by [redacted], Jan 26 2013 07:17 AM

Page 2 of 3

Posted 26 January 2013 - 07:50 PM

[redacted] said:

Are you saying Polaris does not have any new BCMs without the Chinese components in them? If not, I have a spare updated BCM made prior to the surname that I could loan you if that solves your problems. Let me know.

All good questions [redacted] still unsure. Someone asked me to ask what year all the problem bikes are. I will post all as it becomes avail. Thx for the loaner; unfortunately, won't help since bike is still in NODAK. FIVE MONTHS now and counting.....

Posted 26 January 2013 - 07:54 PM

[redacted] said:

[redacted] is the paint job an issue only with the Bombers? My Dark Horse front fender had to be repainted because of transportation problems and I do not seem to have paint issues anywhere else. The BCM has gone through several iterations and it's possible many of us have different versions. None of my BCM's have had problems today and they have each over 12K on them. Has there been a general recall on the BCM? [redacted] is finishing putting the cams and lifters in my DH and it will return next week. Now my Gilroy high/low switch wiring has fried and I'm in the process of taking that out and looking for so Teflon wiring to reconnect that. Again someone on this site said it, these bikes will continue to need updating and work since not enough where made to get all the post early life failures out. Keep us posted on what Polaris is doing on the BCM for you.

Not sure on the paint O. I have heard of some early 09s that had the paint peel from around the fuel filler cap and got fixed under warranty. As far as the BCM, Sno told me that there was an update to the BCM that would be downloaded as part of all the recall work. This new problem is separate from that.

THE BCM  
RECALL  
CREATED NEW

PROBLEMS + FIXED NOTHING.

Posted 26 January 2013 - 08:06 PM

BTW [redacted] Don't mind mentioning again.....Always enjoy yer sig. photo. And I'm not talking about the bike.

Thx, the little Mexican girl is far greater than I deserve. Still unsure how I pulled that one off.

Posted 26 January 2013 - 08:17 PM

[REDACTED] said:

[REDACTED] - time for an air strike?

Yes, now you're talking! We have two ways we could go, precision or non. Precision would consist of 2 x B-1Bs fully loaded out with 20 each 2,000 lb JDAMs (Joint Defense Attack Munition), GPS guided with an inertial unit backup. Great crowd pleasers. However, as pissed off as I am, screw low collateral damage, I would opt for the non-precision attack. First bone comes in fully loaded at about 0300 in the morning at 540 KTS, 400' AGL with 84 MK-82 500 lb bombs in the high drag configuration. A 1,200' long stick of death and destruction ensues complete with hot molten tritinol, shrapnel, fire, hair, teeth, and eyeballs!!!! We would follow one minute in trail with Bone number 2. I would have him slightly off axis with 84 MK-89 Gator Mines so that they could not easily clean up the carnage!!!! Good stuff, I'm getting excited!!!!

[REDACTED]

Posted 26 January 2013 - 08:30 PM

[REDACTED] on 26 Jan 2013 - 08:03, said:

[REDACTED].. sorry to hear about the problems with your bike.... but... I know you don't want to hear this but... I think at least Polaris knows there is a problem and is looking into it.... your bike is a KM.... how responsible are they.... maybe [REDACTED] has the [REDACTED] address... you could write them and let them know they suck... but seriously... hopefully Polaris will step up and fix the condition under warranty... unlikely but that would be nice...

In all fairness... the '13s have the same parts.. so if nothing else, if the '13's aren't 'broke', then they should make that part avail to purchase. And then, with an extended warranty in place, it could be replaced.. aside from Polaris having responsibility

Posted 26 January 2013 - 08:31 PM

Today is supposed to be 54, Monday 71. I COULD be riding if I had my bike....

[REDACTED] on 26 Jan 2013 - 10:37, said:

Honda?

Posted 26 January 2013 - 09:45 PM

[REDACTED] on 26 Jan 2013 - 01:17, said:

Supposedly, some of the modules were made in Japan and are "good". After the tsunami (no !@# now I am being told that my problems may stem from a " !@# tsunami on the other side of the world), the modules were then made either in China or in Japan using a lesser semiconductor. If you were lucky enough to have one of the "good" modules your bike runs, if not, you are " !@# like me. Gentleman: LUCK SHOULD HAVE NOTHING TO DO WITH A \$32,000 MOTORCYCLE!!!!!!

Yes, I am SHOUTING!!!!!! I am at my wits end and am " !@# OFF!

[REDACTED]

I don't blame you for hollering, [REDACTED]

The weird thing is, the Bombers are 2010's...and the Japanese tsunami was in 3/11. I didn't think the Bombers were made into 2011.

The other big tsunami in southeast Asia was in 2004, but I guess they could be talking about that one...but that mainly affected Malaysia or something. Very weird.

I would call [redacted] or [redacted] at Charlotte and ask them if they've heard of such.

I love my KM...and haven't had any problems at all with reliability...but, if I were you, at this point, I would seriously be considering one of two things:

1. You may still be able to force Polaris to eat the bike, even though it's out of warranty.

Here's Kansas' lemon law, in a nutshell:  
(Motorcycles count)

*Kansas' lemon law covers most consumer vehicles, provided that they weigh less than 12,000 pounds. The law covers vehicles such as automobiles, sport utility vehicles, vans and trucks. The law applies to the original owner only and covers the vehicle for a period of twelve months. This differs from other states' laws, which cover the vehicle during the warranty period no matter how many owners it has had.*

*Under the terms of the Kansas lemon law, a vehicle will qualify as a lemon if it meets the following requirements:*

- *The vehicle must have a defect or nonconformity which substantially affects the safety, use or value of the vehicle.*
- *That nonconformity must not be the result of abuse, neglect or unauthorized modification of the vehicle by the consumer.*
- *The vehicle must have been presented to the manufacturer for repairs and still exists despite a reasonable number of repair attempts. The Kansas Lemon Law defines reasonable as:*

- 1. The problem occurs four times within the first year of ownership*
- 2. The vehicle has been in the shop more than nine times to address 'substantial' problems*
- 3. The vehicle has been out of service for a total of 30 or more days. This period may be extended if the repairs have not been made due to circumstances beyond the control of the manufacturer, such as fire, flood, strike, war or natural disaster.*
- 4. Under certain extreme conditions, the vehicle may qualify with only one visit to the shop*

2. Pick the bike up, pieces, parts and all, and haul it to Charlotte. I know it's a major pain in the!@# but really, it's as close as you can get to the mothership now that Polaris is winding down production of our bikes.

Last time I was up there, they had gotten one of the factory master mechanics onboard as one of their wrenches. He would have been one of six guys who built it...have him fix it.

Posted 26 January 2013 - 10:30 PM

[redacted] on 26 Jan 2013 - 14:17, said:

Yes, now you're talking! We have two ways we could go, precision or non. Precision would consist of 2 x B-1Bs fully loaded out with 20 each 2,000 lb JDAMs (Joint Defense Attack Munition), GPS guided with an inertial unit backup. Great crowd pleasers. However, as pissed off as I am, screw low collateral damage, I would opt for the non-precision attack. First bone comes in fully loaded at about 0300 in the morning at 540 KTS, 400' AGL with 84 MK-82 500 lb bombs in the high drag configuration. A 1,200' long stick of death and destruction ensues complete with hot mollen tritinol, shrapnel, fire, hair, teeth, and eyeballs!!!! We would follow one minute in trail with Bone number 2. I would have him slightly off axis with 84 MK-89 Gator Mines so that they could not easily clean up the carnage!!!! Good stuff, I'm getting excited!!!!

I have not got the foggiest!@# idea of what you just wrote, but it sure sounds off. ☺ ☺

[redacted] I will save you a backstrap from the wild boar I just took - no joke. And, at the concert I will dedicate "Used To Love Her" to you when we play it. Honestly could not fit a better man.

Truly a tragedy of incredible proportions of what you are going through.

Posted 26 January 2013 - 10:35 PM

"My toy's busted"

██████████ If it was a Goulroyd, at least you could fix it yourself...

Remember how the o9s touted "No relays or circuit breakers" in the wiring harness like it was a good thing?

Now we know better I hope.

You still have that 03 Vintage running?

Edited by ██████████ 99, 26 January 2013 - 10:37 PM.

██████████ Posted 27 January 2013 - 04:30 PM

not really any electrical issues with me.

I do think a proper job of sealing the tail light harness going through the rear fender should have been done to prevent water collecting inside the lens.

I also think the handlebars should have come with the wires inside since there is way more than enough room.

I'm purposely going with out a battery maintainer this winter since doing a cheap mod that I'll do a write up on when I can post pictures. I went a month without a battery maintainer and it started fine.

I'm no stranger to wiring, and I have to be honest I didnt really notice anything a mess under the dash or under the seat when I had the bcm and fuse box apart to do this mod. everything is routed and wrapped pretty nice actually. its a little hairy inside the headlight case, but isnt that normal?

hope you get it all worked out, ██████████ the bombers are just awesome looking bikes.

██████████ Posted 27 January 2013 - 04:54 PM

I always wondered why the rivets in the Bomber fenders weren't just stuck on instead of pokin' all those holes to rust with plastic lookylke rivets ... Ynot real stainless steel rivet heads?

██████████ Posted 27 January 2013 - 05:03 PM

Is this a trick question.

██████████  
cheers

██████████ Posted 27 January 2013 - 05:51 PM

██████████ 99, said:

I always wondered why the rivets in the Bomber fenders weren't just stuck on instead of pokin' all those holes to rust with plastic lookylke rivets ... Ynot real stainless steel rivet heads?

They are plastic and they are stuck on. I had to re-locate the bottom two on the rear fender to accommodate my rear fender bumper. If I end up redoing my paint which seems likely at this point, I am considering either leaving them off or doing something with real powder coated metal parts. The idea of plastic drives me nuts.

██████████ Posted 27 January 2013 - 05:59 PM

██████████, said:

Slap switch?

"!@#\$\$" you [redacted] Glad to see you lurking around. You still coming to Branson?

Posted 27 January 2013 - 06:05 PM

[redacted], said:

In my past life working in silly-conn valley, I did a bunch of design work. PC boards, mechanical, and wiring harnesses. One look under the cowling is all it takes to realize that who ever designed the wiring on the KM bikes didn't have a frigging clue what he was doing. I mean seriously.. the first time I pulled the cowling back the first thought that crossed my mind was that it was a frigging rats nest.

With everything stretched and torqued around in there it's a wonder we don't break or disconnect something important just by moving stuff around in there. Considering the battery and ecn issues along with the wiring mess, if I had the time and money I would rip the whole thing out and rewire the bike with a different ecn in a way that makes sense. Yeah - with all the frustrations that we over paid for when we bought these bikes, it's enough for any of us to be justifiably pissed off.

As far as paint goes - yet another stupid decision by whoever was making decisions at KM. Light yellow primer under black paint. Ok. Let's try and think a minute here. Fenders are going to catch gravel and rocks and such, so how will the fender look when it's been peppered by normal highway debris? Poka-dot yellow. I've taken to using a black "Sharpie" pen to color in the chips.

My bike is running fine now, and thanks to the Sharpie pen looks fine. Still though, I'm getting the feeling I had when I was riding my Gilroy - like I was riding a ticking time bomb.

I've got the yellow primer too, horrible stuff. I wrote in my letter to Polaris that it looks like someone is shining a bright light inside your tins. When you get a chip it stands out like it's nobody's business.

I NOW WANT A FULL PAINT JOB FOR MY

HAIR AS PART OF BEING COMPENSATED.

Posted 27 January 2013 - 06:17 PM

[redacted] i am truly sorry you are going thru this crap so far into the game.

And I don't mean to throw gasoline on the fire, BUT there are some that say they will support the KM's for 10 years ☹ This while they can't even support at present time ☹

Posted 27 January 2013 - 06:36 PM

[redacted] on 27 Jan 2013 - 12:17, said:

[redacted] i am truly sorry you are going thru this crap so far into the game.

And I don't mean to throw gasoline on the fire, BUT there are some that say they will support the KM's for 10 years ☹ This while they can't even support at present time ☹

Not that they ""can't" ~ more like they "won't" devote resources at least while developing their own designs for the 2014 and beyond Indian Models.

How does anyone get problems resolved at the dealer level when factory support is nonexistent? ☹

Edited by [redacted] 27 January 2013 - 06:38 PM.

Posted 27 January 2013 - 06:39 PM

Some of the best inventions....Sharpie pens and nail polish.



([http://s217.photobucket.com/albums/cc77/ledas1/?](http://s217.photobucket.com/albums/cc77/ledas1/?action=view&current=2010camaroJune09005.jpg)

[action=view&current=2010camaroJune09005.jpg](#))

Posted 27 January 2013 - 07:50 PM

dont forget a nail polish with a adaquate hardner.  
this is why I am going to quit doin maintance on my darkhorse.  
what sense does it make to spend \$50 on a good manicure and then break a nail spinning off the oil filter

Posted 27 January 2013 - 07:56 PM

So yer saying "me older than dirt" spent too much on a mani/pedi followed by the massage.

Page 2 of 3

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#) →

[Indian Motorcycle Community](#) → [Motorcycles](#) → [PowerPlus 105 Chiefs \(09 - 13\)](#)

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

## Had It Right....

Started by [redacted] Jan 26 2013 07:17 AM

Page 3 of 3

Posted 27 January 2013 - 08:00 PM

on 27 Jan 2013 - 12:39, said:

Some of the best inventions....Sharpie pens and nail polish.



(<http://s217.photobucket.com/albums/cc77/ledas1/?action=view&current=2010camaroJune09005.jpg>)

Dude now my secrets out of the bag lol. It's amazing what can be hidden with a sharpie, now if they only made them flesh colored the women would save hundreds every year.

Posted 27 January 2013 - 08:48 PM

on 27 Jan 2013 - 10:30, said:

I do think a proper job of sealing the tail light harness going through the rear fender should have been done to prevent water collecting inside the lens.

"Everything was alright until we washed it- it should be OK when it dries- tomorrow"

"There is no tomorrow, you " !@#\$\$ " didn't you ever hear of RAIN?"

Name that movie

Posted 28 January 2013 - 02:46 AM

" !@#\$\$! no clue, but I love that kind of stuff!

I could probably google or bin it, but thatd be cheating.

hey your a ford guy, right? what did you think of the gone in 60 seconds remake compared to the original?

I'm one of the few that thinks the new onel with nick cage is a complete joke compared to the original with the 73 yellow ellenor. especially with the original soundtrack (vhs, not the new dvd)

Edited by [redacted] 28 January 2013 - 02:47 AM.

Posted 28 January 2013 - 04:13 AM

I have lots to say, call me on Tuesday and lets see what we can do to get you back on the road.

Respectfully,

Posted 28 January 2013 - 05:58 AM

██████████, said:

I have lots to say, call me on Tuesday and lets see what we can do to get you back on the road.

Respectfully,

██████████ you are the man! Hopefully you saw my post about my next bike coming from you.

Posted 28 January 2013 - 06:17 AM

If ██████████ makes it to Branson . . . keep him away from any munitions or ordnance . . . at least while he's still pissed.

Posted 28 January 2013 - 10:42 AM

██████████ if you buy your next bike from ██████████ you are in for a experience. Going by what I had read on here at him I drove over a 1000 miles to see him. My son and his daughter went with him. I pulled my enclosed trailer up there to haul it home in. I could of had it shipped cheaper that what it cost me in diesel and motel rooms but I wanted to meet the man. I have bought many a motorsickle in my time but ██████████ place of business is a 10+. We were limited in the amount of time we had so I had him put the first 500 miles on it for me and do the 500 mile check up. I can not say enough about them. You just will have to experience it for yourself. I typing this before I had out to work in Austin, Tx so I am sure I leaving out lots of things.Later.

Posted 28 January 2013 - 04:11 PM

██████████ on 27 Jan 2013 - 11:59, said:

"!@#\$\$" you ██████████ Glad to see you lurking around. You still coming to Branson?

Ha!

Yes Sir, I am going.

Was serious about the slap switch, it is a direct start from the battery.

Posted 28 January 2013 - 04:13 PM

Good to see the Indian Flagship Dealer stepping up to offer help....again.

cheers

Posted 28 January 2013 - 04:24 PM

on 28 Jan 2013 - 10:11, said:

Ha!  
Yes Sir, I am going.  
Was serious about the slap switch, it is a direct start from the battery.

Agreed.

A SLAP SWITCH saved me from a lot of headaches while I waited for the dual relay modification on the centennial chief.  
Keeping the Slapper in a tool box in case I need it again. Just did not wat to go with the hole in solenoid cap solution.

Posted 28 January 2013 - 06:08 PM

on 26 Jan 2013 - 11:55, said:

... your wiring issues are not new... I posted about mine catching fire and the fix... my fix is a modification to ... but something every gilroy chief owner should do...

Thx I will PM you for info. Can't seem to locate it.

Posted 28 January 2013 - 07:44 PM

on 28 Jan 2013 - 12:08, said:

Thx I will PM you for info. Can't seem to locate it.

PM sent...

Posted 06 February 2013 - 12:22 AM

none of you can spell tsunami...just sayin'

Posted 06 February 2013 - 12:25 AM

on 05 Feb 2013 - 18:22, said:

none of you can spell tsunami...just sayin'

oh... so the new guy comes in and right away starts bustin our chops.... what's up with that...

oh.... nevermind.... welcome back

Posted 06 February 2013 - 12:34 AM

on 05 Feb 2013 - 18:22, said:

none of you can spell tsunami...just sayin'

Holy " !@#\$\$% "

I thought you was dead...

Posted 06 February 2013 - 01:30 AM

welcome back

hope ya stick around

cheers

Posted 06 February 2013 - 02:22 AM

Gud speling is nat our stron pernt. Hows them Chiefs holding up?

Posted 06 February 2013 - 03:42 AM

[quote name=" " post="553639" time="1360106556"]none of you can spell tsunami...just sayin'[/quote]

Holy Jesus!!!! First then It's a Festivus Miracle!!!!!! Next thing you know Hoffa will be logging on to the public board.

Welcome back

Posted 06 February 2013 - 11:31 AM

OMGGGGG its the long lost



on 05 Feb 2013 - 18:22, said:

none of you can spell tsunami...just sayin'

Posted 10 March 2013 - 09:48 PM

Hi guys got similar starter issues with my blue dark horse here in australia. So 2 things spring to mind for me Firstly polaris here in australia has told us that as a policy polaris does not offer warranty for bikes sold out of their original jurisdiction. Ie grey imports. Now given that the guy who was about to sign up as the indian dealer for Australia was told politely to bugger off when polaris bought indian thats a bit rich but essentially it means the 30 or so people here in australia have no warranty.

Second had a local guy remake the battery wiring making allowance for the battery to move around by making cables a bit longer on both my and my wifes bike. We also fitted an ssb hvt 6 battery with a cca of 390 compared to the original deca one which was 310cca i think. This has substantially improved the starting performance of both bikes but frankly my dark horse has never started well. Im wondering if im having the same issues as [REDACTED] mainly because it seems to me that every time i start the bike the clock needs to be reset indicating a massive current draw on starting. Ive taken to carrying my old battery with me in the saddlebags and have made a lead to quick connect to my optimate charging lead so i can connect both batterys together just to be sure it starts.

So we have just completed a stage one upgrade to my wifes chief classic its very similar to nodaks setup and the improvements to rideability are amazing so now im just waiting for some samson longhorn pipes to come to enable me to do this to the dark horse. Im hopeful this will improve the starting still further. Fingers crossed.

Anyhow point is that despite what polaris comes up with in terms of recalls we have to pay for both parts and labour which i believe could be illegal not least extremely unfair. However who has the money to fight these corporates? I dont. I still love the brand especially my old springfield indians

Page 3 of 3

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#) →

[Indian Motorcycle Community](#) → [Motorcycles](#) → [PowerPlus 105 Chiefs \(09 - 13\)](#)

NOT MUCH POSTING FROM [REDACTED] LAST TOPIC IN DECEMBER UNTIL NOW...

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

Time For A Class Action Lawsuit?

Started by [REDACTED] Mar 08 2013 07:13 AM

THIS ENTIRE POST IS VERY DAMNING.

Page 1 of 3

Posted 08 March 2013 - 07:13 AM

AGAIN, CONTINUED PATIENCE ON MY PART.

About three weeks ago, I became aware of some things that Polaris said to Fargo that really got under my skin. I decided to call them on it via an email. One of the things said was that Polaris "did not want to put Polaris parts on a KM produced bike". I was also told that Polaris did not want to admit that there was a problem with the BCM because they did not want to issue a recall. Despite there being no problem in their opinion, they were sending out a pre-recall BCM for testing that was known to be good. Fargo told me that it usually takes a week for anything like this to arrive; I waited two before I called.

During my two week wait, I did not receive the courtesy of a return email. When I called to inquire about the BCM, I was told that it had not shipped; "over!?!? Why the "not? Fargo was told by whoever it was that was going to send the BCM that they had been overridden and Polaris was now reluctant to send out a "pre-recalled" part.

At this point, I added this tidbit along with the original email content as well as a copy of my first letter sent back in October in a certified letter. In no uncertain terms I explained the complete unacceptability of the current situation. I said that I do not feel that I should be the R & D department for a 3 billion dollar company. I suggested that I have begun talking to an attorney (I have) and that maybe they should come get my bike as well as the three others at Fargo and take them to be gone over in Spirit Lake at their expense. Fargo is chasing down voltage measurements and doing all kinds of gopher work over the phone for Polaris for which they are not being reimbursed either.

I told them that I did not care if they used Indian, HD, Polaris, Honda, Victory, or "snowmobile parts; I just want my bike fixed.

Soon after, I received a personal phone call from a very nice, very apologetic Polaris rep who said that I had definitely "got their attention" and that an engineer had been assigned to this and that he would be my personal advocate from this point forward. Late last week I received a call stating that the BCM had been shipped.

So here's the latest. BCM worked three times. Let bike sit for the weekend without a tender, bike did the same old "Monday morning. Bike has a new battery and new starter. I have also learned that Fargo is not the only dealer that has experienced this problem, in fact, there are at least two others. AND: they are not all KM produced machines!!!! BCM problem has now been CONFIRMED on all models from 2009-2011 AS WELL AS on 2012's and 2013's. Mileage does not matter. Some have had problems with as little as 50 miles and another with 1,000.

I DID NOT HAVE FOR BRANSON, OUR ANNUAL FAMILY VACATION.

So..... 68 degrees tomorrow and another car trip to Vance AFB. Back to square one. I honestly don't think I will have this "in time for Branson now; this "could go on forever.

I debated posting more negative "but decided, "it, what do I have to loose? Imagine that you spent 32K on an automobile that you have not had access to since August. I think most of you all would be as pissed as I am.

Posted 08 March 2013 - 09:27 AM

Is there a "Lemon Law" in your state or maybe the state that you bought it in? Lemon laws usually don't include motorcycles but an aggressive lawyer may go with it anyway. There is an "implied warranty" everywhere that basically says that a product has to perform it's primary function or the seller may be liable.

Posted 08 March 2013 - 10:17 AM

when you say let bike set for the weekend without tender and bike did the same ole Monday. Are you saying it would not start? If mine sets for a week or more sometimes it is hard to start. I have run the battery where the starter just clicks. Let it charge up again on tender and it will start. and but told me leave it on a battery tender cause the ECM will pull the battery down. I had a load test on the battery twice and both times it passed. I remember in the past, this was on a car, having starting problems battery checked good, when ahead and replaced it and no more problems. So thats what I did with the Indian bought me another battery (same kind) charged it on the battery tender before I put it in and so far it has been starting. But it set for over a week last week and went to start it, first time it turned over fast and fired one time and stopped, tried it aging same thing, another try and it started. But so far this battery is turning it over faster than the other one.

I remember some of the Harley's I have had in the past and they set for a week or two and they always started. But it this one sets for that long this mutha is harder to start. But what I have read in the past I think your problem is a little different.

I have been having a interment problem with the left blinker it always blinks but sometimes really fast. Changed the bulbs, bent the socket the bulbs go in a little tighter so the bulb is tighter in there, put dielectric grease on them, pulled on connectors looking for bad crimp but it still does it. I am going to pull the dash out and check the connection up in there looks like the left bulb is a bit brighter than the right one. The 2012 don't have a blinker relay it is all in the ECM. More to me. it might be something in the ECM screwing up.

Sometimes you got to stay on there squeal like a pig, threaten them with lawsuit to get somebody's attention. Load it up and take it to there plant and set outside with a sign on it with the problems your having. Don't give it. And keep us posted.

Posted 08 March 2013 - 10:34 AM

Threats of legal action can go along way.

Posted 08 March 2013 - 01:47 PM

on 08 Mar 2013 - 01:23, said:

I debated posting more negative but decided, it, what do I have to loose? Imagine that you spent 32K on an automobile that you have not had access to since August. I think most of you all would be as pissed as I am.

"After the last time I talked to you on the phone, I was pretty hopeful. That sucks

I agree...this is old. I am guessing they don't want to open a can of worms for a bike that only has, say 1200-1500 total units out there.

Well, guess what....that can is already open. Might be time to send them a legal-ese letter. Know any attorneys?

Posted 08 March 2013 - 02:25 PM

Yeah there are only 1000 units but I have to concur, you have been more than patient! Polaris should have stepped up by now. I am sorry to hear this!

Posted 08 March 2013 - 02:52 PM

I was told by my local polaris Indian rep that there was less than 500 km's built. not that I believe that now of course.

that coupled with with some other things, and now seeing what their doing with this bcm issue, has to make me wonder

what kind of folks is running the new Indian.  
I sure hope this isnt a pattern of things to come

Posted 08 March 2013 - 02:57 PM

sure sorry for your problems. kinda sounds similar to something written in 2003.

Posted 08 March 2013 - 03:49 PM

Really makes you want to jump on the new ones right away don't it!!! People seem to think i bash but this stank that several owners are experiencing sucks. The brand is now tied with Polaris, but is tied to by association, Gilroy, KM, Boat people. This association does not magically disappear because of new manufacturers. NO ONE should pay 32k and have this kind of problem!!! Say all you want about HD, Vitory at least i'm not trying to fix bike on the internet but in a local building.

Cool looking scooter.. Hope you find peace of mind and satisfaction some where and some how. Like a mean dog sometimes you have to put it down. Keep the rubber side down.  
I like my toys but i want to play with them and not keep looking at it in the garage due to a problem, or what i have to fix!!!

I believe Polaris is Indians best shot but there is the above mentioned big hump they have to get over. Me and my buddy have built panheads and have had little problems than one that are rolled off show room floor. I am a motorcyclist RIDER and not a wrench. Working in my garage on the Chief while my freinds are riding makes no sense



Posted 08 March 2013 - 04:02 PM

on 08 Mar 2013 - 08:57, said:

sure sorry for your problems. kinda sounds similar to something written in 2003.

Thinkin the very same thing;  
Trditional Indian..  
Seems the mechanical condition or,  
curse is still alive N well with the late models !!

Best of luck, hope this ends well for Ya



Posted 08 March 2013 - 04:08 PM

is there a email address you can post. I would be willing to ask them where they stand on warranties. I own a gilroy and have been waiting to see what they come up with in 2014 but if they are this hard to deal with I would not be wanting there product. If I would relay this to someone along with a few hundred other folk maybe they might think of there reputation a little more seriously. Regardless of the bike being a kM it is polaris's problem now and they should have dealt with this rather than hoping you just go away.

Posted 08 March 2013 - 04:29 PM

It's a place ya can come to ta vent and that's ok, i guess.

Given a choice, I suppose I'd go with the "Good Cop Bad Cop" routine. Let the lawyer be the Bad Cop and I'd be the good. Even though I'd be screaming in my head at them (IMC) I'd always be super friendly and cheery to them in person or on the phone. Encourage the Lawyer to get every penny back from them plus punitive. just my 2cents

I HAVE BEEN VERY PATIENT.

cheerio

Posted 08 March 2013 - 04:45 PM

**50-645 Motor vehicle warranties. Your states statue # of the lemon law**

**Kansas Lemon Law**

Kansas Lemon Laws and the federal Lemon Law (the Magnuson-Moss Warranty Act) provide for compensation to Kansas consumers of defective automobiles and trucks and other vehicles and products including motorcycles, RV's, boats, computers and other consumer appliances and products. To qualify under the Kansas Lemon Law or the federal Lemon Law, you must generally have a product that suffered multiple repair attempts under the manufacturer's factory warranty. Lemon Law compensation can include a refund, replacement or cash compensation. If you think you qualify for a Lemon Law, [click here for a free Kansas Lemon Law case review \(http://www.carlemon.com/formlemon.aspx\)](#) or for an immediate evaluation, simply fax your repair records to 866-773-6152. An experienced Lemon Law attorney will personally review your inquiry and records and quickly contact you for a free consultation.

For other useful Kansas Lemon Law information, [click here to visit the Kansas State Lemon Laws Statutes and Guide pages \(http://www.carlemon.com/lemonstat.html\)](#). Or just keep reading below for the entire Kansas Lemon Law, or [click here to read the federal lemon law \(http://www.attorneysforconsumers.com/statutes.aspx\)](#).

**Kansas State Statutes**

**Chapter 50, Article 6**

**Unfair Trade and Consumer Protection**

**50-645 Motor vehicle warranties.**

Definitions; consumer rights and remedies.

(a) As used in this act:

- (1) "Consumer" means the original purchaser or lessee, other than for purposes of resale, of a motor vehicle; and
- (2) "motor vehicle" means a new motor vehicle which is sold or leased in this state, and which is registered for a gross weight of 12,000 pounds or less, and does not include the customized parts of motor vehicles which have been added or modified by second stage manufacturers, first stage converters or second stage converters as defined in K.S.A. 8-2401, and amendments thereto.

(b) If a motor vehicle does not conform to all applicable warranties, and the consumer reports the nonconformity to the manufacturer, its agent or its authorized dealer during the term of any warranties or during the period of one year following the date of original delivery of the motor vehicle to a consumer, whichever is the earlier date, the manufacturer, its agent or its authorized dealer shall make such repairs as are necessary to conform the vehicle to such warranties, notwithstanding the fact that such repairs are made after the expiration of any such term or such one-year period.

(c) If the manufacturer, or its agents or authorized dealers, are unable to conform the motor vehicle to any applicable warranty after a reasonable number of attempts, the manufacturer shall replace the motor vehicle with a comparable motor vehicle under warranty or accept return of the vehicle from the consumer and refund to the consumer the full purchase or lease price including all collateral charges, less a reasonable allowance for the consumer's use of the vehicle as calculated from the most recent edition of Your Driving Costs, published by the American automobile association. Refunds shall be made to the consumer, and lien holder if any, as their interests may appear. A reasonable allowance for use shall be that amount directly attributable to use by the consumer and any previous consumer prior to the first report of the nonconformity to the manufacturer, agent or dealer and during any subsequent period when the vehicle is not out of service by reason of repair. It shall be an affirmative defense to any claim under this act that:

- (1) An alleged nonconformity does not substantially impair such use and value; or
- (2) a nonconformity is the result of abuse, neglect or unauthorized modifications or alterations of a motor vehicle by a consumer.

6/c

(d) If the manufacturer receives actual notice of the nonconformity, it shall be presumed that a reasonable number of attempts have been undertaken to conform a motor vehicle to the applicable warranties, if:

(1) The same nonconformity which substantially impairs the use and value of the motor vehicle to the consumer has been subject to repair four or more times by the manufacturer or its agents or authorized dealers within the term of any warranty or during the period of one year following the date of original delivery of the motor vehicle to a consumer, whichever is the earlier date, but such nonconformity continues to exist;

(2) the vehicle is out of service by reason of repair for a cumulative total of 30 or more calendar days during such term or period, whichever is the earlier date; or

(3) there have been 10 or more attempts to repair any nonconformities which substantially impair the use and value of the motor vehicle to the consumer and such attempts to repair have been attempts by the manufacturer or its agents or authorized dealers.

The term of any warranty, such one-year period and such thirty-day period shall be extended by any period of time during which repair services are not available to the consumer because of war, invasion, strike, fire, flood or other natural disaster.

(e) If a manufacturer has established an informal dispute settlement procedure which complies in all respects with the provisions of title 16, code of federal regulations, part 703, as from time to time amended, the provisions of subsection (c) concerning refunds or replacement shall not apply to any consumer who has not first resorted to such procedure.

(f) The attorney general shall have jurisdiction to enforce this section.

Posted 08 March 2013 - 05:14 PM

Not interested in seeing the 2014 effort till PI fixes this mess *first*.

At this point, I say "I@#\$" hard with that lawsuit and make it public as "I@#\$"

Maybe a sideshow in Daytona would get their pathetic attention focused on this problem?

Posted 08 March 2013 - 07:08 PM

Sideshow....a job for.....



Posted 08 March 2013 - 09:38 PM

It's kinda like a "I@#\$", you have to hit it across the head to get their attention! 🍌

Posted 09 March 2013 - 01:37 AM

It's threads like this one that may slow people down. If Indian doesn't really care about the Marque [we've seen plenty of that in the past ten years] we will know the truth about them soon enough. My own impression, so far, ain't real good.

Gonna wait two years before considering purchase of a new 2015 Indian.

Posted 09 March 2013 - 01:56 AM

I've not had recharging or dead battery issues.

I definitely did have wrong battery cable issues... and 3 batteries later it's fixed.

As for charging, I've noticed that the bike doesn't like starting if I let her sit for too many days without the tender. But here in Colorado, with our weather and temperature swings, I always have the bike on the tender. So I could have this same problem and simply not know it.

I've DEFINITELY had issues with the BCM. Basically at anything over 5000 ft. ele. the bike is dangerous. Coughing, hurky-jerking, sputtering, and nearly dying when you apply the throttle too quickly.. as in the times you see a car coming at you and you need to get the "!" out of its way.

NHTSB  
AWARE OF  
THIS?

█ of NoDak fame did the very best he could, the bike preforms well and the sputtering has been reduced significantly. Still though, I should not have had to put up with this "!" for the amount I paid.. I could have bought 2 Harleys for this price, and they would have run FINE - even at this altitude. If someone pays \$30K for a bike, it ought to at least run... and they shouldn't have to throw thousands more into the machine just to make it safe to ride.

With █ fix, I'm good. I am waiting to see what Polaris / Indian does with the next version. If I like what I see, I may trade my black beauty for a new one. If I don't like what I see, I'll ride what I have until I can't get parts to fix it anymore, then find some sucker to sell it to.

Posted 09 March 2013 - 02:55 AM

PI are you reading this forum. I sure hope for all of us and especially PI that you boys get your █ together and do Indian proud. You best be listening to what people are telling you. And as I have said before keep █ away from the Indian. He has nothing to offer Indian.

Posted 09 March 2013 - 03:18 AM

Good luck with the lawsuit if it has to go that far....

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

## Time For A Class Action Lawsuit?

Started by [redacted] Mar 08 2013 07:13 AM

Page 2 of 3

Posted 09 March 2013 - 03:40 AM

its just crazy how a few have this probelm, and others dont, with no apperant relation to date of build

Posted 09 March 2013 - 03:40 AM

[redacted] said:

[redacted] when you say let bike set for the weekend without tender and bike did the same ole " !@ Monday. Are you saying it would not start? If mine sets for a week or more sometimes it is hard to start. I have run the battery where the starter just clicks. Let it charge up again on tender and it will start. [redacted] and [redacted] but told me leave it on a battery tender cause the ECM will pull the battery down. I had a load test on the battery twice and both times it passed. I remember in the past, this was on a car, having starting problems battery checked good, when ahead and replaced it and no more problems. So thats what I did with the Indian bought me another battery (same kind) charged it on the battery tender before I put it in and so far it has been starting. But it set for over a week last week and went to start it, first time it turned over fast and fired one time and stopped, tried it aging same thing, another try and it started. But so far this battery is turning it over faster than the other one.

I remember some of the Harley's I have had in the past and they set for a week or two and they always started. But it this one sets for that long this mutha is harder to start. But what I have read in the past I think your problem is a little different.

I have been having a interment problem with the left blinker it always blinks but sometimes really fast. Changed the bulbs, bent the socket the bulbs go in a little tighter so the bulb is tighter in there, put dielectric grease on them, pulled on connectors looking for bad crimp but it still does it. I am going to pull the dash out and check the connection up in there looks like the left bulb is a bit brighter than the right one. The 2012 don't have a blinker relay it is all in the ECM. More " !@#\$" to me. " !@" it might be something in the " !@#" ECM screwing up.

Sometimes you got to stay on there " !@" squeal like a pig, threaten them with lawsuit to get somebody's attention. Load it up and take it to there plant and set outside with a sign on it with the problems your having. Don't give it. And keep us posted.

Bike had, before it ever went to NODAK, the issue where it would not start after stopping for gas or what have you. One of the recall items was for the high beam to low beam deal where if you switched between the two too slowly your headlight could go out. After the download to the BCM to comply with this recall, the issue is that the starter will not disengage even after turning off the ignition. You then have to disconnect the battery or the BCM. It is a classic case of the "fix" being far worse than the original problem!!!!!!

[redacted] said:

[redacted] is there a email address you can post. I would be willing to ask them where they stand on warranties. I own a gilroy and have been waiting to see what they come up with in 2014 but if they are this hard to deal with I would not be wanting there product. If I would relay this to someone along with a few hundred other folk maybe they might think of there reputation a little more seriously. Regardless of the bike being a km it is polaris's problem now and they should have dealt with this rather than hoping you just go away.

Posted 09 March 2013 - 03:47 AM

I HAVE  
24 YRS  
MILITARY  
SERVICE +  
WILL NOT GO AWAY THIS IS WRONG!

Hey [redacted], good idea on the email, I'll put the address up. I believe you nailed it on the head; they believe I will just go away and that as a group we are too small to be worth their time. In no uncertain terms, I let them know that I will be a thorn in their "!"@ "until" !@" freezes over if need be and that I will not go away. I am next thinking of writing American Iron and Hot Bike as well as Motorcycle Consumer News. Maybe I can stir the hornets nest in a more public forum.

Posted 09 March 2013 - 04:04 AM

[redacted] on 08 Mar 2013 - 21:47, said:

Hey [redacted] good idea on the email, I'll put the address up. I believe you nailed it on the head; they believe I will just go away and that as a group we are too small to be worth their time. In no uncertain terms, I let them know that I will be a thorn in their ass until hell freezes over if need be and that I will not go away. I am next thinking of writing American Iron and Hot Bike as well as Motorcycle Consumer News. Maybe I can stir the hornets nest in a more public forum.

Now you talking. Lets roll!

Posted 09 March 2013 - 04:08 AM

Trying to call you [redacted]

Posted 09 March 2013 - 07:11 AM

[redacted], said:

Trying to call you [redacted]

We were watching a movie with the kids, will catch you tomorrow.

Posted 09 March 2013 - 07:13 AM

[redacted], said:

Now you talking. Lets roll!

CS.Resolution@polaris.com

1-800-304-6067

Posted 09 March 2013 - 12:41 PM

LOL ..... [redacted] never picks up when you call him!!!!!!

But he does always call you back ☺

██████████ on 08 Mar 2013 - 22:08, said:

Trying to call you ██████████

██████████

Posted 09 March 2013 - 01:50 PM

This is crap. Then you add it to stories I have read about Vics on other forums & I am i no hurry to jump on the Polaris bandwagon. Everyone like to spew on about how DEPENDABLE Victories are & how HD isn't, however HD has parts everywhere. Dealerships have shelves full of them. Victory has nothing & if you have 1 of the bikes that does need service, you will be waiting because the dealer needs to find the parts or order them. I dunno, maybe they are stuck in the snowmobile mentality or something.

I also know, the machine shop where I work, besides HD parts, we make parts for Polaris. Polaris hasn't been paying their bill & we have 2 pallets of parts that have been just sitting on credit hold since December now.

So yeah.....I really thought of doing stuff to get a Blue Darkhorse, but I am thinking any KM is going to be out of the question. Gilroy bikes have every problem known & there are parts available. People are still discovering KM issues & finding out there may be no fix.

As for the total Polaris Indian, let's just say 'm not running out to be the 1st person in Green Bay to own one. Today when the engine unvail happens, we find out if Polaris has any clue, but I will still wait to hear if these bikes have issues & if the issues have fixes.

It has been my stance for a very long time that if Victory was not owned by Polaris they would have long ago gone the way of Big Dog, American Ironhorse & frankly the Gilroy & KM Indian. Maybe not due to issues with the bike, but for the simple fact there are not enough people buying to make it worth it to keep the bikes around. Victory would not have had the chance to last over 10 years if it were just The Victory Motorcycle Company, no Polaris involvement.

Posted 09 March 2013 - 04:19 PM

The idea of a parts hold since December is low rent ghetto "!" right there. Says all that needs be said about their corporate integrity, especially when one considers that they are not a back room start up but rather a multi-BILLION dollar company that is over half a century old. Asking a small machine shop in Green Bay to perform a service and then not paying the tab is crap. To some extent (although on a very small scale), I feel as though the same thing is happening to me. I and my bike are being used to test ideas and be the R & D department for a multi-BILLION dollar company. What kind of crap is that, I'm just some dude from KS? I would have thought that AT A MINIMUM, the first thing these guys could or should have done is put these four bikes on a truck and take them to Spirit Lake or wherever rather than trying to fix an obvious show-stopper problem over the phone. This simple act would at least give the APPEARANCE that they give a "!" but so far, they have been too cheap to even suggest that.

Posted 09 March 2013 - 04:21 PM

██████████ on 09 Mar 2013 - 07:50, said:

This is crap. Then you add it to stories I have read about Vics on other forums & I am i no hurry to jump on the Polaris bandwagon. Everyone like to spew on about how DEPENDABLE Victories are & how HD isn't, however HD has parts everywhere. Dealerships have shelves full of them. Victory has nothing & if you have 1 of the bikes that does need service, you will be waiting because the dealer needs to find the parts or order them. I dunno, maybe they are stuck in the snowmobile mentality or something.

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Sounds like the non-profitable crane manufacturing company I was laid off from years ago. Our terms to our customers were net 30, and we forced net-60 on the venders we could and often didn't pay till we went on credit hold (often 90 days or more). This way we could use or vendor to fund our operation and conserve cash. Polaris has so many irons in the fire they may be having classic cash flow problems. Too much cash outflow (new aquisitions, R & D for future government contracts and consumer products... etc) and not enough inflow (sales, investments...etc.). Hope they haven't bitten off more than they can chew. Seems like everytime they turn around they are buying something. Maybe the deep pockets aren't so deep anymore. Just sayin.

Posted 09 March 2013 - 06:18 PM

All due respect to [redacted] and others.

At the risk of being dragged over the coals by ya'll, I'll offer the classic excuse used by manufacturers, in general, regarding customer complaints of this sort. FAIK

**Manufacturer typically says, We can't send out a truck [trucks] to gather up bikes that have reported [or suspected] issues. If we did that for one or two bikes, we would be called upon to do it for every suspected BCM, electric connector, or light bulb.**

Arguably, the above statement is "!" or not.

**IMHO.....**Indian mc is once again hampered by having a dealer/service structure that at best can only be said to be in it's infancy. It's no small issue for Indian. A surprise to me is---This time around, Indian is under ownership of veteran, motor vehicle, professionals who one might think would have worked the dealer/service puzzle out before hand. Just how IMC, Spirit Lake, treats issue in the coming 1 to 2 years will be important. And, don't even get me started on SL design engineering, production line, and manufacturing process Quality CONTROL issues.

I will always try my best to defend The Grand Old Marque as well as I am able, even if I stand alone in stink'n puter biker chat room. 🙄

[redacted]  
[redacted]  
It ain't rocket science. It's motorcycle surgery.



Edit: BTW. The cost [including overhead] just to get a worker off his butt and go pick up a pencil (not to mention go drive the truck) is something that most US manufacturers dread.....xpecially in todays economy.

Edited by [redacted] 09 March 2013 - 06:42 PM.

Posted 09 March 2013 - 06:27 PM

even if they did have to replace a thousand or so bcm's, cost wouldnt be a drop in the bucket for the polaris bank account.

I could swap out the old bcm with a new one on my darkhorse in 30 min or less.

Posted 09 March 2013 - 06:35 PM

I AM NOW  
THINKING  
THE SAME.  
THIS HAS  
GONE ON TOO LONG.

At this point (if it had been me this would have happened long ago) PI will talk to your legal counsel ONLY, I in turn would be sending articles in to every bike magazine, paper & forums time would allow.

I would accept FULL repayment of said motorcycle, PAIN & SUFFERING, MENTAL DISTRESS & compensation for travel to & from dealerships & NOTHING LESS.

That scoot would never again bless my garage with it's presence, I think I mentioned this or close a month or two previous.

Posted 09 March 2013 - 07:12 PM

I strongly agree.

thanks

Posted 09 March 2013 - 07:18 PM

woops

I didn't mean to go back to this thread

lol

Posted 09 March 2013 - 11:55 PM

To add to my previous RANT, right now TONIGHT I would have that scoot @ the bar that P.I. is unveiling the new mill with a nice long detailed message on it about his dealings with PI.

Also & I am offering to pick up his scoot from NODAK & deliver it to STURGIS & park it as close to the INDIAN trailer as humanly possible every day of the event, every night it would be put on a trailer (because the " !@#\$\$ " won't run) and taken to every one of the large bars within a 50 mile radius & talk as much " !@#\$\$ " as humanly possible.

I truly hope this [redacted] taken care of to [redacted] satisfaction before Sturgis, But my offer stands...

Edited by [redacted], 09 March 2013 - 11:58 PM.

Posted 10 March 2013 - 12:13 AM

I bet them Polaris boyz are really looking forward to irip. If they even show up that is.

Posted 10 March 2013 - 01:02 AM

[redacted] on 09 Mar 2013 - 18:13, said:

I bet them Polaris boyz are really looking forward to irip. If they even show up that is.

Naw them polaris guys are too durn busy to notice ~ besides there may be a new floorboard, fender or dog collar to announce there at Branson.

Posted 10 March 2013 - 04:53 PM

THE BIKER  
NETWORK IS  
STRONG +  
LOYAL.

██████████, said:

To add to my previous RANT, right now TONIGHT I would have that scoot @ the bar that P.I. is unveiling the new mill with a nice long detailed message on it about his dealings with PI.

Also & I am offering to pick up his scoot from NODAK & deliver it to STURGIS & park it as close to the INDIAN trailer as humanly possible every day of the event, every night it would be put on a trailer (because the "I@#\$\$" won't run) and taken to every one of the large bars within a 50 mile radius & talk as much "I@#\$" as humanly possible.

I truly hope this hasbin taken care of to ██████████ satisfaction before Sturgis, But my offer stands...

██████████

You are one rebellious, activist, pot-stirring "I@#! I love it and you're on. If I don't have this bike back by then, I can think of no greater way to stir "I@#\$\$", maybe we can help re-ignite the war and find some of the biggest scariest Hell's Angels to stand as security detail for our little display, all on H-Ds of course.

What really sucks is that I was there this year. Parked right next to the trailer. I let countless people take pics and sit on it when asked. I later found people were sitting on it on their own thinking it was brought by Polaris; had to leave a "please do not sit on, privately owned" sign on my seat!

██████████

## Time For A Class Action Lawsuit?

Started by [redacted] Mar 08 2013 07:13 AM

Page 3 of 3

Posted 10 March 2013 - 05:05 PM

I'd go after them with guns blazing, and asap.  
somebody, can't remember who it was recently said here about how small of numbers of km and gilroy totals that are out there, in the grand scheme of things compared.  
Polaris is acting like they wanna get away from these km bikes and just focus on their new scoot.

polaris is a big corporation business. the km bikes may be kinda treated like ford did their pinto. made more sense for them to just pay off a few lawsuits than issue a recall on all thier gas tanks, kinda thing.

Posted 10 March 2013 - 06:00 PM

[redacted] on 10 Mar 2013 - 11:53, said:

I can think of no greater way to stir " !@#\$\$ " maybe we can help re-ignite the war and find some of the biggest scariest Hell's Angels to stand as security detail for our little display, all on H-Ds of course.

And don't forget to have an extensive write-up on a flier for anyone to take. (Especially the press.)

Similar to this situation. A few months ago I was talking with a guy who used to work on Polaris snow mobiles. I'm not sure if he was the owner of the dealership or just worked for one. But, he said Polaris was never forthcoming on technical issues and he cited one example where Polaris recommended replacing a whole (very expensive) part when all that was needed was replacing a \$5 relay. Sorry I can't remember the details but the gist of the discussion was that Polaris HQ did not seem honest with their dealings on this one circumstance.

Now that is one persons story and my brother hasn't had any issues with his Victory or servicing.

Edited by [redacted] 10 March 2013 - 06:10 PM.

INTERESTING,  
A CORPORATE  
INTEGRITY  
ISSUE?

Page 3 of 3

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#) →

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)



## How Do You Boyz Feel Now

Started by [redacted] Mar 09 2013 06:42 PM

PI support

Page 1 of 2

Posted 09 March 2013 - 06:42 PM

With the recent events that PI has done or NOT DONE about our friend [redacted] problem,

How do you feel about the future support of the KM Chiefs ??

With all due respect to our distinguished dealer in N.C. I wouldn't feel too confident that I would be able to purchase a decal much less a much needed part...

Your thoughts, comments???

Posted 09 March 2013 - 06:55 PM

Anything to get away from the same old story [sad or happy] is appreciated.

off subject: Hey btw. Isn't the new motor unveiling due today too.

[redacted]  
cheers

Posted 09 March 2013 - 07:01 PM

The strength of the Brand is remarkable imo.

<http://www.youtube.com/watch?v=ZtzqItOP5Oo#!> ([http://www.youtube.com/watch?feature=player\\_embedded&v=ZtzqItOP5Oo#!](http://www.youtube.com/watch?feature=player_embedded&v=ZtzqItOP5Oo#!))

Posted 09 March 2013 - 07:09 PM

I think the [redacted] bailed just in time !! 🙄

Some more of the same old, same ole !! 🙄

I can relate to how the KM owners feel !! 🙄

A new chapter in the history of INDIAN !! 🌐

I am still a die hard INDIAN enthusiast !! 🌐



Posted 09 March 2013 - 07:20 PM

on 09 Mar 2013 - 12:42, said:

With the recent events that PI has done or NOT DONE about our friend [redacted] problem,

How do you feel about the future support of the KM Chiefs ??

With all due respect to our distinguished dealer in N.C. I wouldn't feel too confident that I would be able to purchase a decal much less a much needed part...

Your thoughts, comments???

your also right about not being able to purchase a decal. at least a tank decal, anyways. you could from km, but polaris won't sell you a decal for the bombers or the darkhorse, not sure about others, as I haven't checked.

I wanted a spare set for my darkhorse so when I deleted the dummy cap, I could repaint it. Polaris said "no, we won't sell one to you", so my painter said "!!@#" those guys", and made a stencil set copied right from the tank. he did a stellar job. hand painted it so now its not even a decal.

if anybody needs the darkhorse style logo painted on their tank, in any colors you choose. contact me and we'll get the tank to him. he is extremely reasonable on price. same guy that painted mochiefs chief.

Posted 09 March 2013 - 07:20 PM

"I am still a die hard INDIAN enthusiast !"

me too!

Edited by [redacted] 09 March 2013 - 07:22 PM.

Posted 09 March 2013 - 08:19 PM

All these bike companies think alike. Harley won't even give you paint codes on some of their models

Posted 09 March 2013 - 08:21 PM

I'm hoping to see a pic or something about the new engine tomorrow. What we see could be a strong signal regarding the direction Polaris will take the company.

Posted 09 March 2013 - 09:16 PM

I love my KM but this deal with [redacted] makes me sick. I have no intention of selling my KM but I a, honestly worried about part availability.

Posted 09 March 2013 - 09:46 PM

Okay when the new engine is out and they get themselves so lull time, that should be the time to assail the gates. I believe the folks in the Mothership are over taxed and in high gear to make this announce happen. Since I have two of these things I plan to contact them as well but as of last night I believe they have every intent on making sure the KM bikes will be supported. I have no intention of getting rid of either.

Posted 09 March 2013 - 10:09 PM

I believe we should stay united and express a forum voice to get support for our KM brothers...directly from the mothership.

At this point, it seems IMCOA gilroy parts are reasonable to get hold of. IMO.

Posted 09 March 2013 - 10:35 PM

Boy , an ta think we Gilroy riders got f#@#\$\$#@ , HOW CAN THEY DO THAT TO A MAN IN UNIFORM!!!!!!!!!!!!!!!!!!!!!!



THAT'S ME, STILL SERVING !!

Posted 09 March 2013 - 10:37 PM

on 09 Mar 2013 - 16:09, said:

I believe we should stay united and express a forum voice to get support for our KM brothers...directly from the mothership.

At this point, it seems IMCOA gilroy parts are reasonable to get hold of. IMO.

Well yes, it would be nice to hear something from Polaris regarding support for the KM bikes. There's a potential that supporting the KM's would cost them far more than it's worth.. However if Polaris were to show some integrity regarding our support many would be MORE inclined to buy Polaris/Indian bikes in the future.

Posted 09 March 2013 - 11:15 PM

on 09 Mar 2013 - 12:55, said:

Anything to get away from the same old story [sad or happy] is appreciated.

off subject: Hey btw. Isn't the new motor unveiling due today too.

cheers

The unveil is supposed to be today between 9-10pm EST in Daytona and will be on their facebook page.

Posted 09 March 2013 - 11:24 PM



Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)



## How Do You Boyz Feel Now

Started by [redacted] Mar 09 2013 06:42 PM

PI support,

Page 2 of 2

Posted 10 March 2013 - 12:21 AM



?customer service?

If this is how current customers are dealt with, what hope do potential future customers really have?

2009 to 2013 Chiefs are the same bike ~ quality control was not consistent ~ fix this mess PI.

Plain and simple 8 months in the shop with no progress is un-f'ing-acceptable.

It's not just [redacted] Bomber ~ there are others with the same problem.

Redesign and bulletproof the BCM, announce a recall or offer it in a Stage2 upgrade "I@#\$" do something!

Posted 10 March 2013 - 12:22 AM



[redacted] on 09 Mar 2013 - 18:02, said:

Who is listening to [redacted]?

Hello, Helloo??

[redacted] not here.... [redacted] not here.

Posted 10 March 2013 - 12:24 AM



Branson IIRP isn't too far away .... I thought I heard that they were going to be there ... I'm sure [redacted] has some rope and a step ladder .... LMAO

Posted 10 March 2013 - 12:32 AM



[redacted] on 09 Mar 2013 - 15:46, said:

Okay when the new engine is out and they get themselves so lull time, that should be the time to assail the gates.

I believe the folks in the Mothership are over taxed and in high gear to make this announce happen.

Since I have two of these things I plan to contact them as well but as of last night I believe they have every intent on making sure the KM bikes will be supported.

I have no intention of getting rid of either.

Guess I missed a revelation, [redacted]

What happened last night that improved your outlook for support from 'the mother ship'?

The folks in the Mothership been invading your dreams lately? 🙄

Greetings Earthling...



Posted 10 March 2013 - 12:34 AM

Just a phone call trying to get this issue moving. Nothing to report, just hopes at the moment.

Posted 10 March 2013 - 12:34 AM

on 09 Mar 2013 - 18:24, said:

Branson IIRP isn't too far away .... I thought I heard that they were going to be there ... I'm sure [redacted] has some rope and a step ladder .... LMAO

THAT DID NOT HAPPEN

That gives 'em 2 months to make right with [redacted] .clocks a-tickin' 🙄

STURGIS IS

NOW 2 MONTHS AWAY, WILL MARK ONE YEAR.

Posted 10 March 2013 - 12:44 AM

<http://soundbible.com/m-Son-Talk.html> (<http://soundbible.com/1278-Random-Son-Talk.html>)

Hey [redacted] ....how do u feel now.



Posted 10 March 2013 - 07:39 AM

said:

Just a thought. Could but should not be that since [redacted] had this work done on his engine they are hesitant to get involved. Maybe if he would of just took it to a dealer still stock and tell them to keep it to you get it right. Maybe he just ain't got hold of the right person yet? I know it it was mine I would load it up and I would be on my way to Mark Moses. And if he can not correct it I would tell him to send it to the factory. I know when you dealing with big corporations and if you have a problem you got to go thru the correct procedures to get something done. I don't like it but thats the way it is, time consurning and " !@#\$\$ I would be telling my story on these motorcycle forums. And find out what kind of legal action I can take if necessary. I don't think it is going to come to that. If there is a problem the mother company ought to jump right on it thats a feather in there hat. I know they inherited issues when they took on Indian so they got to deal with it now. You got to go about it in a business like manner. I know it is easy to say that cause we are not in his shoes. But it is a Indian! If PI don't get Indian back to #1 it is going to bite them in the " !@#\$\$ "

KEY POINT  
→

Good point about engine work. At first, Polaris tried to hint to the boys at NODAK that maybe these problems were due

to performance upgrades and would not be so with stock parts. NODAK pointed out that they have seen completely stock bikes with the same problems and even offered to put it back in a stock configuration at which point Polaris realized they were heading up a dead end. With the recent discovery that at least two other dealers have seen these same problems and that they have been seen on 2012's and 2013's, this is a completely hollow argument.

As far as engine work, [REDACTED] has not been able to finish this project due to the BCM problem. I also wonder how close to being cooked my brand new starter is from helping Polaris troubleshoot this "1@#". I have yet to have the pleasure of thumbing the starter switch on this P.O.S. since it's installation!

[REDACTED]

Posted 10 March 2013 - 12:36 PM

[REDACTED] your history now that the new motor's out. We will just have to leave you on the side of the road. See you later, Buddy.

Posted 10 March 2013 - 02:31 PM

Yeah, how they handle [REDACTED] will go a very long way in how I feel about Polaris. Like I have posted, not all Victories have been trouble free & the ones that do have issues get service like [REDACTED] is getting. I dunno, maybe that's how they do it in the snowmobile ATV world... However, Stock's Harley Davidson in Manitowoc also carries the Royal Enfield & Victory & they are pretty nervous about the whole lack of parts for Victory as well. Say what you like about HD, but due to the HUGE aftermarket for their bikes, it forced them to realize people with these types of bikes like to do stuff to them if they aren't fixing them, so parts are needed. Whether it is an HD stamped part, a drag specialties doo dad, Kuryakyn....whatever dealerships are full of parts.

No matter how nice the bike looks & even if it is very dependable, they won't be able to make 100% of their bikes issue free. So if too many have issues & end up getting worked over like [REDACTED] is, it will stop Polaris in their tracks.

Posted 10 March 2013 - 05:22 PM

[REDACTED] on 09 Mar 2013 - 18:24, said:

Branson IIRP isn't too far away .... I thought I heard that they were going to be there ... I'm sure [REDACTED] has some rope and a step ladder .... LMAO

And a big tip!... 

Posted 10 March 2013 - 06:19 PM

As I stated recently and in the past, ad-nausea, solving another dealer/service puzzle is just as important as production line QC.

The Parent company was around when I was born [or close to it] and probly will be after we are all gone. With decades of success i have greater confidence for Indian now than, with the previous two owners.

On the other hand:

To know that at least one Bomber, is being used as Field Service fodder ain't gonna improve my own 2015 to 2016, brand new Indian, timeline.

[REDACTED]

Posted 10 March 2013 - 07:07 PM

Back to [REDACTED] original question ...

With the recent events that PI has done or NOT DONE about our friend [REDACTED] problem, how do you feel about the future support of the KM Chief's??

With all due respect to our distinguished dealer in N.C. I wouldn't feel too confident that I would be able to purchase a decal much less a much needed part...

Your thoughts, comments???

First, even if I could afford one, I'd be very hesitant to buy a new Indian unless the dealer was within reasonable distance and knew what the '!'@# they were doing. Fuzzy is across the Sound, and that's just within reason for me. Second, the new mill looks great, and the animation was very impressive, but I lack the confidence to buy a first production run 111 - I don't care how stellar the Polaris R & D track record is. Third, and most importantly, there's [REDACTED] experience to consider. I'm sure that most of the owners of new Polaris Indian's are satisfied, but it only takes an experience like [REDACTED] to cause concern. As my Dad would say "Once is a lot, if it happens to you."

I'm sure that if I tallied up all the accessories and out of pocket repair orders, and all the time The Iron Beast spent in the shop the first couple of years, I'd have enough to buy a new Indian ... but then I'd be back at one, two and three above.

Page 2 of 2

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#) →

[Indian Motorcycle Community](#) → [Motorcycles](#) → [PowerPlus 105 Chiefs \(09 - 13\)](#)

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)



Bittersweet...

Started by [REDACTED] Mar 10 2013 03:25 PM

Page 1 of 3



Posted 10 March 2013 03:25 PM

I got up today and had my coffee and have been reflecting.

I find that this is a very bittersweet occasion.

You guys that know me personally, or have been around the forum or the IIRA since the beginning, know that I have been an Indian guy forever.

I bleed Indian red.

I have supported the factory through thick and thin.

I have been an apologist for them, and made excuses for Gilroy, King's Mountain and Polaris.

I was on good terms with Gilroy, and with [REDACTED] when everyone hated him.

I am friends with [REDACTED] and most of the crew at KM.

No one...NO ONE...has been a bigger cheerleader for the marque than me.

**I absolutely freaking LOVE Indian motorcycles of every year, shape and form.**

There is so much *right* going on with the brand right now:

-the brand is owned by a big, well capitalized company, the likes of which has not happened since Indian was owned by DuPont.

-the corporate parent seems set on putting Indian where it deserves to be, at the top of the motorcycle food chain.

-the new company's apparent reverence for the history of the marque show that they seem to "get" the Indian relevance and relationship to motorcycles.

-the looks of the new engine, and the detail, research and engineering that went into it, not to mention it's very obvious visual ties to one of the most revered motorcycle engines in history, is nothing short of awe inspiring.

I should be overjoyed, and giggling to myself about all the above.

*I should be.*

I should be thrilled that Polaris gets it, design wise.

*I should be.*

I should be ecstatic that Indian's name is on the lips of the entire motorcycle world this week.

*I should be.*

I should be chortling that Indian is raining all over Harley's 110th anniversary, and just debuted an engine that is an inch larger than any of the CVO engines. (Ya think that 111 was an accident?)

*I should be.*

Don't get me wrong, there *is* that, to a significant degree...but...

There are some things that are irritating the "!" out of me, and are making this historic occasion a lot less wonderful than it ought to be.

And they are not just irritating me, they are worrying me, with regard to how the company intends to deal with the Indian community.

First, [redacted] is a friend of mine. We usually talk on the phone a couple of times a week, while we are commuting to and from work. The way he has been treated is in no way, shape or form 'O.K.'

If what I'm hearing is, in fact, true, and there are multiple bikes that have this issue, then corporate needs to step up to the plate and make it right.

I understand they may not be responsible for the design error, or the vendor problem that created this issue, but they bought the company. Taking care of the small number of affected customers is, frankly, peanuts for Polaris, compared to cost the ill will might generate.

The only thing I can figure (Note: this is pure speculation on my part) is that corporate legal is telling them to stonewall, because if they admit to it, and someone gets killed as a result of the bike going dead in a bad spot, it could cost them millions. In fact, almost nothing else makes sense.

Next, are two intertwined issues. Maldev has been doing the calendar since the Gilroy days. The Indian Legacy name (and logo) is trademarked, and copyrighted. An individual who shall remain nameless (because, like [redacted] his name should not be spoken) has co-opted that name (without permission, without paying royalties, nothing.) and is using it in another venue.

This issue has been discussed with Indian several times, and Maldev was told to hold off on making a new calendar until the legal issues surrounding this individual were resolved.

So, there has been no new calendar in two years, and subsequently there have been no donations to the charity that we have, in the past, supported, providing funds to un-adoptable and special needs kids. ( BOOO! BOOO!)

Maldev has a legal right to the Indian Legacy name, and has every right to sue the individual involved...but the funds would come out of his pocket. This means, that to defend the name, and continue the calendar, we have to come up with money to pay for legal expenses...which was considered, just on general principles, but it would run into tens of thousands of dollars that would never be recovered.

We suspect the individual in question figured this, and that is why he did it.

In the meantime, there is no calendar, and the charity receives no donations from us. Awesome.

Additionally, In spite of the fact that this person has been a major thorn in the side of the IP owners for the past 8 years, Indian has, apparently, elected to do nothing and, in fact, has now allowed one of this person's businesses to be designated as an official supplier of Gilroy parts. ?!

Anyway, all the above issues are really irritating me.

I am *really* afraid that what it may mean is that while Polaris was interested in our opinions, and would *like* for us to buy their product, they have decided that there are just not that many of us, and it really doesn't matter whether we do or not. We just aren't that important in the grand scheme of things.

Look at the numbers.

When you add all the Indians made in the last 14 years up, it only adds up to less than 15,000 total. Probably closer to 11 or 12 thousand. Harley makes more bikes than that in a week.

They sell hundreds of thousands a year.

That's the market Polaris is gunning for.

Not the measly 10 or so thousand current owners. Not the paltry 5,000 or so who are members here.

That may not be the case.

I certainly *hope* it isn't.

C'mon Polaris. Prove me wrong.

That would make me happier than the new engine. And that's saying something.

TIME FOR  
LEGAL  
DISCLOSURE  
& DISCOVERY.  
NONE OF  
THIS MAKES  
SENSE.

Posted 10 March 2013 - 05:50 PM

<p>There is a cloud that needs clearing for sure.</p>

<p>&nbsp;</p>

<p>Doubt&nbsp;many bought a Chief as a static art form merely to display and admire.</p>

<p>&nbsp;</p>

<p>If nothing is done from the 'mothership'&nbsp;for the 2009/2013 orphans, some will remove the stock fuel pump tanks,&nbsp;EFI & BCM, rewire the bike and add an aftermarket&nbsp;ignition system&nbsp;along with a&nbsp;Mikuni 45 just to be able to ride.</p>

<p>&nbsp;</p>

<p>What good is \$30,000/\$40,000 Indian Chief&nbsp;garage ornament if it wont run dependably?</p>

<p>&nbsp;</p>

<p>The cloud's silver lining is that there is still time to make this right insuring consistent quality with the electric controls for the wiring harness.</p>

<p>&nbsp;</p>

<p>It ain't brain surgery or rocket science.</p>

<p>&nbsp;</p>

<p>I hope the Indian legacy issue is resolved soon as well.</p>

<p>&nbsp;</p>

<p>To deal with the Slithering PI needs to hire some snakes of their own.</p>

<p>&nbsp;</p>

<p>St Patty's day ~ rid Ireland of all snakes</p>

Hate when the editor shits on the post like this!

Edited by [redacted] 10 March 2013 - 05:54 PM.

Posted 10 March 2013 - 05:57 PM

[redacted] on 10 Mar 2013 - 10:25, said:

Next, are two intertwined issues. [redacted] has been doing the calendar since the Gilroy days. The Indian Legacy name (and logo) is trademarked, and copyrighted. An individual who shall remain nameless (because, like [redacted] his name should not be spoken) has co-opted that name (without permission, without paying royalties, nothing.) and is using it in another venue. This issue has been discussed with Indian several times, and [redacted] was told to hold off on making a new calendar until the legal issues surrounding this individual were resolved.

So, there has been no new calendar in two years, and subsequently there have been no donations to the charity that we have, in the past, supported, providing funds to un-adoptable and special needs kids.  
( BOOO! BOOO!)

[redacted] has a legal right to the Indian Legacy name, and has every right to sue the individual involved...but the funds would come out of his pocket. This means, that to defend the name, and continue the calendar, we have to come up with money to pay for legal expenses...which was considered, just on general principles, but it would run into tens of thousands of dollars that would never be recovered.

We suspect the individual in question figured this, and that is why he did it.

So call it an IIRA Calendar. Or something different like "Indian Heritage".

Posted 10 March 2013 - 06:00 PM

Very well written,  
exactly how I see it !!

Thanks for postin this [redacted]

"!@#\$\$%" I'm, er some of use are still dealin with issues on our Gilroy Indians.. Just put fresh forks on the 03 Spirit due to cracked weld on the fender mount about to seperate, minor co\$t in comparison, as to what it could have really cost me had the fender broke loose from the fork while riding..

Still dealin with a problem oil pump on the 03 Chief too..



Posted 10 March 2013 - 06:01 PM

**on 10 Mar 2013 - 12:57. said:**

So call it an IIRA Calendar. Or something different like "Indian Heritage"...

It's been considered. I'll let [redacted] address that.

To me, it sticks in my craw to just walk away from something you own, just because getting it back from the person who ganked it costs too much...that just plain sucks.



Posted 10 March 2013 - 07:16 PM

what about naming it this?

"If polaris Indian isnt going to take care of its current Motorcycle customers ([redacted] for example), then they suck big fat " !@#\$\$ " "

that might be a little long though

Posted 10 March 2013 - 07:17 PM

**on 10 Mar 2013 - 10:25. said:**

Next, are two intertwined issues. [redacted] has been doing the calendar since the Gilroy days. The Indian Legacy name (and logo) is trademarked, and copyrighted. An individual who shall remain nameless (because, like [redacted] his name should not be spoken) has co-opted that name (without permission, without paying royalties, nothing.) and is using it in another venue.

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We suspect the individual in question figured this, and that is why he did it.

I wouldn't be too worried about 'him.' Ever since he was FIRED from the company that he used to say he owned, he's been on a very 'streamlined budget.' And now that there is no market for the engines he makes out scrap Gilroy parts he won't be playing what he used to call the "sport of kings."

Posted 10 March 2013 - 07:23 PM

**on 10 Mar 2013 - 14:16. said:**

what about naming it this?

"If polaris Indian isnt going to take care of its current Motorcycle customers ([redacted] for example), then they suck big fat " !@#\$\$ " !"

that might be a little long though

This post made me laugh out loud.

**[REDACTED]** on 10 Mar 2013 - 14:17. said:

I wouldn't be too worried about 'him.' Ever since he was FIRED from the company that he used to say he owned, he's been on a very 'streamlined budget.' And now that there is no market for the engines he makes out scrap Gilroy parts he won't be playing what he used to call the "sport of kings."

And this one gave me a grin and some truly delicious schadenfreude. "Sport of kings", my "I@#"

Thank you both, gentlemen.

I really needed that.

Posted 10 March 2013 - 07:59 PM

Humbly. Over the past 10 years I've invested [waisted?] a considerable amount of my time in motorcycle chat rooms. OK...The Grand Old Marque is a special case and I enjoy this stuff.

Not to mention peoples'careers and the money involved. Hey, bottom line---It's a !@#\$ motorcycle [hate to break the news to ya'll] ☹️. Maybe, we should get over ourselves.

It doesn't seem to make a difference cause, now, every time I see the name **[REDACTED]** [not to mention BOMBER™] I don't feel so good inside me.



Posted 10 March 2013 - 08:24 PM

**Maybe they have taken the stance that they are starting @ and only in14. Do not know if they are responsible for any other than the ones they manufacture with their engineering, parts, and manufacturing????**

Posted 10 March 2013 - 08:28 PM

There will always be the Brand name and product association. That will always exist.



Posted 10 March 2013 - 09:13 PM

so then why not DITCH the name!

is the word "legacy" really all that important at this point? 2 years?  
I know it really really bites if you've copyrighted it and everything, but sometimes the legal system sucks!  
and I really like [REDACTED] I'm new and don't share the same experience some you have with him.  
but if its gonna take thousands through the legal system to get a calander with our cool-!@# Indians made because of a  
dispute over a name like "legacy", then why not drop it and choose something new?  
To me, its not letting someone else win, its saying " !@#\$\$" !!! I'm not even gonna acknowledge you and give you the  
pleasure!"  
I think I've bought all or most of past legacy calanders, and I want a new one. I really like the way maldev does the photo  
shoots in them. second to nobody, imo

Maldev

Posted 10 March 2013 - 09:42 PM

[REDACTED] on 10 Mar 2013 - 16:13, said:

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I appreciate the thoughts but the rock started tumbling downhill a while ago. Changing the name has a little to do with  
this but there are other factors behind why Polaris asked me to hold until they settled some issues. Indian Legacy was  
the Official Calendar of Indian Motorcycle. The name helped carry the spirit of all versions of Indian Motorcycles and  
not just Springfields. The money, time and effort spent into creating that brand, the logo, artwork and legal work is not  
something to simply wash away. No one affiliated with the production ever took a dime from the calendars. Did we  
make money? Yes. And it went towards publishing costs the following year. Photography, models, grips, layout, prep  
work...everything done to help out this charity was done as a charity on this end as well.

The start up came from local IIRA members that risked splitting the costs of the original publication to help out a small  
children's charity. This was an idea that Lumpy and I came up with to affect small change in a local charity through the  
family of Indian riders globally.

The legal issues Polaris are addressing only in part have something to do with the name. Any new name would have to  
go back through the same legal gauntlet and costs.

The main issue with Polaris is that they have not put a person in charge of working with people outside the company.  
With Gilroy, with KM, we could get people on the phone when a billing issue happened or creative decisions needed to  
be made. This is not true with Polaris. We have been attempting to have them move forward on this project, including  
clearing their past due account, in order to service our charity and move forward with next year's calendar. We have  
been met with promises, then excuses and finally a lack of follow through. Plain and simple. I know they've been  
concentrating on the engineering side of the work flow but they cannot neglect the other side that includes the  
community built here and with every rider they expect to sell a motorcycle to.

Posted 10 March 2013 - 10:19 PM

If anyone on this forum has a positive story to tell, regarding customer service by the new owner's of Indian Motorcycle  
now would be a good time to post it.

My suspicion is.....The mothership perceives itself to be just too taken up with the issues of new product introduction. It  
can only be a very exciting time for SL and people at HQ.

Regardless of forum banter I hope that IMSL succeeds with the new model(s). Likewise, I hope that one day the  
mothership corporation will be publicly listed under one name. That name will be IMUSA. How's that for forum banter.

↑  
HAVE NEVER  
SEEN ONE.

[REDACTED]

cheers

Posted 10 March 2013 - 10:25 PM

I got ya beat, Doc; ONLY cause I'm a little older. LOL  
Seriously, I wonder what the price tag is for the 2 years of concept-design-build-testing work? It's gotta be huge.  
Oh Happy Days!

Posted 10 March 2013 - 11:47 PM

on 10 Mar 2013 - 16:42, said:

We have been attempting to have them move forward on this project, including clearing their past due account, in order to service our charity and move forward with next year's calendar. We have been met with promises, then excuses and finally a lack of follow through.

Interesting. Seems there's a pallet of parts mentioned in another thread with the same problem of payment.

Posted 11 March 2013 - 12:16 AM

They have been really focused on the roll out of the engine and hopefully will get to these issues soon. I am happy they did such a great job on the engine, that was job number one! I truly hope they will get to these other issues soon. I know they are thinking about them. Yeah I hear you, actions speak louder than words. Well we have proof they listen to many of us in the design of the new engine. If you remember the engine designs they sent to us to review, the top vote getter from us looks almost exactly like a gross between the bottle cap (external push rods) and the Springfield engine. If you kept copies of it, it was engine #2. PS don't publish it if you want further involvement. ☺

Posted 11 March 2013 - 12:19 AM

on 10 Mar 2013 - 10:25, said:

I got up today and had my coffee and have been reflecting.

I find that this is a very bittersweet occasion.

You guys that know me personally, or have been around the forum or the IIRA since the beginning, know that I have been an Indian guy forever.

I bleed Indian red.

I have supported the factory through thick and thin.

I have been an apologist for them, and made excuses for Gilroy, King's Mountain and Polaris.

I was on good terms with Gilroy, and with [redacted] when everyone hated him.

I am friends with [redacted] and most of the crew at KM.

No one...NO ONE...has been a bigger cheerleader for the marque than me.

**I absolutely freaking LOVE Indian motorcycles of every year, shape and form.**

There is so much *right* going on with the brand right now:

-the brand is owned by a big, well capitalized company, the likes of which has not happened since Indian was owned by DuPont.

-the corporate parent seems set on putting Indian where it deserves to be, at the top of the motorcycle food chain.

-the new company's apparent reverence for the history of the marque show that they seem to "get" the Indian relevance and relationship to motorcycles.

-the looks of the new engine, and the detail, research and engineering that went into it, not to mention it's very obvious visual ties to one of the most revered motorcycle engines in history, is nothing short of awe inspiring.

I should be overjoyed, and giggling to myself about all the above.  
I *should* be.

I should be thrilled that Polaris gets it, design wise.  
I *should* be.

I should be ecstatic that Indian's name is on the lips of the entire motorcycle world this week.  
I *should* be.

I should be chortling that Indian is raining all over Harley's 110th anniversary, and just debuted an engine that is an inch larger than any of the CVO engines. (Ya think that 111 was an accident?)  
I *should* be.

Don't get me wrong, there *is* that, to a significant degree...**but...**

There are some things that are irritating the "I@#%" out of me, and are making this historic occasion a lot less wonderful than it ought to be.

And they are not just irritating me, they are worrying me, with regard to how the company intends to deal with the Indian community.

First, [REDACTED] is a friend of mine. We usually talk on the phone a couple of times a week, while we are commuting to and from work. The way he has been treated is in no way, shape or form 'O.K.'

If what I'm hearing is, in fact, true, and there are multiple bikes that have this issue, then corporate needs to step up to the plate and make it right.

I understand they may not be responsible for the design error, or the vendor problem that created this issue, but they bought the company. Taking care of the small number of affected customers is, frankly, peanuts for Polaris, compared to cost the ill will might generate.

The only thing I can figure (Note: this is pure speculation on my part) is that corporate legal is telling them to stonewall, because if they admit to it, and someone gets killed as a result of the bike going dead in a bad spot, it could cost them millions. In fact, almost nothing else makes sense.

Next, are two intertwined issues. [REDACTED] has been doing the calendar since the Gilroy days. The Indian Legacy name (and logo) is trademarked, and copyrighted. An individual who shall remain nameless (because, like [REDACTED] his name should not be spoken) has co-opted that name (without permission, without paying royalties, nothing.) and is using it in another venue.

This issue has been discussed with Indian several times, and Maldev was told to hold off on making a new calendar until the legal issues surrounding this individual were resolved.

So, there has been no new calendar in two years, and subsequently there have been no donations to the charity that we have, in the past, supported, providing funds to un-adoptable and special needs kids.  
( BOOO! BOOO!)

[REDACTED] has a legal right to the Indian Legacy name, and has every right to sue the individual involved...but the funds would come out of his pocket. This means; that to defend the name, and continue the calendar, we have to come up with money to pay for legal expenses...which was considered, just on general principles, but it would run into tens of thousands of dollars that would never be recovered.

We suspect the individual in question figured this, and that is why he did it.

In the meantime, there is no calendar, and the charity receives no donations from us. Awesome.

Additionally, In spite of the fact that this person has been a major thorn in the side of the IP owners for the past 8 years, Indian has, apparently, elected to do nothing and, in fact, has now allowed one of this person's businesses to be designated as an official supplier of Gilroy parts. " I@#%\$ "

Anyway, all the above issues are really irritating me.

I am *really* afraid that what it may mean is that while Polaris was interested in our opinions, and would *like* for us to buy their product, they have decided that there are just not that many of us, and it really doesn't matter whether we do or not, We just aren't that important in the grand scheme of things.

Look at the numbers.

When you add all the Indians made in the last 14 years up, it only adds up to less than 15,000 total. Probably closer to 11 or 12 thousand. Harley makes more bikes than that in a week.

They sell hundreds of thousands a year.

That's the market Polaris is gunning for.

Not the measly 10 or so thousand current owners. Not the paltry 5,000 or so who are members here.

That may not be the case.

I certainly *hope* it isn't.

C'mon Polaris. Prove me wrong.

That would make me happier than the new engine. And that's saying something.

NEGATIVELY, to much negatively ..... I come when you say it isn't negative. Maybe CK is right sometimes.

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)



## Bittersweet...

Started by [redacted] Mar 10 2013 03:25 PM

Page 2 of 3

Posted 11 March 2013 - 12:59 AM

[redacted] on 10 Mar 2013 - 19:19, said:

Maybe CK is right sometimes.


So is a broken clock. Twice a day, in fact.



Posted 11 March 2013 - 01:05 AM

Maldev

[redacted] on 10 Mar 2013 - 19:16, said:

They have been really focused on the roll out of the engine and hopefully will get to these issues soon. I am happy they did such a great job on the engine, that was job number one! I truly hope they will get to these other issues soon. I know they are thinking about them. Yeah I hear you, actions speak louder than words. Well we have proof they listen to many of us in the design of the new engine. If you remember the engine designs they sent to us to review, the top vote getter from us looks almost exactly like a gross between the bottle cap (external push rods) and the Springfield engine. If you kept copies of it, it was engine #2. PS don't publish it if you want further involvement. 

This would be great if they were a start up with overlapping divisions and a small core of employees. They're not. They can accomplish multiple goals at once through their divisions.

Posted 11 March 2013 - 01:06 AM

Right. I might look but, not post. Anyway, the "chosen look" represents Indian Motorcycle to most people on this good Earth. imho

For me PwrPlus Bottlecaps are the best looking along with knuckle heads. PwrPlus100 is somewhat derivative to knuckle head. They all evolved from the original American Indian V-Twin Motor®.

cheers

Maldev

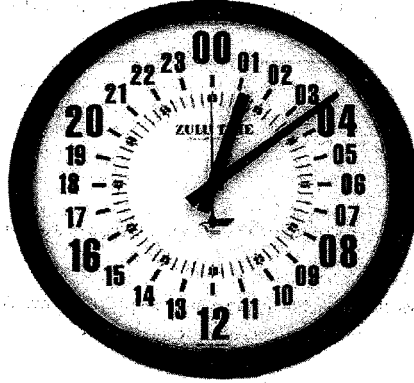
Posted 11 March 2013 - 01:06 AM

██████████ on 10 Mar 2013 - 19:59, said:

So is a broken clock. Twice a day, in fact.



Sometimes not even that.



Posted 11 March 2013 - 01:48 AM

With all due respect.

True that, they do have multiple divisions and can accomplish many tasks at the same time all done correctly. Yet, they don't appear to be responding to us the way I would like them to.

With many decades of great success in motor vehicle manufacturing perhaps, they know something we don't know about.

Posted 11 March 2013 - 03:22 AM

██████████ thanks for the update regarding the calendars. I've been wondering whatever happened to that.

Posted 11 March 2013 - 04:21 AM

██████████ on 10 Mar 2013 - 20:05, said:

This would be great if they were a start up with overlapping divisions and a small core of employees. They're not. They can accomplish multiple goals at once through their divisions.

Exactly ... would have been sort of understandable, to a point, from Gilroy or KM ... here, not so much

Posted 11 March 2013 - 05:34 AM

Hmm ....

Posted 11 March 2013 - 05:11 PM

██████████ on 10 Mar 2013 - 20:48, said:

With all due respect.

True that, they do have multiple divisions and can accomplish many tasks at the same time all done correctly. Yet, they don't appear to be responding to us the way I would like them to.

With many decades of great success in motor vehicle manufacturing perhaps, they know something we don't know about.

We aren't debating motor vehicle manufacturing. We are talking publicity, public relations and marketing. With all due respect, given my 4 decades in and around those fields, my opinion is that they are stuffing this up within their core base. If you think otherwise, give ██████████ and the others with machines waiting on Polaris' help a call.

Posted 11 March 2013 - 05:20 PM

██████████ on 10 Mar 2013 - 22:22, said:

██████████ thanks for the update regarding the calendars. I've been wondering whatever happened to that.

No problem. I put this in another thread but it bears repeating.

If people who miss the calendars have a second, drop Polaris an email to let them know. Tell them you'd like to see the Indian Legacy calendar produced again and benefiting our charity, Rupert's Kids.

Thanks.

Posted 11 March 2013 - 05:40 PM

██████████ on 10 Mar 2013 - 16:42, said:

I appreciate the thoughts but the rock started tumbling downhill a while ago. Changing the name has a little to do with this but there are other factors behind why Polaris asked me to hold until they settled some issues. Indian Legacy was the Official Calendar of Indian Motorcycle. The name helped carry the spirit of all versions of Indian Motorcycles and not just Springfields. The money, time and effort spent into creating that brand, the logo, artwork and legal work is not something to simply wash away. No one affiliated with the production ever took a dime from the calendars. Did we make money? Yes. And it went towards publishing costs the following year. Photography, models, grips, layout, prep work...everything done to help out this charity was done as a charity on this end as well.

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but if your waiting on polaris, wouldnt what ██████████ pointed out in his first post tell you how far and fast thats probably gonna go?

Posted 11 March 2013 - 05:47 PM

Interesting opinion from you. You might be correct. Sure ain't gonna take issue with a founding administrator. Thanks, for allowing me to express another side.

cheers

Posted 11 March 2013 - 06:21 PM

██████████ on 11 Mar 2013 - 12:40, said:

but if your waiting on polaris, wouldnt what dr m pointed out in his first post tell you how far and fast thats probably gonna go?

Not sure what you mean by that. I have to wait on Polaris because of the trademarks on their motorcycles being in the calendar. That has nothing to do with the name at all or anything other than becoming a properly licensed and endorsed product.

Posted 11 March 2013 - 06:27 PM

██████████ on 11 Mar 2013 - 12:47, said:

Interesting opinion from you. You might be correct. Sure ain't gonna take issue with a founding administrator. Thanks, for allowing me to express another side.

██████████  
cheers

It has nothing to do with being an admin on this forum. You are always free to debate with me as you would any other member on the forum. My perspective on Polaris comes from outside this forum have worked with records labels, launched networks, launched internet sites, mobile media sites, launched major motion pictures and tv shows globally. I know Polaris has hired an advertising agency and has sought marketing people over the past year. However, imho, there are other steps they should have taken and followed through with that would have generated a core groundswell of support for them. Simply not addressing issues is a common business practice but not one in which a brand that has survived on faith, heart and emotional connection will suffer for long.

Posted 11 March 2013 - 06:37 PM

██████████ on 11 Mar 2013 - 13:21, said:

Not sure what you mean by that. I have to wait on Polaris because of the trademarks on their motorcycles being in the calendar. That has nothing to do with the name at all or anything other than becoming a properly licensed and endorsed product.

now I'm a little more clear then.

so its not using the name "Indian Legacy" to make a calander that has anything to do with john white, its all Polaris that is the hang-up.

I was under the wrong impression from ██████████ first post.

Edited by ██████████ 11 March 2013 - 06:40 PM.

Posted 11 March 2013 - 06:55 PM

██████████ on 10 Mar 2013 - 10:25, said:

Anyway, all the above issues are really irritating me.

I am *really* afraid that what it may mean is that while Polaris was interested in our opinions, and would *like* for us to buy their product, they have decided that there are just not that many of us, and it really doesn't matter whether we do or not. We just aren't that important in the grand scheme of things.

Look at the numbers.

When you add all the Indians made in the last 14 years up, it only adds up to less than 15,000 total. Probably closer to 11 or 12 thousand. Harley makes more bikes than that in a week. They sell hundreds of thousands a year. That's the market Polaris is gunning for. Not the measly 10 or so thousand current owners. Not the paltry 5,000 or so who are members here. That may not be the case.

I am not fit for tatting here but want to say to a point I disagree with you on this.

As you recall, last year Polaris did not have a rep here at IRIP (A-hem...scuse me - I meant IMROIP...)

Quite a few people were up in arms over it and I most certainly was not. I used much of the same reasoning you gave above. In the grand scheme of things we really aren't that big, truthfully. You are giving numbers of 1,000s and we literally serve 100s here at the IRIP. That is a lot for a company to bite off and support and I never expected them to.

Then there was the issue of approval. I cannot tell you how out of my head I was becoming a couple of months back trying to simply get a yes or no answer on the use of the name and our design. Quite literally something as simple as that was a event killer. Finally, with the help of [REDACTED] we received confirmation with some changes and were allowed to move forward.

Since then, they have went WAY overboard in my opinion to support the IRIP. More so than the previous 8 years put together. Quite frankly, I am humbled they are working so hard to make IRIP 10 the best time ever. We have calls coming in from all over the US from people who are seeing about it on their website and facebook page.

I believe they are finally coming around to making things right. In this regards they are doing everything they can to help and I give a tip of the hat to them.

With regards to the calendar and [REDACTED] bike - again, I share your exact sentiments. Both are very poor customer relations and I am making no excuse for them. Additionally, I will be the first person to ask them directly about this when they come here. I am not going to engage in gotcha journalism but I do want to let them know that the hardcore enthusiasts that set the very foundation they hope to build upon exist right here and this group should come first - always.

Posted 11 March 2013 - 07:13 PM

As I said before, there is no one who has been as big a cheerleader for them than me.

Have they done some really good stuff?

Absolutely.

Have they dropped the ball on others?

Absolutely.

Their corporate culture is far different than the previous incarnations of Indian, and that is going to take some getting used to.

Hopefully we, the Indian community as a whole (not just the segment on this website), can have an effect on that.

Polaris *needs* to develop a human face for the marque.

[REDACTED] as nice as he may be, isn't it, to me.

As cheesy and annoying to some of us, the whole [REDACTED] thing for Harley, it puts a human touch to the company.

Posted 11 March 2013 - 07:20 PM

I made all these points when everybody was having a jissfest when Polaris bought Indian. It is a large corporation. It will not and can not be run like KM or Gilroy or anyother small company. In a corporate world, you can't just DO something. It has to discussed, debated, approved, disapproved, re-evaluated, changed, modified, a cost analysis

done, etc., and maybe something will happen. This is how it is gonna be. They do not give a flying f@# about us. They barely know who we are. We don't mean diddly squat n their business plan. They will fail or succeed in spite of how we feel, what we want, how they treat us etc.. They KNOW this. We should know it too. But alas, some of you will get your wish. There will be more Indians, cheaper Indians. Probably higher quality Indians. Big corps do stupid f@#." Their decision to even talk to the outfit in the northwest is proof of that. It will get worse. Dealers like Mark Moses are going to be your only source for help. Unfortunately, for every Mark Moses, you have 10 dealers that aren't worth a f@#." Sorry if negative, but collectively we aren't a spec of fly f@#" on the ceiling of Polaris' corporate board room. Individually, we are less a f@#" of the fly that left the spec on the ceiling.

Posted 11 March 2013 - 07:24 PM

on 11 Mar 2013 - 14:20, said:

Individually, we are less a f@#" of the fly that left the spec on the ceiling.

you made me spit coffee. ☹

Posted 11 March 2013 - 07:37 PM

Agreed!

imho Now, Indian answers to the board of directors who answer to the investors. IMUSA is becoming a big league company in our time and before our eyes. I'm thankful for that.

cheers

Indian Motorcycle Community - Motorcycles - PowerPlus 105 Chiefs (09 - 13)



### Bittersweet...

Started by [redacted] Mar 10 2013 03:25 PM

Page 3 of 3

Posted 11 March 2013 - 08:10 PM



I nominate [redacted] for the face of Indian Motorcycle Company. Just kidding. Or, maybe not.

[redacted]  
<smile>

Posted 11 March 2013 - 09:46 PM



[redacted] on 11 Mar 2013 - 13:37, said:

now I'm a little more clear then.  
so its not using the name "Indian Legacy" to make a calander that has anything to do with john white, its all Polaris that is the hang-up.

I was under the wrong impression from [redacted] first post.

It is both. Polaris asked for a hold until their legal team decided what to do about the name. If we changed the name, we would have to go about checking copyrights and trademarks and redesigning eveything all over again.

Posted 11 March 2013 - 10:26 PM



A task...request:

We need a Thunder Stroke 111 section now...file it under the 'engines section'.

Posted 11 March 2013 - 11:44 PM



111 Muffintop

Posted 11 March 2013 - 11:47 PM



[redacted] on 11 Mar 2013 - 16:46, said:

It is both. Polaris asked for a hold until their legal team decided what to do about the name. If we changed the name, we would have to go about checking copyrights and trademarks and redesigning eveything all over again.

OK. This bitter sweet thread is a little clearer to me too. thanks





Posted 11 March 2013 - 11:49 PM

Does that mean if you are a muff diver, you have to buy one of the muffintop motors

Page 3 of 3

[Back to PowerPlus 105 Chiefs \(09 - 13\) - Next Unread Topic](#)

[Indian Motorcycle Community](#) - [Motorcycles](#) - [PowerPlus 105 Chiefs \(09 - 13\)](#)

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

## An Answer By Friday?

Started by [REDACTED] Mar 20 2013 04:08 AM

Page 1 of 5

Posted 20 March 2013 - 04:08 AM

Talked to NODAK today and we MAY have a break in the case. Apparently, every time they talked to Polaris for the last several months they were getting the stiff one from some henchman/bouncer/door guard named [REDACTED] (Are you the Gate Keeper? I am the Key Master). They have finally broke through to a real live engineer named Bob who promised an answer and possibly a suggested fix by this Friday. Things COULD be looking up.....

Of course one has to wonder why such road blocks were placed on getting to the people with the real answers but I am trying to stay positive.

Posted 20 March 2013 - 04:17 AM

I really hope you get some resolution Immediately. This needs to be resolved and makes Polaris look absolutely terrible in the process.

Posted 20 March 2013 - 09:48 AM

I was just going to ask you about this. Been awful quiet about it. If this don't produce any results you know where it needs to go— Mark Moses.

Posted 20 March 2013 - 10:39 AM

Interesting.

A real engineer....Bob. I hope he can create some true progress for you but, .....thanks for keeping us posted.

cheers

Posted 20 March 2013 - 11:18 AM

This is being solved and the Mothership is very much involved. The solution will take place.

Posted 20 March 2013 - 11:29 AM

I am wondering if anyone is going to bring up this kind of customer service at the Q&A at IRIP? NOT in an antagonistic kind of way (like anyone here would do that) but if your cheapest model is going to reflect a premium price, everything

should be conducted at a premium level. If Indian is going to be a different company then they should not follow the same pattern Victory established. JMHO.

Ride safe,  
[REDACTED]

[REDACTED] Posted 20 March 2013 - 12:58 PM

*If your bike was painted the rare red and black I think they would have help alot faster. Good luck in the coming days. But when we ride at Branson,take the o3, would you?*

[REDACTED] Posted 20 March 2013 - 01:14 PM

[REDACTED] I truly hope things do get resolved.....most of the time I run into the door guards it is either some inflated ego or realm of importance that makes them think they are the most knowledgeable.....and the other times it is because the person does not want to be "taught" that they dont yet know everything...so they refuse to elevate it as they think it makes them look weak. To the contrary, we know their current actions are showing their true faults.

Hope you are not getting more of the CBPO/Personnel Section "We got you covered and will call you this week!" routine only to find out next month that you now have orders to Siberia instead of Sarasota Florida because of their " !@# " up. LOL

[REDACTED] Posted 20 March 2013 - 01:29 PM

[REDACTED] on 20 Mar 2013 - 07:58, said:

*But when we ride at Branson,take the o3, would you?*

OH MY! I NEVER imaged a PP100 Chief being the more reliable bike in someone's stable.

Ride safe,  
[REDACTED]

[REDACTED] Posted 20 March 2013 - 01:47 PM

[REDACTED] on 20 Mar 2013 - 08:14, said:

Hope you are not getting more of the CBPO/Personnel Section "We got you covered and will call you this week!" routine only to find out next month that you now have orders to Siberia instead of Sarasota Florida because of their " !@# " up. LOL

So that's what happened!! I had orders to Mather AFB (Sacramento, now long closed) when I was up for reassignment at Camp New Amsterdam back in 84. One day the Chief calls me in and says, "I've got some bad news... your orders were red-lined. You're not going to California any more... your new orders are for Laughlin AFB..... in Del Rio, Texas. I'm sorry son....."

I knew I never should have broke the heart of that red-haired gal in Outbound Assignments!!!! ..... " !@# \$ " .....

Back on topic - Best of luck Colonel.

[REDACTED] Posted 20 March 2013 - 04:36 PM

██████████, said:

So that's what happened!! I had orders to Mather AFB (Sacramento, now long closed) when I was up for reassignment at Camp New Amsterdam back in 84. One day the Chief calls me in and says, "I've got some bad news... your orders were red-lined. You're not going to California any more... your new orders are for Laughlin AFB..... in Del Rio, Texas. I'm sorry son....."

I knew I never should have broke the heart of that red-haired gal in Outbound Assignments!!!! ..... " !@# \$" .....

Back on topic - Best of luck Colonel.

I would imagine that there are a few dark-haired Latinas in Del Rio; could have been far worse. Perhaps Thule, Greenland or Adak, Alaska, probably no gals at all!

██████████

Posted 20 March 2013 - 05:12 PM

NOW, I GIVE  
IT 1 IN 10  
BY STURGIS.

██████████, said:

If your bike was painted the rare red and black I think they would have help alot faster. Good luck in the coming days. But when we ride at Branson, take the 03, would you?

Probably will be the 03 by default. I give it one chance in three of having the Bomber back in time for Branson.

██████████

Posted 20 March 2013 - 05:21 PM

When you live right, like you do, you will have both bikes there.

Posted 20 March 2013 - 05:44 PM

Feel for you ██████████...got to say it was nice going in garage the other day and starting up the SILVER and riding her for over 100 miles without a hitch....I already have more confidence than I did with my 02. That does not help you much but I hope you get this resolved....and can either regain some confidence in the bike or move to another. Good luck.

Posted 20 March 2013 - 07:25 PM

Glad to hear that things seem to be going better.

Failing that however...

Parking just off the property line and setting up an a-frame sign that reads "Don't buy an Indian, here especially" has always worked for me. You'll be surprised how fast the sales and service managers come out to see you.

Posted 20 March 2013 - 07:35 PM

Over all, sounds like good news. 🍀

██████████

Posted 20 March 2013 - 08:15 PM

Vector in and break the sound barrier over the factory just to get their attention.

Maybe they finally saw *that* thread of yours, [REDACTED]

Edited by [REDACTED] 20 March 2013 - 08:16 PM.

[REDACTED] Posted 20 March 2013 - 08:20 PM

Best of luck...

[REDACTED] Posted 21 March 2013 - 02:17 AM

Red Hot, "I@#S"... Silver, "I@#S", ya gotta hand it to [REDACTED]... he's got a way with names.

[REDACTED] Posted 21 March 2013 - 02:18 AM

It's always a good sign when you get help from an engineer with a palindrome for a name.

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)



### An Answer By Friday?

Started by [redacted] Mar 20 2013 04:08 AM

Page 2 of 5

Posted 21 March 2013 - 04:48 PM



Flack catcher Brandon may have been over worked to the point of exhaustion and had to call in support.

What a way to do business!

Tick Tock...

Posted 23 March 2013 - 02:46 AM



[redacted] today is Friday. Any answer yet?

Posted 23 March 2013 - 03:53 AM



No luck. Latest is that another bike was discovered with the same problem somewhere in Texas. Short term fix is that they are coming up with a kill switch for when the starter fails to disengage but the BCM fix may be a while 🙄



Posted 23 March 2013 - 03:54 AM



[redacted] on 22 Mar 2013 - 22:53, said:

No luck. Latest is that another bike was discovered with the same problem somewhere in Texas. Short term fix is that they are coming up with a kill switch for when the starter fails to disengage but the BCM fix may be a while 🙄



Tell them to bring the parts to Sturgis, The scoot will be front-N-centre

Posted 23 March 2013 - 03:57 AM



[redacted] on 22 Mar 2013 - 22:53, said:

No luck. Latest is that another bike was discovered with the same problem somewhere in Texas. Short term fix is that they are coming up with a kill switch for when the starter fails to disengage but the BCM fix may be a while 🙄



Well ... that stinks but a work around is better than nothing and it sounds like you have their attention now and they are working on it. Lets see how the work around goes and how long until they get a fix to take care of your issue once and for all.

Posted 23 March 2013 - 03:38 AM

██████████ on 22 Mar 2013 - 22:54, said:

Tell them to bring the parts to Sturgis, The scoot will be front-N-centre

With a whiteboard detailing what you have gone though

Posted 23 March 2013 - 04:00 AM

██████████ on 22 Mar 2013 - 22:57, said:

Well ... that stinks but a work around is better than nothing and it sounds like you have their attention now and they are working on it. Lets see how the work around goes and how long until they get a fix to take care of your issue once and for all.

Work around you say, I'm thinkin more like a REACH-A-ROUND....

Posted 23 March 2013 - 04:13 AM

yeow

Posted 23 March 2013 - 04:27 AM

██████████ on 22 Mar 2013 - 23:00, said:

Work around you say, I'm thinkin more like a REACH-A-ROUND....

Hey, I am just hoping ██████████ can ride his bike. If a temp fix keeps him on the road until they have a final good for ██████████

Posted 23 March 2013 - 10:53 AM

See if they will give you a Gilroy Indian for it. The best Indian out there. I would say a new one but????????????????????

Posted 23 March 2013 - 12:39 PM

██████████ on 22 Mar 2013 - 22:53, said:

No luck. Latest is that another bike was discovered with the same problem somewhere in Texas. Short term fix is that they are coming up with a kill switch for when the starter fails to disengage but the BCM fix may be a while ☹

Hmmm Texas you say. That kinda narrows it down. 🍷 🍷

Posted 23 March 2013 - 01:16 PM

This has been their record up to this point from 99-12. Major hurdle they have to overcome is support .Short self life does not make for a solid support system. This is the kind of baggage, stank, reputation they have to over come Them not being part of the previous models make it hard for them to know "I@#\$" went on up to this point?

I am VVVEERRRRYYY cautious, but very optimistic on new Indian.

Want another option for a USA made scooter, and bling does not make my scooter run well. I have had some service problems with HD, but nothing like the reincarnated second coming of the brand. Really would like a Premium experience(normal consumer experience)!!!

Posted 23 March 2013 - 02:01 PM

why wouldnt they just replace the entire electrical assembly.....there are KM bikes that have had no issues so obviously it is not problematic for everyone.

Posted 23 March 2013 - 03:27 PM

██████████ said:

why wouldnt they just replace the entire electrical assembly.....there are KM bikes that have had no issues so obviously it is not problematic for everyone.

That is exactly what I have been thinking!

Posted 23 March 2013 - 03:29 PM

At least they are involved...good start..

Posted 23 March 2013 - 04:39 PM

faik. From my humble day when dad took me into his factory.

Problem caught at incoming inspection = relative low cost to the company

Problem caught on production line = higher cost to company

Problem caught at final production test = even higher cost

Problem found while at customer = The greatest expense, of all, to the company. I'm jus say'n

Posted 23 March 2013 - 05:27 PM

This really makes me wonder how long anything for KM styled bikes will be around, including support? All the issues, I just have a feeling once the 2014 is out at Sturgis, Polaris will begin it's move away from anything made before that or at least before they built any of the bikes.

Posted 23 March 2013 - 08:46 PM

they have to support the bikes a certain number of years after final production...so the clock starts this year and counts down....just like any other brand or model....isnt it 10 years or something like that?

After that period it is all on small businesses or aftermarket setups to do it for us....always has been once the parts run out.

Posted 23 March 2013 - 08:56 PM

██████████, on 23 Mar 2013 - 15:46, said:

they have to support the bikes a certain number of years after final production...so the clock starts this year and counts down....just like any other brand or model....isnt it 10 years or something like that?

After that period it is all on small businesses or aftermarket setups to do it for us....always has been once the parts run out.

Certain mount of years.....The same as Gilroy did??????KM is out of business also. Now for the SL bike they may keep parts around for them. What about 200 of them?

Posted 23 March 2013 - 09:15 PM

#### Parts and Support

Bet they'd like to hand that can of worms off to the 'lowest bidder'...

The Factory sold those bikes.

Maybe it's all up to the most righteous dealers to continue support.

The factory has a pretty good FlackCatcher dept. to string you along.

Somehow I don't envision '09/13 Chief parts hoarded up in some warehouse waiting for orders.

Indian Motorcycle Community » Motorcycles » PowerPlus 105 Chiefs (09 - 13)



## An Answer By Friday?

Started by [Redacted] Mar 20 2013 04:08 AM

Page 3 of 5

Posted 23 March 2013 - 09:35 PM



I am sorry for your troubles and hope you get it fixed, but I would not hold my breath for Polaris to pick up the ball. We Gilroys got is hard and dry when they folded.NO SUPPORT from Kings mountain. I expect you will get the same from Polaris. Of all the bike problems encountered, I feel electricals are the worst. Only took about 12 years to get all the kinks out of my Chief. hang in there.Keep after them.

Posted 23 March 2013 - 09:35 PM



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Certain mount of years.....The same as Gilroy did???????KM is out of business also. Now for the SL bike they may keep parts around for them. What about 200 of them?

"!@#\$\$" spanky Bud.They didn't do jackal for the Gilroys after KM took over. Thank God for the good folks on this forum in sorting out the issues.



. said:

I am sorry for your troubles and hope you get it fixed, but I would not hold my breath for Polaris to pick up the ball. We Gilroys got is hard and dry when they folded.NO SUPPORT from Kings mountain. I expect you will get the same from Polaris. Of all the bike problems encountered, I feel electricals are the worst. Only took about 12 years to get all the kinks out of my Chief. hang in there.Keep after them.

Posted 23 March 2013 - 10:21 PM

Thanks [Redacted] I am optimistic at this point. Since I threatened legal action things seem like they are finally moving along for us. I say us because if we can figure out what is wrong with mine, we will be able to get all the rest sorted out as well. I would like nothing more than to come on here with glowing praise and support for the Company IF Polaris makes this right. Obviously, as an Indian Guy I am pumped for what is going on with the new stuff and I want these guys to succeed. That being said however, it will still be a while before there are tons of new Indians on the road. I have been an ambassador for the mark for well over a decade now. I am the guy who tells the wife that I'm taking the bike to get a gallon of milk and she says "See you in two hours!" because she knows that I will stop and talk Indian all day long. We are the best FREE ADVERTISING that these guys could ever dream of having because, despite all of our trials and tribulations, most of us would never be caught dead on anything else. Why then has this been so hard? Take care of us so we will gladly sing the praises of what is going on at Indian. How nice will it be when you get the usual "I didn't now they were making Indians again" to point them in the right direction and not feel like you have to cover up for Corporate in order to save the Brand?

Posted 23 March 2013 - 10:57 PM

on 23 Mar 2013 - 16:35, said:

"!@#\$\$" spanky Bud. They didn't do jackal for the Gilroys after KM took over.  
Thank God for the good folks on this forum in sorting out the issues.

first off the last Gilroy bike was 2003.....and they went out of business. 10 years...if that was the time period I remember would have been up this year.....it does not require new owners that buy after a shut down to spool up manufacturing for parts that are already obsolete. They did make the parts they could get available as did a couple dealerships such as Charlotte who has a quite nice collection of new and used Gilroy parts....

KM had all the parts.....and that bike is discontinued as well.....not sure Spirit Lake manufactured much for those bikes but rather used existing stock to build enough bikes to keep things running until they could put out their own design in full.

However long it is .....when two companies go out of business and a new company takes over and relocates and builds a new bike.....cant expect undying support. We got more from KM than we ever did from Gilroy...FACT!!!!

I hope that Polaris goes all in on the new bike....and that this is the corner turn for Indian on their rise back to glory. We shall see...

.....hoping things go your way. You have been through "!@#\$\$" with that bike....for "!@#\$\$" sure.

Posted 24 March 2013 - 03:49 AM

on 23 Mar 2013 - 15:46, said:

they have to support the bikes a certain number of years after final production....so the clock starts this year and counts down....just like any other brand or model....isnt it 10 years or something like that?

After that period it is all on small businesses or aftermarket setups to do it for us....always has been once the parts run out.

You need to do a "fact check" I am told that not enough of them were produced to fall into the program you speak of, that & the law states "motor vehicle" it could be argued that these are "motorcycles"

Time will tell...

Edited by 24 March 2013 - 03:50 AM.

Posted 24 March 2013 - 09:31 AM

"Motor vehicles manufactured in the United States must have replacement parts manufactured and available for the **FULL WARRANTY PERIOD OF THE VEHICLE**"

Since the bikes made/sold in 2013 will all have two years warranty, then they will **have** to have parts available for the 2009-2013 model years until **2015**.

Apparently, the law used to state 7 years, then it was raised to 10, and then with deregulation in the 80's it was done away with altogether, except for the above requirement.

If the warranty was a **year**, then after the last truckbike/car/snowmobile/whatever was sold, then a **year** later, if it breaks...you are on your own, son. The manufacturer is under no obligation to you whatsoever.

Posted 24 March 2013 - 12:02 PM

Thx for that clarification, I had meant to get some of my legal students to research this. This is very helpful and explains the confusion many of us have. It has always been my thinking that the KM bikes will be the hardest to maintain over time. There are a lot of vendors for the Springfield and Gilroy bike because of their volume. May change my thinking about keeping two of them in the garage. Most liking one will be switched with a Spirit Lake, again thx for this info.

Posted 24 March 2013 - 12:49 PM

Wouldn't the KM bike be coming to the end? If Polaris bought them in April of 2011. The two years is almost up. Polaris will keep going until 2015.

Posted 24 March 2013 - 12:51 PM

If I had a KM bike and if something was wrong I wouldn't wait to get a letter in to them. Just saying.

Posted 24 March 2013 - 01:01 PM

Seems like this is like asking GM to help with a Oldsmobile, or a Pontiac??

**[REDACTED]**, on 23 Mar 2013 - 17:21, said:

Thanks **[REDACTED]**. I am optimistic at this point. Since I threatened legal action things seem like they are finally moving along for us. I say us because if we can figure out what is wrong with mine, we will be able to get all the rest sorted out as well. I would like nothing more than to come on here with glowing praise and support for the Company IF Polaris makes this right. Obviously, as an Indian Guy I am pumped for what is going on with the new stuff and I want these guys to succeed. That being said however, it will still be a while before there are tons of new Indians on the road. I have been an ambassador for the mark for well over a decade now. I am the guy who tells the wife that I'm taking the bike to get a gallon of milk and she says "See you in two hours!" because she knows that I will stop and talk Indian all day long. We are the best FREE ADVERTISING that these guys could ever dream of having because, despite all of our trials and tribulations, most of us would never be caught dead on anything else. Why then has this been so hard? Take care of us so we will gladly sing the praises of what is going on at Indian. How nice will it be when you get the usual "I didn't now they were making Indians again" to point them in the right direction and not feel like you have to cover up for Corporate in order to save the Brand?

**[REDACTED]**  
2 hours for a gallon of milk, cutting it kinda short, takes me 4 hours just to go get gas!!! feel for ya buddy an hope al works out for ya. ya know some folks around here can say what they like about the gilroys, but al things considered after 14 years, an about 12000 bikes. not to mention about 5000 members on this site, we manage to keep these things on the road with no support from anyone other than each other, kodos to **[REDACTED]** as far as the km bikes, well you can have your EFI, ill stick to the good old carb, that i can deal with, an as far a parts an repairs well like i said theres



Posted 24 March 2013 - 07:31 PM

Hope you guys are right.

Posted 24 March 2013 - 07:53 PM

on 24 Mar 2013 - 04:31 said:

Motor vehicles manufactured in the United States must have replacement parts manufactured and available for the FULL WARRANTY PERIOD OF THE VEHICLE

Since the bikes made/sold in 2013 will all have two years warranty, then they will have to have parts available for the 2009-2013 model years until 2015.

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If the warranty was a year, then after the last truck/bike/car/snowmobile/whatever was sold, then a year later, if it breaks...you are on your own, son. The manufacturer is under no obligation to you whatsoever.

How long do you think the LEGAL definition of "motor vehicle" & "motorcycle" can get hung-up in the court system?

Posted 24 March 2013 - 09:54 PM

Long enough for the attorneys to make enough money from the argument before they move on.

Posted 24 March 2013 - 11:53 PM

on 23 Mar 2013 - 22:49, said:

You need to do a "fact check" I am told that not enough of them were produced to fall into the program you speak of, that & the law states "motor vehicle" it could be argued that these are "motorcycles"

Time will tell...

like I said....I thought I read something about it but was not sure. Either way...company goes out of business or never gets going full speed before being bought out....no promises on anything at that point.

Posted 25 March 2013 - 02:23 AM

on 24 Mar 2013 - 16:54, said:

Long enough for the attorneys to make enough money from the argument before they move on.

Really, you think this argument has not happened in a US court room sometime in the 100 plus years that motor vehicles have been around? Polaris has broken some new ground in their acquisition of Indian Motorcycle company?

And I guess every time someone buys/sells stock of any company that means the company has gone out of business ...

Posted 25 March 2013 - 03:23 AM

, said:

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██████ oh this argument has been made many many times. It will also be made many times in the future. What people fail to understand is the attorneys are the ones making all the money. The attorneys just have to convince their client the fight is worth fighting and they are off to the races. It's a big money game. The attorneys can keep challenging the definition of "motor vehicle" and "motorcycle" and once a judge is convinced of the attorney's definition, case law has been established. The only way to get the dog back in the yard is via the court of appeals. Guess who profits from that? The attorneys. Round and round....

Posted 25 March 2013 - 12:29 PM

██████ on 24 Mar 2013 - 21:23, said:

Really, you think this argument has not happened in a US court room sometime in the 100 plus years that motor vehicles have been around? Polaris has broken some new ground in their acquisition of Indian Motorcycle company?

And I guess every time someone buys/sells stock of any company that means the company has gone out of business ...

Just to get this straight... cuz apparently I don't understand going out of business.... let's talk about me owning a hot dog stand..call it ██████ Hot Dog Stand... let's say I'm losing my!@# selling hot dogs.... and luckily I find a buyer for my hot dog stand.... He starts it up with a name that includes hot dog stand... let's say ██████ Hot Dog Stand.... did I go out of business or not.....

Page 3 of 5

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) - [Next Unread Topic](#) →

[Indian Motorcycle Community](#) → [Motorcycles](#) → [PowerPlus 105 Chiefs \(09 - 13\)](#)

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)



### An Answer By Friday?

Started by [redacted] Mar 20 2013 04:08 AM

Page 4 of 5

Posted 25 March 2013 - 01:57 PM

No you sold your business.

Posted 25 March 2013 - 02:36 PM

I would think [redacted] is out of business and [redacted] came up with a new relish and making more money than he can spend....

Posted 25 March 2013 - 02:45 PM

I think [redacted] sold his cart because he wasnt charging enough for the few hotdogs he was making. [redacted] bought it and started charging more and is now the proud owner of a profitable hotdog stand.

P.S. just " !@#%& " with ya [redacted] 🙄🙄🙄

Posted 25 March 2013 - 02:49 PM

depends if you were selling kosher hot dogs or mystery meat hot dogs 🙄

Posted 25 March 2013 - 03:40 PM

Wow.... I sold my business so..... I did not go out of business... what do you have to do to be considered going out of business.... very semantical....

So... let's say [redacted] Hot Dog Stand couldn't find a buyer.... so I quit taking the stand out do to business.... I quit buying hotdogs, buns, and ketchup..... but ..... I didn't go out of business I just stopped doing business.... I think I'm starting to understand.... we will twist the words to whatever best suits our situation.... I can dig it....

Actually I can see that Indian Motorcycles never went out of business....just changed owners...like AMF buying Harley although a little different cuz manufacturing did not change location.... however, to me Kings Mountain or the steve's definitely went out of business.... as they should have....

Edited by [redacted] 25 March 2013 - 03:41 PM.

Posted 25 March 2013 - 04:24 PM

[redacted] on 25 Mar 2013 - 10:40, said:

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I know im gonna regret this but here goes. KM did NOT go out of business they did not have a fire sale and or auction. They sold to polaris and polaris moved them to spirit lake. There is no word twisting here just stating fact.



Posted 25 March 2013 - 04:29 PM

to me....for what it is worth....Going out of business is closing the doors without it selling. Stopping production, sales, manufacturing, etc.

If someone bought the company and using very similar or same name...then I consider that a change of ownership.... I am sure there is more legal crap involved to prove me wrong.

So using my reasoning..->Gilroy...nobody owed anyone anything...that chicken flew the coop when Gilroy shut and padlocked the doors.

KM....they were sold and taken over AS IS by Polaris Industries.....different story in my opinion so they would have whatever liability and expectations of the bikes sold just as if it was still Kings Mountain...especially since the 2013 bikes were nearly identical down to same parts being used and only changes in my mind were ones they had to make for safety or for their company policies...such as the " !@# \$" ugly kickstand. LOL

Posted 25 March 2013 - 06:20 PM

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Maybe Gilroy went out of business at the beginning but once the IP was purchased by Stellican it became a change of ownership....

Maldev

Posted 25 March 2013 - 06:38 PM

Gents,

Let's show some respect to [redacted] by retuning this thread to its proper course; the final fix for his motorcycle. This thread could wind up benefiting future riders that way.

Posted 25 March 2013 - 07:05 PM

[redacted] on 25 Mar 2013 - 13:20, said:

Maybe Gilroy went out of business at the beginning but once the IP was purchased by Stelican it became a change of ownership... some peoples kids just need to get their [redacted] whacked and be put in the corner.....wait til I tell your parents young man!

Posted 27 March 2013 - 11:25 PM

[redacted] any news?

Posted 28 March 2013 - 03:28 AM

Nothing new but NODAK is in touch daily with some of Polaris' best engineers. I am very optimistic that a good fix is in the works.

Posted 28 March 2013 - 04:11 AM

[redacted] on 27 Mar 2013 - 22:28, said:

Nothing new but NODAK is in touch daily with some of Polaris' best engineers. I am very optimistic that a good fix is in the works.

Well, to be honest, they didn't tell which Friday did they.....

Posted 28 March 2013 - 11:39 AM

[redacted] on 27 Mar 2013 - 23:11, said:

Well, to be honest, they didn't tell which Friday did they.....

HAHAHAHA. [redacted] is awake and with a sense of humor. Must be good meds.

Posted 28 March 2013 - 02:06 PM

We put a man on the moon, surely we can fix [redacted] bike

Posted 28 March 2013 - 03:58 PM

once again...why not pull the entire harness and BCM.....send it to Polaris while a new one is installed on [redacted] bike so he can be riding? That or have them cover his bike note and insurance for the months he has not been able to ride the bike but paying for it to sit in NODAK.

Posted 28 March 2013 - 06:40 PM

**██████████** on 28 Mar 2013 - 09:06, said:

We put a man on the moon, surely we can fix ██████ bike

Look like PI is dragging there "!" on this. Time to throw a fit start screaming and yelling talk to a lawyer and see where you stand. Lets roll get something done. This is "!" And your right ain't know reason they can't pull the wiring harness, replace the BCM and start over. And if that don't fix it give him a new bike. PI your reputation is on this. If it was mine I would take off work, load it in my trailer and take it to PI and you would here about some fur a flying caused I would be "!" I would lose it. Git "!" it is "!" me off the more I think about it.

Posted 29 March 2013 - 12:42 AM

**██████████** on 28 Mar 2013 - 09:06, said:

We put a man on the moon, surely we can fix ██████ bike

This country is a very different place than it was back then.

Posted 29 March 2013 - 02:00 AM

**██████████** on 28 Mar 2013 - 09:06, said:

We put a man on the moon, surely we can fix ██████ bike

Now our men have to ride up with Russians, just to get outta orbit. Different place to say the least.

Posted 29 March 2013 - 12:21 PM

\* Well, here we are now, a WEEK past the Friday ██████ was supposed to have an answer. Ya know, recently I had my car in the body shop and that shop called EVERY FREEKIN DAY to give me an update. At first I was annoyed 'cuz I was out of town anyway but, you have to admit, they at least told me what they were going to do, called me every day with a status update, and delivered on the day they originally said. Yes, I will do business with them in the future and recommend them to others. The folks in Spirit Lake could use this kind of customer service. \*

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)



### An Answer By Friday?

Started by [Redacted] Mar 20 2013 04:08 AM

Page 5 of 5

Posted 29 March 2013 - 04:39 PM



[Redacted] on 29 Mar 2013 - 07:21, said:

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Especially if they want to even have a prayer of getting some one like me interested to buy new. Not lookin to good so far.

Posted 30 March 2013 - 01:43 AM

Maldev

[Redacted] someone mentioned this and it needs repeating. You have been paying a note on a bike that you cannot ride. [Redacted] had her BMW in the shop for three months while they were trying to track down a problem under warranty. Even though they provided us with a rental car, I went back to them and discussed the fact that I was making payments on an expensive car we couldn't drive. Even though they provided a rental, it wasn't the car we owned nor of the same value. We were also paying insurance on a car we weren't driving. In the end, they picked up the payments for four months of the car and finished the car under warranty. This is what you should go for if you don't start screaming lemon law everytime you contact them.



Posted 30 March 2013 - 03:17 AM



[Redacted] said:

someone mentioned this and it needs repeating. You have been paying a note on a bike that you cannot ride. Mouse had her BMW in the shop for three months while they were trying to track down a problem under warranty. Even though they provided us with a rental car, I went back to them and discussed the fact that I was making payments on an expensive car we couldn't drive. Even though they provided a rental, it wasn't the car we owned nor of the same value. We were also paying insurance on a car we weren't driving. In the end, they picked up the payments for four months of the car and finished the car under warranty. This is what you should go for if you don't start screaming lemon law everytime you contact them.

NO LONGER  
HOPING,  
DEMANDING.

I'm kinda hoping they fix may paint while they're at it!

Posted 05 April 2013 - 02:02 PM



Any updates?



Posted 05 April 2013 - 02:16 PM

Nope, usually I call later in the day to check.

██████████

Posted 05 April 2013 - 03:35 PM

Is it FRIDAY yet ??????

Robert Johnson 10:10 AM

Maldev

Posted 05 April 2013 - 04:27 PM

██████████ on 29 Mar 2013 - 22:17, said:

I'm kinda hoping they fix may paint while they're at it!

Tell them they need to.

Posted 06 April 2013 - 01:38 AM

Yeah ██████████ What is this, the THIRD Friday since they told you that you'd have an answer "Friday"? They just didn't say "which" Friday, right?

THINGS  
GOING

DOWNHILL FAST...

Page 5 of 5

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#) →

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

## The Power Of Social Media

Started by [redacted] Mar 26 2013 09:56 PM

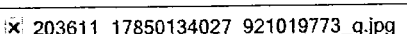
Posted 26 March 2013 - 09:56 PM

From Indian's Facebook page...

It looks like all the Indian Riders who have kept the Brand alive for the past 20 years are being forgotten and left on the side of the Road. I'm glad I have my 2003 and 2009 Chief's with the Power Plus Motor. I just won't be able to ride them as much as I would like to. I worked for Indian Motorcycles Virginia Beach and was the President of VB Chapter of the IRG. What a waste of Tme!

Like (<http://www.facebook.com/indianmotorcycle#>) · 3 hours ago

(<http://www.facebook.com/indianmotorcycle/posts/10151513592194028>)

 (<http://www.facebook.com/indianmotorcycle?ref=stream>)

Indian Motorcycle (<http://www.facebook.com/indianmotorcycle?ref=stream>) Hello [redacted] could you please message us via the message button located under the cover photo? We would like to help you further, but need a bit more information.

I HAVE CHOSEN TO NOT GO PUBLIC ON FACEBOOK, THAT COULD CHANGE.

Posted 26 March 2013 - 10:48 PM

[redacted] on 26 Mar 2013 - 16:56, said:

From Indian's Facebook page...

It looks like all the Indian Riders who have kept the Brand alive for the past 20 years are being forgotten and left on the side of the Road.

Hmmmmmm.. what prompts that statement?

Seriously .. they have been going 100mph to get the new '14 out... I sure getting the '12s and '13s out the door was nothing short of a miracle just to get a sizable qty built off of leftover parts

Posted 26 March 2013 - 11:00 PM

[redacted] on 26 Mar 2013 - 17:48, said:

Hmmmmmm.. what prompts that statement?

Seriously .. they have been going 100mph to get the new '14 out... I sure getting the '12s and '13s out the door was nothing short of a miracle just to get a sizable qty built off of leftover parts

Not sure what prompted it, but its nice to see Indian quickly reach out to see how they can help.

Posted 26 March 2013 - 11:59 PM

They've missed on several other occasions.

██████████ Posted 27 March 2013 - 12:20 AM

"!@#\$\$%" most of us been on are own since 03 alnt hutter new!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

██████████ Posted 27 March 2013 - 12:31 AM

They've bee doing a really good job with their social media efforts, hopefully they'll continue that job with the new bikes!

██████████ Posted 27 March 2013 - 12:04 PM

And ██████████ blog has some good info on it this morning as well irt Indian. And the Indian/HD wars.

██████████ Posted 27 March 2013 - 12:29 PM

We're garlic riders we don't need no stinkn' factory.

██████████ Posted 27 March 2013 - 03:29 PM

I don't get it....

██████████

██████████ Posted 27 March 2013 - 04:02 PM

Hang around long enough and all will become clear grasshopper.

██████████ Posted 27 March 2013 - 04:54 PM

██████████ on 27 Mar 2013 - 10:29, said:

I don't get it....

██████████

I got it quite a few times as a youngster, then I started using "protection"

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#) →

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

## Potential Good News?

Started by [redacted] Apr 12 2013 08:31 AM

Posted 12 April 2013 - 08:31 AM

[redacted]

As of this past Tuesday, April 9, Polaris has been able to "duplicate" the problem with these bikes. Now that they know what the problem is (don't ask, I don't know other than it's BCM related), they are now trying to figure out the best way to go about fixing it. When I asked NODAK whether that would involve software, hardware, or both they were unsure. Whether there will be a recall issued, time frame, or anything else I have no further info at this time but will post as soon as I do.

[redacted]

Posted 12 April 2013 - 10:04 AM

[redacted]

Sell it.

Posted 12 April 2013 - 11:27 AM

[redacted]

That Body Control Module might be putting the starter solenoid on a timer that's set up correctly and operative on most of the 105 Chiefs.

I saw a partial schematic of the wiring harness in the manual that's been posted elsewhere.

Good to hear the crew is making progress.

Skunkworks will get the bugs out.

Posted 12 April 2013 - 12:07 PM

[redacted]

That's good news [redacted] Hope they finally get it resolved.

Posted 12 April 2013 - 01:49 PM

[redacted], said:

That's good news [redacted] Hope they finally get it resolved.

Did you get your bike started?

Posted 12 April 2013 - 02:33 PM

[redacted]

yay, at least there's progress!

Posted 12 April 2013 - 03:12 PM

tell them to not slow down now... ☺

Posted 13 April 2013 - 03:04 AM

How is this good news ? I would be telling an attorney it is time for a buy out. You are a much more patient man than I. That is a lot of money to have tied up in something that might get fixed, at some future date, if they figure out how to fix it. JMHO. I wish you the best through this,,but,,

Posted 13 April 2013 - 12:03 PM

*I hope you have it for Branson.*

Posted 13 April 2013 - 01:40 PM

on 12 Apr 2013 - 08:49, said:

Did you get your bike started?

Hey... now that's a helluva good bob and weave..... ☺

Posted 15 April 2013 - 12:26 PM

on 12 Apr 2013 - 08:49, said:

Did you get your bike started?

No. Battery is supposed to arrive today. We'll see what happens.

Posted 16 April 2013 - 03:28 AM

, said:

No. Battery is supposed to arrive today. We'll see what happens.

Good luck. What did you think about receiving the Medal of Honor last week?

Posted 16 April 2013 - 11:38 AM

on 15 Apr 2013 - 22:28, said:

Good luck. What did you think about receiving the Medal of Honor last week?

Sounds as though he deserved it. IRT my bike, battery arrived but I didn't realize Yuasa batterys came w/o the acid installed. They send it with BUT, install acid, wait one hour, start charging, 5-10 hours, test, keep charging if necessary. " !@#\$\$", I didn't have 12 hours beginning at 7pm last night to start that process. So, come Saturday evening or Sunday morning, we'll see if she starts.

Posted 16 April 2013 - 02:59 PM

**[REDACTED]** on 12 Apr 2013 - 06:27, said:

That Body Control Module might be putting the starter solenoid on a timer that's set up correctly and operative on most of the 105 Chiefs.

I saw a partial schematic of the wiring harness in the manual that's been posted elsewhere.

Good to hear the crew is making progress.

Skunkworks will get the bugs out.

When the smoke finally clears, I believe these 105's will truly rock. But "1@#5%" they've tried our patience.....

Posted 16 April 2013 - 04:00 PM

**[REDACTED]** must have the patience of a saint to still be giving Polaris the benefit of the doubt when he is well beyond the threshold of a lemon law complaint.

Posted 16 April 2013 - 04:30 PM

Not a lawyer. But, I know with patent claim litigation action is best taken in a timely fashion. In other words don't wait a long time to take action.

The Bombers are unique and very cool. I'd probly try to keep The Bomber and ride the cent while getting The Bomber fixed. My commanding Officer might have another opinion though.

Posted 16 April 2013 - 11:22 PM

**[REDACTED]** on 15 Apr 2013 - 22:28, said:

Good luck. What did you think about **[REDACTED]** receiving the Medal of Honor last week?



[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#) →

**I'm Getting A Little Suspect.....**

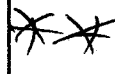
Started by [redacted], Apr 19 2013 07:25 PM

Page 1 of 16

Posted 19 April 2013 - 07:25 PM

Just called Fargo, nothing new to report. Several months ago (after my certified letter threatening legal action), a really nice fellow by the name of Jason from Polaris called me. He said he was my personal advocate, apologized, understood my frustrations, etc. I received one or two additional calls after to check on me (which I appreciated). Just realized today that I have not heard from Jason in a while, hmmm.....

Called Polaris today, on hold for 5 minutes, and wouldn't you know it but Jason is "out of the office" until the end of next week.... Bizarre coincidence? More runaround? Told by their lawyers not to talk to me?



Folks, like you I only get a few weeks of vacation a year. Like most of you, I work hard at two jobs. Like most of you, I have little to no "disposable income". Like most of you, I have to save for the few vacations that I am able to take. Once again, my vacation time and money are headed to Branson. " !@# \$" part is that I had hoped to have a Green Bomber to ride and for all of you to see too. Looks like that is not going to happen and I'd be lying if I said I wasn't disappointed, sad, and !@#\$ off!

I have been trying not to be negative for several weeks now. I have praised the new motor, praised the new adds, and have been (as always) a supporter of and ambassador for all things Indian. To say this whole ordeal is trying my patience would be the understatement of the century.

When I do finally get the call to get my bike, I am still faced with the time and expense of getting myself 1,800 miles round trip to retrieve my scooter. Worse yet, I still have the original paint issues. Polaris, are you listening?

[redacted]

Posted 19 April 2013 - 07:55 PM

I hear you.

The way KM Indian issues were and are handled is a crime. We've all paid some major bucks for these rides, and they really do not live up to the price we paid, and they've not lived up to what any of us should expect from Indian.

Posted 19 April 2013 - 07:55 PM

Sorry to here this.

Posted 19 April 2013 - 07:59 PM

maybe u will get good news next week.

Posted 19 April 2013 - 10:30 PM

Maybe stop being so nice & start the legal process. You've been more then patient & it seems like they are jerking you around.

Yes, Polaris could have said screw all the KM owners when they bought the name, but they didn't. They said we will take on these bikes & their issues, but now when it's time to get something done, they have disappeared.

I honestly believe once the 2014's are out, anything KM related is getting washed from their hands.

This issue you are having mean a "!" of alot more to me then any new engine or fender or bike. This is all about customer service & also being able to have the confidence they know what they are doing with motorcycles. Like I said a while ago, motorcycle are not ATVs or snowmobiles. Polaris is dealing with a much different breed of people now with the bikes & a passion they have never seen with Indian. If they fail at customer service, they are dead in the water.

\* If [redacted] issue doesn't have a happy ending I will not put a dime in Polaris' pocket for one of their motorcycles. \*

Posted 19 April 2013 - 11:01 PM

I worked at Cisco Systems for 12 years. I started out in engineering, went to manufacturing, then back to engineering. I was involved in several acquisitions the company made, here in the states and in europe.

I can tell you that dealing with legacy products SUCKS. Many times the engineers that designed the products took their buy out money and bailed, leaving behind no one who knew the product. When products in the field had problems, no one knew what the "!" to do about it.

Yeah, when we bought the company we signed up to support all the legacy stuff. Some products were more problematic than others - try asking a bunch of digital engineers to fix an analog router sometime... There were times where we "sped up" the product end of life, and told the customer they needed to buy one of the new products (that we understood) simply because it was too much trouble to fix the old ones.

You know, you could try negotiating a sweet trade in deal on a new bike.. just something to think about, because dealing with you is going to cost them more than it's worth.

Posted 19 April 2013 - 11:23 PM

Please, get yourself going with a buy out, in the end you will always wonder why you didn't. Life is too short.

Posted 19 April 2013 - 11:59 PM

[redacted], said:

Please, get yourself going with a buy out, in the end you will always wonder why you didn't. Life is too short.

I think you may be right. I just counted. Giving Snow and the boys a few days to make the trip home from Sturgis, today marks the 249th day of my bike being held in captivity.

Posted 20 April 2013 - 12:28 AM

Yeah seems like they would offer some kind of deal if they can't resolve this issue.

Posted 20 April 2013 - 11:57 PM

Making me appreciate the operational centennial even more, not to mention my trusted mechanic. I love those Indian Bombers even though I've only seen them in photos. Thanks, for keeping us updated [redacted]

Posted 21 April 2013 - 01:16 AM

[Redacted]

*on 19 Apr 2013 - 17:30, said:*

I honestly believe once the 2014's are out, anything KM related is getting washed from their hands.

Not sure they can. I have a '13 which is a 'Polaris' version. Most likely, 99% of what's in that bike is the same as my '09.

If these bugs/issues/defects are in the '12s and '13s, then they have to get fixed. And most likely that part(s) / solution will be available for KMs ( though, at owner cost I would assume)

Posted 21 April 2013 - 01:16 PM

[Redacted]

249 days bike has been down. Sorry to hear that. Contact attorney and put the gloves on. It is way past being nice. Maybe trying demanding a loaner until issues resolved.

Posted 21 April 2013 - 01:18 PM

[Redacted]

Not sure what good a lawyer will do. Part of those 249 days were by choice for the "upgrades" weren't they. A good dealer would have had this resolved by now. Should have sent it to Mark Moses. Just poor service all the way around.

Posted 21 April 2013 - 01:58 PM

[Redacted]

*I think a brand new 2014 is in order—or at the very least a new Thunder-stroke rewired with all the goodies placed into your Bike.*

*If they cant do that to solve your Issues —this Billion dollar co.ain't worth " !@# " They should fly you and your wife to the factory*

*To present it to you and pay for all expenses both ways. Then keep the old crap off your bike for research.*

*Then they could have loyalty bar none from this sites members. The Members on this site could send Indian straight into the toilet*

*if we ain't happy as a group. If Indian execs don't know this they need new Honchos running the program. Usually if you buy and take over a running Co. you are legally libel for that Co. sins of the past. "Junior College Law class 101"*

*" So Polaris fix his " !@# " bike already. or give him a new one "*

Edited by [Redacted] 21 April 2013 - 02:00 PM.

Posted 21 April 2013 - 02:03 PM

[Redacted]

*on 21 Apr 2013 - 08:58, said:*

*I think a brand new 2014 is in order—or at the very least a new Thunder-stroke ... " So Polaris fix his " !@# " bike already. or give him a new one "*

So say we all!

Posted 21 April 2013 - 05:04 PM

[Redacted]

[Redacted] ... take the gloves OFF ... no more saber rattling - take it out of the scabbard.

People do things for one of only two reasons - pleasure or pain. If it's too painful they will stop; if it's pleasurable, even just a little, they will continue. Time to make this experience painful for someone else beside you.

That's my story and I'm stickin' to it.

Edited by [REDACTED] 21 April 2013 - 05:05 PM.

Posted 21 April 2013 - 05:06 PM

[REDACTED]

Negative press always travels faster and farther, bet if you start putting your experience out into the social media, some one will get wind over in investor relations. I would also try contacting investor relations my self to give them a heads up of your plans.

LET'S DO THIS TOO →

Posted 21 April 2013 - 06:36 PM

[REDACTED]

"Will know something by Friday" was a feeble reach around...Time for a kiss to go with the hosin'.

Put [REDACTED] on the case, maybe they'll listen up.



Posted 21 April 2013 - 10:15 PM

[REDACTED]

You've tried playing nice, and that didn't work. You tried being patient, that didn't work either.

Trying the same thing over and over and expecting different results is a sign of ... what?

I believe it's time to try a different tactic.

Posted 22 April 2013 - 12:54 AM

[REDACTED]

call

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)



### I'm Getting A Little Suspect.....

Started by [redacted], Apr 19 2013 07:25 PM

Page 2 of 16

Posted 22 April 2013 - 11:39 AM



[redacted] log on to their facebook page and RAISE " !@# \$" ! 249 days! " !@# \$" And I'll assume you've made payments for that entire time to the bank and the insurance company. So, looks to me like the new Indian owes you BIGTIME for at least a year's worth of dough lost plus enjoyment you could have had riding it. Social media can be their friend AND it could be a PIA so give it a shot.

Posted 22 April 2013 - 02:04 PM



I think you get more flies with sugar than vinegar, but that is just me. Is the bike out of warranty? Was the bike out of warranty when the specific problem with the computer started? Since Polaris doesn't see fit to communicate directly with customers, you need to put pressure on the dealer. I would start with a lawsuit against them, if you are inclined to go the legal route. You hired them to fix your bike, not Polaris.

Edited by [redacted] 23 April 2013 - 02:44 AM.

Posted 22 April 2013 - 03:52 PM

Hey Administrators,

Is it possible to have an online petition that all could sign and forward to Polaris? Perhaps putting the names of their potential buyers in front of them would inspire Polaris to resolve this issue.

Something like, we wont buy from you if this is the way you treat us.

Posted 22 April 2013 - 03:09 PM



[redacted], said:

[redacted] log on to their facebook page and RAISE " !@# \$" 249 days! " !@# \$" And I'll assume you've made payments for that entire time to the bank and the insurance company. So, looks to me like the new Indian owes you BIGTIME for at least a year's worth of dough lost plus enjoyment you could have had riding it. Social media can be their friend AND it could be a PIA so give it a shot.

52,000  
MILES now.

Not to mention that my 2011 automobile just hit 47,000 miles; lost enjoyment big time. A large part of why I bought this thing was to ride the 262 miles round trip to my Reserve job. Many of those miles should have been on two wheels rather than trapped in my cage.



Posted 22 April 2013 - 03:26 PM

[redacted], said:

log on to their facebook page and RAISE " !@# \$" 249 days! " !@# \$" And I'll assume you've made payments for that entire time to the bank and the insurance company. So, looks to me like the new Indian owes you BIGTIME for at least a year's worth of dough lost plus enjoyment you could have had riding it. Social media can be their friend AND it could be a PIA, so give it a shot.

Hey [REDACTED]

I am not currently a big Facebook guy (like you with a wrench, me with a keyboard, not good). If I elect to go down this path (a great idea I must admit), how will I know that my rants will be viewed and not simply covered up or removed by their administrators or attorneys? Is their page or one's own for that matter completely controlled by the entity that owns it or does it float out there in cyberspace for all to post to? I'm thinking one big face shot before they have a chance to block me?

Do they have a Twitter page? That would seem to be good too. Could post daily as to how many days and counting...

Posted 22 April 2013 - 04:36 PM

[REDACTED] on 22 Apr 2013 - 10:26, said:

Hey [REDACTED]

I am not currently a big Facebook guy (like you with a wrench, me with a keyboard, not good). If I elect to go down this path (a great idea I must admit), how will I know that my rants will be viewed and not simply covered up or removed by their administrators or attorneys? Is their page or one's own for that matter completely controlled by the entity that owns it or does it float out there in cyberspace for all to post to? I'm thinking one big face shot before they have a chance to block me?

Do they have a Twitter page? That would seem to be good too. Could post daily as to how many days and counting...

Well, I'm not on facebook so I can't answer your questions with direct answers. I'd touch base with [REDACTED] or others that are on there regularly to see how things are seen and read.

Posted 22 April 2013 - 04:48 PM

Just notify NODAK I will be there the week before Sturgis to pick the scoot up, I will take care of the rest 🍌

Posted 22 April 2013 - 05:50 PM

[REDACTED] on 22 Apr 2013 - 11:48, said:

Just notify NODAK I will be there the week before Sturgis to pick the scoot up, I will take care of the rest 🍌

You going to set it out front of Indians place on lazell st. with a crate full of lemons.

Posted 22 April 2013 - 08:23 PM

Stuff stays in public eye on FB forever, unless it is nudity, provocative, or racial, or threatening.  
Do not be afraid to let those on the fence purchase wise, how big corporations give customer service.

Col.

Posted 22 April 2013 - 08:48 PM

249 days? unacceptable for any business. Curious to know IF Polaris legally assumed any outstanding issue with the KM bikes. Someone stated that Polaris "said" they would address the KM bikes. IF they didn't not legally have terms outlined on the sales you may have to go to KM for financial restitution. That being said, It's time to make a move, I suggest a strongly worded letter to the top executives at Polaris, outline the problem, the dates, what you have been promised and the current status.

Key people

Gregory R. Palen

(Chairman (<http://en.wikipedia.org/wiki/Chairman>))

Scott W. Wine

(CEO ([http://en.wikipedia.org/wiki/Chief\\_executive\\_officer](http://en.wikipedia.org/wiki/Chief_executive_officer)))

Bennett J. Morgan

(President (<http://en.wikipedia.org/wiki/President>) & COO ([http://en.wikipedia.org/wiki/Chief\\_Operations\\_Officer](http://en.wikipedia.org/wiki/Chief_Operations_Officer)))

POLARIS  
KEY PEOPLE →

I would send to Morgan and cc the others. I would offer a solution that would appease you, put a Thunderstroke in the Bomber (pretty cool top have the only one from the factory). fix the problems by 5-30, refund full price, not mention shipping your bike back to you and reimbursement of any funds you have spent to date for transporting the bike etc. You're willing to continue to promote the Indian brand in a positive note, if not you have no alternative but to proceed with legal action and you will inform ALL fellow Indian riders at IRIP. Give them a date to respond (5-1). If you do not get a satisfactory response by then get an obnoxious rat lawyer and file suit for damages plus legal fees.

best of Luck Sir

Posted 22 April 2013 - 09:12 PM

AH-MEN

Posted 22 April 2013 - 09:28 PM

I'm no expert on these things, but I learned a while ago that corporations will ignore you as an individual and a consumer. I recommend getting a "lemon law" attorney. Time's a wasting and a lawyer always gets a response. The couple of people I know who did a lemon law suit both won big and the had the option to keep the vehicle as part of the settlement. These cases can take a long time but it's worth in the end. Nothing against Polaris or anything but they deserve it in this case.

Posted 22 April 2013 - 10:05 PM

Here is their Twitter

<https://twitter.com/indianmotorcycle> (<https://twitter.com/indianmotorcycle>)

Here is their Facebook

<https://www.facebook.com/indianmotorcycle> (<https://www.facebook.com/indianmotorcycle>)

Not sure if this is really the way to get things done, but like many are saying....almost a full year is not the way for them to get it done either.

Like I said, I am hoping for the best, because no way I can support them if they leave someone high & dry.....like some have said, maybe they are going to offer you a brand new 2014 for yours.....however, when I see your signature, I understand your wanting a bomber.....maybe the tank & fenders are interchangeable???? Give you a 2014 & let you put your tank & fenders on it.

Posted 23 April 2013 - 12:25 AM

on 22 Apr 2013 - 12:50, said:

You going to set it out front of Indians place on lazell st. with a crate full of lemons.

That and a "white-board" explaining what has been done (NOTHING) in the last year

Posted 23 April 2013 - 02:24 AM

Send them a registered letter and tell them that you will have it in Sturgis somewhere with a list of what problems you have and what has been done. Make some copies of your problems, the communications you have had with them and give them out to anybody that wants one. If it was stock like the day you bought it they might step up to the plate and do something but I'm thinking that since work has been done on the motor they are leery of it. I think you said you had this problem before anything work was done on the engine but you know how big corporations are. Could be wrong. They are not getting off to a good start. PI I am disappointed in you. ☹️ shame shame on you for treating a customer like this.

Posted 23 April 2013 - 05:51 AM

Park your bike across the street from he Polaris booth and hand out fliers.... OR Polaris can fix your bike. Their choice.

Posted 23 April 2013 - 06:18 AM

This plan is already in the works, by the time Sturgis comes around we should have private security in place (24hr) so we can leave the scoot front & center for the whole Rally (it might need to be moved 4'-5' every few hours if a space opens up) or quite possibly a spot in the HD booth, there are a few pans in the iron at this point.

Posted 23 April 2013 - 12:30 PM

So...since this all has legal ramifications.. in case I missed it.. Since this was a 2010 model, when did you purchase it ( ie, when did your 2 year warranty give up the ghost?) . Was it before or after you handed this off to NODAK?

Posted 23 April 2013 - 01:26 PM

on 23 Apr 2013 - 07:30, said:

So...since this all has legal ramifications.. in case I missed it.. Since this was a 2010 model, when did you purchase it ( ie, when did your 2 year warranty give up the ghost?) . Was it before or after you handed this off to NODAK?

Same question I asked. It is important. Are we asking them to cover something beyond the warranty? Specifically when did the problem with the computer come up? Not when the bike went in for performance mods. I agree that the problem should be fixed, but there is a big difference in demanding that they do something they are not obligated to do and demanding that they do something that is covered by a contract. In the first case, it is good will and there are no legal remedies, in the second case there are. Not a small detail. I have no clue as to the timetable of events. Just being the devils advocate. You can't sue someone for something they aren't obligated by contract to do.

Posted 23 April 2013 - 01:35 PM

on 23 Apr 2013 - 08:26, said:

Same question I asked. It is important. Are we asking them to cover something beyond the warranty? Specifically when did the problem with the computer come up? Not when the bike went in for performance mods. I agree that the problem should be fixed, but there is a big difference in demanding that they do something they are not obligated to do and demanding that they do something that is covered by a contract. In the first case, it is good will and there are no legal remedies, in the second case there are. Not a small detail. I have no clue as to the timetable of events. Just being the devils advocate. You can't sue someone for something they aren't obligated by contract to do.

I think we as a group have expected Polaris to 'fix' a lot of stuff that they didn't 'cause' ..yet, the fact that they not only purchased the company up and running with ongoing warranties.. and they shipped out 2 years worth of models with essentially the same hardware/software, one would assume they'd have a vested interest in solving this. one would assume this problem is potentially there with the '12 and '13s. I for one am hoping Polaris gets their " !@# together and contacts [REDACTED] to get this resolved. It'd be a sad day for many if that bomber is sitting out there with a sign on it at Sturgis , in a desperate attempt to defame Polaris ( though.. valid if they continue to ignore this)

Seems to me, I'd let them know my full intentions before I did that ..... That all being said, not sure what I'd be doing if my bike was at a dealer for 250 days... However, I did put up with it running like " !@# for over 2 years until the Stage one came back out under the Polaris guise'....

p.s. If Polaris would commit some resources to solving the ECM and BCM issues once and for all .. even if that meant directing people to a new solution on our own dime...( for bikes out of warranty )... I'd be giving them nothing but kudos ( of course, if you solve it for the '12s and '13s , it puts one in a recall situation possibly)

Edited by: [REDACTED], 23 April 2013 - 01:36 PM.

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

## I'm Getting A Little Suspect.....

Started by [REDACTED] Apr 19 2013 07:25 PM

Page 3 of 16

Posted 23 April 2013 - 03:47 PM

[REDACTED]  
[REDACTED]  
I have to say, your a bigger man than I. I love my Bomber, I ride it EVERY chance I get. But to be without it for as long as you have been AND with no real hope in sight.....I'd be beyond...well let's just say UPSET.

I had a meeting yesterday with our corporate Atty and this issue came up. He said, based on what little I could remember from the threads, you're in good shape for further action. I would hate to see it come to that, but you have to do what you have to do brother!

Posted 23 April 2013 - 04:09 PM

[REDACTED] on 23 Apr 2013 - 07:30, said:

So [REDACTED]...since this all has legal ramifications.. in case I missed it.. Since this was a 2010 model, when did you purchase it ( ie, when did your 2 year warranty give up the ghost?) . Was it before or after you handed this off to NODAK?

OK fellas just to clarify: No engine problems, never have been any. Electrical problems almost since day one. I went back and re-read some of my previous posts in order to begin thinking about a legal case. The intermittent electrical stuff goes all the way back to the bad battery saga which initially we were told was the problem with these bikes (bad batch of OEM batteries). Couple this with the occasional no start for no reason problem. For the first six months or so of my warranty, we were led to believe that the electrical problems were solely due to bad batteries. I did two military deployments during the first year of my warranty period as well, adding up to about 100 days out of the country.

For the second half of my warranty period, Indian of Wichita was in the process of closing; painful to watch the slow death. They were basically of no use as every time you went in there, another one of the employees had been let go. For the last 6 months of my warranty period I was out of state going through a very difficult military school in San Antonio. I came home late Friday night and left Sunday afternoon, only home to see my kids for about 36 hours on weekends. Obviously, the bike was out of sight, out of mind during this period since family always comes first.

For the record, I did purchase the extended warranty, having learned from the Gilroy experience. Polaris had best not go down the "out of warranty period" path with me. If they elect to go down that path with a deployed military guy whose shop was closing for most of his warranty period, I will most assuredly be at the display with [REDACTED] at Sturgis ([REDACTED] I will buy all the beer!).

The way I see it, the minute we discovered that 12's and 13's are having the same problems, Polaris owns it.

Posted 23 April 2013 - 05:12 PM

[REDACTED] on 23 Apr 2013 - 11:09, said:

KEY WARRANTY POINTS →

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[REDACTED]  
It might be cheaper to buy a new bike.....

Posted 23 April 2013 - 05:29 PM

Maybe a new BCM & a Bloody Scalper Performance EFI/CFM stage II for '09/13 Chiefs will be developed similar to Harely's Creaming Seagull Tuner with the laptop port you can program certain aspects through.

Ever seriously consider Mark Moses' offer to make this right instead of havin' the sturgis showdown?

See, a dealer stepped up ~ a dealer you can count on to get it done right.

Maybe Mark could get Spirit Lake or Polaris Home Office to sign off and cover some of or all of the cost, I don't know, but it would get done.

I don't know what happened to Fargo's quality Service of the past, but something has changed and just ain't right to tie a bike up for 9 months with no progress to speak of being made on the problem.

Harely hides behind their dealers and doesn't respond to customers. "See Your Dealer" is what they say.

Polaris sells the bikes to the dealers. The dealers sell to the street. Polaris doesn't want to deal with the street, that's why there are dealers.

Now, I think that those of you whom have these electrical problems need to write & complain to DOT, NTSB, MSF, AMA, MMA, AMA etc ~ when enough complaints get heard and reheard often enough it should trigger a recall with a good working solution to resolve this problem for everyone who has these Body Control Module issues.

Have your Lawyer post on Facebook for you ~ it would be funnier by far ☺

Posted 23 April 2013 - 06:00 PM

[REDACTED] on 23 Apr 2013 - 08:26, said:

Same question I asked. It is important. Are we asking them to cover something beyond the warranty? Specifically when did the problem with the computer come up? Not when the bike went in for performance mods. I agree that the problem should be fixed, but there is a big difference in demanding that they do something they are not obligated to do and demanding that they do something that is covered by a contract. In the first case, it is good will and there are no legal remedies, in the second case there are. Not a small detail. I have no clue as to the timetable of events. Just being the devils advocate. You can't sue someone for something they aren't obligated by contract to do.

I ended up getting a H-D type run around..

battery saga which initially we were told was the problem with these bikes (bad batch of OEM batteries). Couple this with the occasional no start for no reason problem. For the first six months or so of my warranty, we were led to believe that the electrical problems were solely due to bad batteries. I did two military deployments during the first year of my warranty period as well, adding up to about 100 days out of the country.

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The way I see it, the minute we discovered that 12's and 13's are having the same problems, Polaris owns it.

I got an immediate response from my quarry on face book. I did not in any way lead your name or issue, just a simple question out in the public eye of whether they provide warranty service for the 09-12 bikes. I do believe you can get some leverage from this avenue as they are really trying to show off the new company. Please go visit there FB page to see the thread, under [redacted]

EVEN NOW,  
I AM ONLY  
WILLING TO  
DO THAT AS  
A LAST  
REPORT BUT I WILL IF NEED BE.

Posted 23 April 2013 - 09:16 PM

yep, I noticed it [redacted]

[redacted] ([https://www.facebook.com/\[redacted\].984?hc\\_location=stream](https://www.facebook.com/[redacted].984?hc_location=stream))

Funny it says your question was 1 hour ago and the answer says it is 4 hours old...must have esp...

Are you guys handling the warranty work on the 09-12 bikes as well?

Like (<https://www.facebook.com/indianmotorcycle?fref=ts#>) · 18 hours ago

(<https://www.facebook.com/indianmotorcycle/posts/10151559714279028>)

■  (<https://www.facebook.com/indianmotorcycle?ref=stream>)

Indian Motorcycle (<https://www.facebook.com/indianmotorcycle?ref=stream>) Hello [redacted] could you please message us via the message button located under the cover photo? We would like to help you further, but need a bit more information.

Like (<https://www.facebook.com/indianmotorcycle?fref=ts#>) · Reply

(<https://www.facebook.com/indianmotorcycle?fref=ts#>) · 4 hours ago

([https://www.facebook.com/indianmotorcycle/posts/10151559714279028?comment\\_id=26168436&offset=0&total\\_comments=2](https://www.facebook.com/indianmotorcycle/posts/10151559714279028?comment_id=26168436&offset=0&total_comments=2)) · Edited (<https://www.facebook.com/indianmotorcycle?fref=ts#>)

comment\_id=26168436&offset=0&total\_comments=2) · Edited (<https://www.facebook.com/indianmotorcycle?fref=ts#>)

■  ([https://www.facebook.com/\[redacted\].984](https://www.facebook.com/[redacted].984))

[redacted] ([https://www.facebook.com/\[redacted\].984](https://www.facebook.com/[redacted].984)) Thank you. Will tell my buddy who has the issue to do that.

Like (<https://www.facebook.com/indianmotorcycle?fref=ts#>) · Reply

(<https://www.facebook.com/indianmotorcycle?fref=ts#>) · about an hour ago

([https://www.facebook.com/indianmotorcycle/posts/10151559714279028?comment\\_id=26170187&offset=0&total\\_comments=2](https://www.facebook.com/indianmotorcycle/posts/10151559714279028?comment_id=26170187&offset=0&total_comments=2))

comment\_id=26170187&offset=0&total\_comments=2)

This is what everyone gets when they ask an interesting question, just about any question except for price...

Posted 23 April 2013 - 09:18 PM

As many here will know, I had problems with my ECM right out of the gate. No electrical issues (other than breaking battery posts) though. I complained mightily, to no avail. Contacted NoDak, was told "that's the way they are" and pretty much "tough luck (sucker)" NoDak at least provided a solution that somewhat worked, which was the Joe-Fix.. and likely that voided my warranty. At the time of the install I was verbally told that NoDak would cover any issues that involved my engine.. unfortunately I didn't get that in writing.

As the problem persisted even after the Joe-Fix (it was better, but not fixed) they even swapped out my ECM module.. and the problem got a little bit better. The bike still skips and jerks, and if I'm not prepared for it, the sudden loss of power followed by a just as sudden surge of power can really tighten the puckering strings.

I guess my point is that there was NO SOLUTION available for the ECM problems I had. When I complained I got the often used line by H-D.. "they all do that" followed by the sound of crickets. Basically I got sold a load of goods and got screwed. For close to 30K the bike ought to run and be safe at the least.

Now about setting up shop across the street from the Indian booth at Sturgis. Do they (Polaris) know this is in the works? Do they have forewarning that unless they do something about these issues this is going to happen? Unless they have a chance to make it right, it's just a destructive gesture and probably will cause us all more harm than good.

Posted 23 April 2013 - 06:32 PM

Bet the BCM powers, circuit breaks and grounds the EFI / ECM unit and if power is intermittent, could possibly be the source of the studders and surges.

Poor grounds and mislocated assemblies have been found to be the cause of some of the past electrical glitches.

Murphy's Law



Posted 23 April 2013 - 07:20 PM

on 23 Apr 2013 - 13:32, said:

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Poor grounds and mislocated assemblies have been found to be the cause of some of the past electrical glitches.

Murphy's Law



Could be. But sorting through that wiring harness - designed by someone that flunked all their industrial design classes - is right up there with getting a root canal in terms of "things to do with my free time"

If I were more adept at working on these bikes, I would prefer to rip the entire wiring assembly out of the bike and re-wire the whole damned thing... and put a carburetor on it instead of EFI.

Posted 23 April 2013 - 07:46 PM

on 23 Apr 2013 - 11:09, said:

OK fellas just to clarify: No engine problems, never have been any. Electrical problems almost since day one. I went back and re-read some of my previous posts in order to begin thinking about a legal case. The intermittent electrical stuff goes all the way back to the bad

Indian FaceBook Link (<https://www.facebook.com/indianmotorcycle?fref=ts>)

Posted 23 April 2013 - 10:02 PM

Thanx for linking that here, I didn't know how to.

Posted 23 April 2013 - 11:15 PM

said: Now about setting up shop across the street from the Indian booth at Sturgis. Do they (Polaris) know this is in the works? Do they have forewarning that unless they do something about these issues this is going to happen? Unless they have a chance to make it right, it's just a destructive gesture and probably will cause us all more harm than good.

I know for a fact that employee's of Polaris are in here almost every day and also there are people that post frequently that have a "direct-line" into POLARIS, if they don't know it by now...

Posted 24 April 2013 - 01:28 AM

on 23 Apr 2013 - 14:46, said:

I got an immediate response from my quarry on face book. I did not in any way lead your name or issue, just a simple question out in the public eye of weather they provide warranty service for the 09-12 bikes. I do believe you can get some leverage from this avenue as they are really trying to show off the new company. Please go visit there FB page to see the thread, under Scot Hansen.

OK, here goes. There is no doubt that a very public Facebook attack would yield a very public apology/face saving attempt/make Corporate look good in the public eye response. My two certified letters and emails have finally netted me personal contact from the company INITIALLY. Therein lies the rub. These "!"@#\*\$" are real good at making you feel like they heard you and give a "!"@#" however, if that was truly the case, I have a few questions:

1. First and foremost, why are we still working "on the cheap" over the phone with the boys from NODAK? If they really gave a "!"@#" this bike would have been shipped to Spirit Lake and fixed directly at the factory.
2. Where is my contact Jason? Out of the office? Really? For a week and a half? Call me a conspiracy theorist but I no longer buy it. I think he was told by their lawyers to cease and desist all contact with me.
3. Who will be paying for this "fix" when it finally arrives? Better not be me at this point.
4. Will there be a recall?
5. If so, whose bike gets fixed first?
6. Again, who will pay for the "fix"?
7. Why has it come to this?
8. Why am I having to write multiple certified letters?
9. Why did my last email go without response? After following up with a certified letter threatening legal action, why did Jason finally get a hold of me?
10. Lastly and perhaps most important: You are aware that Polaris produced 2012's and 2013's are doing the same thing, correct?

I have done some serious soul searching regarding my next move. Again, for complete (pathetic?) loyalty to the brand I am going to wait to speak to Jason this Friday thus giving these guys more time and one more benefit of the doubt. If I do not receive a satisfactory solution, I will immediately launch a five-pronged attack to include:

-A full on Facebook rant, gloves off detailing all of my trials and tribulations regarding this bike and the complete lack of support from Polaris

-Legal action

-A daily Twitter rant detailing the increasing number of days without my bike

-Three certified letters to all upper level Polaris corporate officers detailing the above actions

-A very public Sturgis display with my Bro [redacted] to include a crate of lemons, handouts, whiteboard display, and very much negative publicity. I will show up in uniform to further prove my point.

I have had it.

[redacted]

P.S.- At this point, I am expecting some financial compensation to include shipping my bike back to me as well as having my paint repaired. This will be far cheaper than having to deal with legal battles and will go a long way to repairing the bad blood that has been created over this ordeal among the Indian faithful.

[redacted]

Posted 24 April 2013 - 01:35 AM

In my opinion, legal action is the only way to get real results. I am not sure that the other actions will do anything except make you feel a little better about the situation.

[redacted]

Posted 24 April 2013 - 02:03 AM

[redacted] clear out your inbox. ☺

[redacted]

Posted 24 April 2013 - 02:10 AM

[redacted] --may I volunteer my help?! Cell-[redacted] Work-[redacted] Polaris HQ is in Medina, MN. I am licensed in MN and have attorney friends in IA. Let's see if we can get something moving here. We met in Branson in 2011 if I recall correctly. FYI, a " !@# \$" near applied for job with PI a few months back--kinda wish I would have. Again tho, let's see if we can get some movement here without litigation/crash and burn tactics.

[redacted]

[redacted]

Posted 24 April 2013 - 02:14 AM

[redacted] - you are going to meet again in just 2 weeks. ☺

[redacted]

Posted 24 April 2013 - 02:56 AM

[redacted] on 23 Apr 2013 - 21:10, said:

[redacted] --may I volunteer my help?! Cell-[redacted] Work-[redacted] Polaris HQ is in Medina, MN. I am licensed in MN and have attorney friends in IA. Let's see if we can get something moving here. We met in Branson in 2011 if I recall correctly. FYI, a " !@# \$" near applied for job with PI a few months back--kinda wish I would have. Again tho, let's see if we can get some movement here without litigation/crash and burn tactics.

[redacted]

Thanks for stepping up to help [redacted]

Posted 24 April 2013 - 03:03 AM

on 23 Apr 2013 - 21:10, said:

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Call you tomorrow, thanks!

Posted 24 April 2013 - 03:06 AM

Now you talking Lets get it rolling.

Page 3 of 16

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#) -->

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Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

## I'm Getting A Little Suspect.....

Started by [redacted] Apr 19 2013 07:25 PM

Page 4 of 16

Posted 24 April 2013 - 03:07 AM

[redacted]

[redacted] on 23 Apr 2013 - 22:03, said:

Call you tomorrow, thanks!

[redacted]

Use work # please—that way I can be hands free and take notes.

Posted 24 April 2013 - 03:07 AM

[redacted]

Niiiiiiiiiiice (!!!)

Posted 24 April 2013 - 01:20 PM

[redacted]

"!@#\$\$" biker attorneys...hahahahahahaha

Posted 24 April 2013 - 04:50 PM

[redacted]

good on ya [redacted]

Posted 24 April 2013 - 10:34 PM

[redacted]

I dunno about having a attorney that makes plans to go to Branson on the wrong weekend 🙄

Posted 24 April 2013 - 10:35 PM

[redacted]

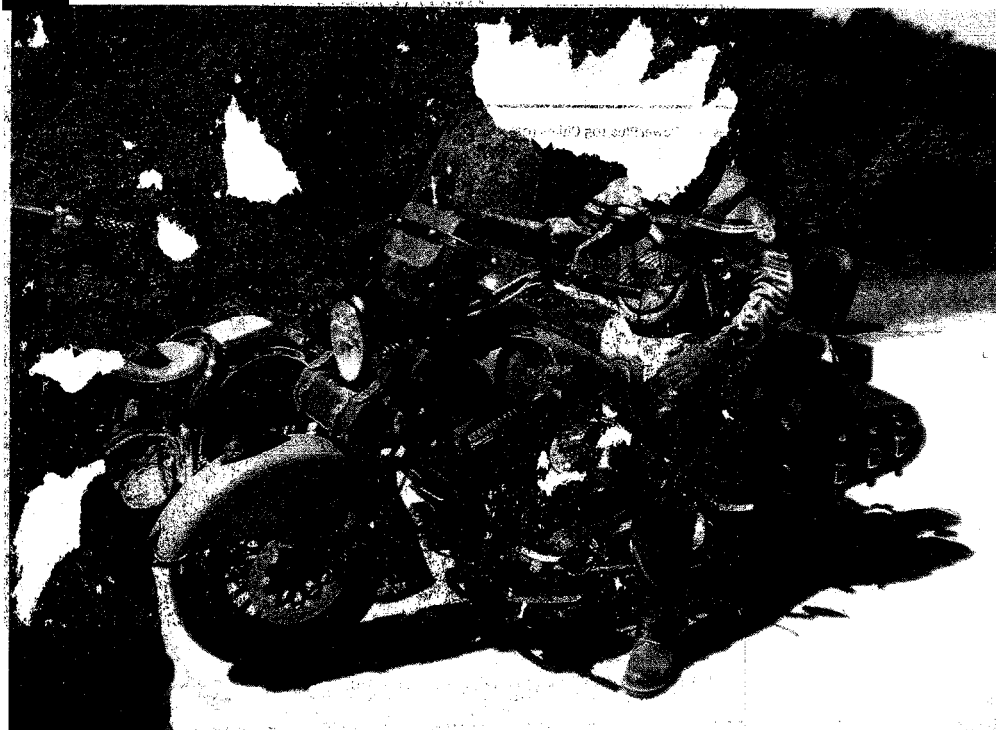
Love ya [redacted] bro 🙄 heehee

[redacted]

[redacted] on 23 Apr 2013 - 22:07, said:

Not an option....Bomber "!@#\$\$"

is one of the best IIRA dudes out there!



Posted 24 April 2013 - 11:30 PM

.....now that's a Trophy Fairing..



Edited by [redacted] 25 April 2013 - 12:21 AM.

Posted 25 April 2013 - 11:31 AM

[redacted] on 23 Apr 2013 - 11:09, said:

OK fellas just to clarify: No engine problems, never have been any. Electrical problems almost since day one. I went back and re-read some of my previous posts in order to begin thinking about a legal case. The intermittent electrical stuff goes all the way back to the bad battery saga which initially we were told was the problem with these bikes (bad batch of OEM batteries). Couple this with the occasional no start for no reason problem. For the first six months or so of my warranty, we were led to believe that the electrical problems were solely due to bad batteries. I did two military deployments during the first year of my warranty period as well, adding up to about 100 days out of the country.

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The way I see it, the minute we discovered that 12's and 13's are having the same problems, Polaris owns it.

[redacted] Posted on their Facebook page about your deliema, under the pic of the "dipstick" guess what they contacted me wanting to know more about your situation. PM me your info and I will pass it on.

Posted 25 April 2013 - 11:41 AM

THAT's good to hear. Social media can definitely get the "!!@#" storm stirred up quickly.

Posted 25 April 2013 - 03:01 PM

...Thanks [REDACTED] ...You Da Man...

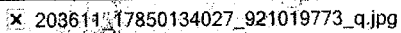


on 23 Apr 2013 - 16:19, said:

Indian FaceBook Link (<https://www.facebook.com/indianmotorcycle?fref=ts>)

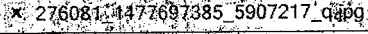
(<https://www.facebook.com/> Indian needs to focus on ALSO supporting CURRENT owners warranty claims. a member of the IndianMotorcycleCommunity.com has been without his Indian for over 270 days while it sits in an Indian dealers shop waiting for Polaris to fix it.

Like (<https://www.facebook.com/indianmotorcycle?fref=ts#>) · Reply (<https://www.facebook.com/indianmotorcycle?fref=ts#>) · 3 (<https://www.facebook.com/browse/likes?id=10151562054884028>) · Yesterday at 8:51am ([https://www.facebook.com/photo.php?fbid=10151561280664028&set=a.60947844027.68343.17850134027&type=1&comment\\_id=9639583&offset=0&total\\_comments=3](https://www.facebook.com/photo.php?fbid=10151561280664028&set=a.60947844027.68343.17850134027&type=1&comment_id=9639583&offset=0&total_comments=3)) via mobile (<https://www.facebook.com/mobile/>)

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Indian Motorcycle (<https://www.facebook.com/indianmotorcycle>) Hello (<https://www.facebook.com/mark.seefried>), could you please message us via the message button located under the cover photo? We would like to help you further, but need a bit more information.

Like (<https://www.facebook.com/indianmotorcycle?fref=ts#>) · 17 hours ago ([https://www.facebook.com/photo.php?fbid=10151561280664028&set=a.60947844027.68343.17850134027&type=1&comment\\_id=9639583&reply\\_comment\\_id=10151561280664028](https://www.facebook.com/photo.php?fbid=10151561280664028&set=a.60947844027.68343.17850134027&type=1&comment_id=9639583&reply_comment_id=10151561280664028))

  -  (<https://www.facebook.com/mark.seefried>)
 

(<https://www.facebook.com/mark.seefried>) Message sent. I can be contacted 8-8 M-S.

Posted 25 April 2013 - 04:19 PM

on 25 Apr 2013 - 06:21, said:

Posted on their Facebook page about your dilemma; under the pic of the "dipstick" guess what they contacted me wanting to know more about your situation. PM me your info and I will pass it on.

Mark

Thanks

Your mailbox was full.

Posted 25 April 2013 - 04:56 PM

Been watching this thread since the OP started it. Haven't butted in before, but want to say something...

Been going on way too long, As a Victory owner, I've heard of two customers who got treated right over "major issues". Both started lemon law actions, both were resolved almost immediately without the cases being actually processed. One was given a new bike at zero cost (customers choice), the other was given a full refund (again, customers choice). The point is, the dealers were unable or unwilling to do the effort need to satisfy the customer.

And the mothership was unwilling (or uninformed off the seriousness) to do whats right..

IMHO? Stop talking and start doing.... File the paperwork for a lemon law case, send it to Indian and see what happens. Personally, the only thing I'd accept is a full refund, or a NEW replacement.

Posted 25 April 2013 - 05:31 PM

on 25 Apr 2013 - 11:19, said:

Thanks

Your mailbox was full.

Man i appolagize fo that, should have checked BEFORE I posted. Try now.

Posted 25 April 2013 - 07:41 PM

When they fix it please, ask them to fix the forum "Change Theme" switch too. Change Theme has me stuck in IP Mobile mode, with greatly reduced forum featrnes. thanks

Posted 25 April 2013 - 07:53 PM

My husband bought a 2009 Indian Vintage Chief. The bike makes a great garage decoration. He is afraid to ride it. Closest dealership is 1000 miles round trip. Had to take it back to the dealership before 500 miles of riding the bike. Never knew when it would just quit running. They finally figured out it was the wiring harness shorting out. Then after another 1200 miles the alternator shorted out. Another 1000 miles to the dealer. Then the front tire went flat due to sealant leak around the spokes. Dealer said to find the nearest Victory Dealer to have it fixed. The Victory Dealer acted like they didn't want to fool with Indian motorcycles, so I just fixed it myself. So now it sets in the back of the garage, looks real pretty. My Harley has never left setting along the side of the road. I have over 54,000 miles on my Harley. My Harley Dealer doesn't even want to talk to me about trading in the Indian on another Harley.. Anybody interested in a pretty Indian contact me..

NATIONAL  
HIGHWAY  
TRANSPORTATION  
SAFETY BOARD?

Like · April 11 at 8:09pm Indian Motorcycle

Hello could you please message us via the message button located under the cover photo? We would like to help you further, but need a bit more information.

Like · Reply · April 12 at 11:04am..

you are not alone in this.

Posted 26 April 2013 - 12:57 AM

Indian Motorcycle.....Not for the faint of heart and Welcome to the club.

Posted 26 April 2013 - 02:45 AM

reply from Polaris, hit me up

Hello could you provide your emailing and mailing addresses, phone, and your bike's VIN? We would like to pass you to our consumer services department to help you further, but need this information to do so.

Posted 26 April 2013 - 06:16 AM

Hmmm. I tend to be pessimistic by nature, but to me the smells like another run around. Watch the customer service guy will be on vacation.

Posted 26 April 2013 - 12:31 PM

on 26 Apr 2013 - 01:16, said:

Hmmm. I tend to be pessimistic by nature, but to me the smells like another run around. Watch the customer service guy will be on vacation.

I believe in look at things more like: hope for the best and plan for the worst

Posted 26 April 2013 - 07:31 PM

IMHO. It might make sense for a dealer to let a broken bike sit under this condition: The dealer [may lack confidence] and could be concerned that reporting a broken bike [to the factory that can not be remedied by aforementioned dealer] would cause the factory to look for a contract with another [dare I say more competent] prospective dealer. just say'n.

In any event this continues to be of interest, demands a strong Indian Bomber heart, along with great patience not to mention wampum.

<thumbs up>

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

## I'm Getting A Little Suspect.....

Started by [REDACTED] Apr 19 2013 07:25 PM

Page 5 of 16

Posted 27 April 2013 - 04:54 AM

[REDACTED]

Is anyone else reading the Polaris replies to all of these? It is the same generic response to make you happy they heard you & get you off the public page. They do not want the average Joe seeing this as it will ruin them before they get started.

My guess is 2009-2011 will be kicked to the curb for sure. Polaris DID NOT build them. Kings Mountain did & Kings Mountain is now gone. They have what? 10 dealers nation wide? Meaning very little support & other then a very few, no support anywhere near where you live.

I dunno, not real interested in hearing about Polaris saying PM me, need more info. I want to hear about them actually fixing one of these things.

I will guess best they will do is offer a very good trade in on a new Indian. Doubt very highly it will be get a new bike for free. More like we will give you \$15K for yours towards a new bike. They want the full Polaris 2014's on the road & the KMs to fade into the darkness for no one to see again.

Not the 1st time I heard about a Harley dealer not interested in taking 1 on trade or offering almost nothing for 1. They don't want the head ache. The KM is a not a HD clone, so coming up with any parts for the person who would buy the thing would be almost impossible.

I dunno, the whole ECH, EMC, BCM, XYZ.....I still believe in a older wiring harness with fuses. Light goes out...opps, go replace # 13 with a new \$2 fuse you can get ANYWHERE. Technology is only good when it works. Motorcycles are supposed to be simple machines that you can fix on the road if it breaks down. It's not supposed to be like a brand new pick up truck that you can't even replace spark plugs because they are on the bottom of the engine & you have to REMOVE the engine to get at them....

Need to get back to the days of kick start, head light & tail light....no blinkers, no gas gauge, no Speedo.....need only what is necessary to make the bike go faster & stop faster. Everything else is completely useless.

Posted 27 April 2013 - 05:54 AM

[REDACTED] said:

IMHO. It might make sense for a dealer to let a broken bike sit under this condition: The dealer [may lack confidence] and could be concerned that reporting a broken bike [to the factory that can not be remedied by aforementioned dealer] would cause the factory to look for a contract with another [dare I say more competent] prospective dealer. just say'n. In any event this continues to be of interest, demands a strong Indian Bomber heart, along with great patience not to mention wampurn. [REDACTED] <thumbs up>

Don't forget that mine is not the only one up there; there are three others there as well.

[REDACTED]

Posted 27 April 2013 - 07:35 AM

[REDACTED] on 27 Apr 2013 - 00:54, said:

Don't forget that mine is not the only one up there; there are three others there as well.

do they still have a mechanic worth a " !@#\$\$ "

Posted 27 April 2013 - 10:19 AM

Big companies do not like bad public press. Dealing one on one with a customer service rep is a whole different world than getting the attention of the PR dept. In my experience, sometimes getting nasty is the only way to get an answer.

Posted 27 April 2013 - 11:57 AM

Guys,  
Lets see wait they say/do before you throw the baby out with the bathwater. I for one believe social media is the place to win this type of battle. PP doesn't want any PR debacle just before releasing their new bikes....so **EVERYONE** here needs to be raising " !@#\$\$ " on their pages.....see how long before they do something then. One person means nothing, BUT 100 people well now THAT is a PROBLEM,

Posted 27 April 2013 - 01:31 PM

on 27 Apr 2013 - 06:57, said:

Guys,  
Lets see wait they say/do before you throw the baby out with the bathwater. I for one believe social media is the place to win this type of battle. PP doesn't want any PR debacle just before releasing their new bikes....so **EVERYONE** here needs to be raising " !@# " on their pages.....see how long before they do something then. One person means nothing, BUT 100 people well now THAT is a PROBLEM,

Sounds like a PLAN !!!

Posted 27 April 2013 - 04:15 PM

, said:

do they still have a mechanic worth a " !@#\$\$ "

With both [redacted] and [redacted] gone, NoDak has lost a lot of its standing in my view. Personally I have no interest in going there again.

Posted 27 April 2013 - 04:36 PM

Funny thing is I never heard of Detroit Indian or Charlotte stumped on how to fix any '09/13 Chief or '99/04 for that matter.

A bike brought in for service gets fixed and it doesn't take anywhere near 9 months ~ far from it.

Drag 'em to Federal Court and give 'em a lemon enema, if you can't find a decent mechanic?

I believe swapping to EFI is one of the causes of BigDog, American IronHorse and others bitin' the dust.

Blame it all on LA smog ~ EPA just needs to ban all motor vehicles in LA and leave the rest of us alone. ☹

Posted 27 April 2013 - 04:43 PM

Do not be personally insulting, or suppose things that aren't true, stick only to the facts and be polite. Your posts can be yanked on places like FB if the postie can prove in any way that they are slanderous or personally attacking, racially motivated, hatred, you get the gist. A public campaign however, will surely get them motivated to get you gone as an issue.

Posted 27 April 2013 - 04:50 PM

Well I got on there this morning before I had to leave to take the wife to the airport in Austin. I gave my em my comment and the way I feel about things. If they yank it delete it or whatever well so be it. That will tell me something about there character. Maybe I will go back to Harley.

Jh this is still a free country.

Edited by [REDACTED] 27 April 2013 - 04:51 PM.

Posted 27 April 2013 - 07:43 PM

[REDACTED] said:

do they still have a mechanic worth a !@#%\$"

OK, here goes. First off a quick review is in order.

1. Bike had electrical issues almost from day one.
2. Bike left me stranded on several occasions even missing work (and pay) as a result.
3. Debated whether or not to take it to Sturgis. Since my Gilroy had been twice and at the recommendation of many of you, decided to take a chance and ride it to Sturgis. Bike's electrical gremlins surfaced on the way as well as at Sturgis as well as a few other issues which I have not even posted on.
4. Several of you had met [REDACTED] and recommended him so the plan was to let him take it back to Fargo, comply with the recalls, and "make it right" ([REDACTED] words, not mine).
5. I made the time to meet with [REDACTED] several times; we had dinner and a few beers. Seemed liked a good enough guy so sent the bike with him. Rode home in the "support truck of shame" to much ribbing from my HD buddies.
6. While I was at [REDACTED] campsite, there was a KM Indian that [REDACTED] and one of his employees had to rip the seat off to disconnect the negative because the starter would not disengage.
7. The NODAK folks knew about this problem as far back as August of 2012 and maybe earlier. They were in contact immediately ([REDACTED] was involved as well) with Polaris trying to get them to listen.
8. Upgrades: great question. Since several of you have asked and commented, here goes. While at [REDACTED] campground, he let me take a bike with the Stage 2 for a spin. Afterwards, I had to have one! Decided to get all the work done at once. I have always hated the KM handlebars as well as the external wiring. I sent up a new set of Burley Longhorns, speakers, and a Zumo GPS with XM. Again, since I was getting the recall work done, I figured I would just get the bike set up to my ultimate configuration. No major engine work and at this point no cam.
9. My original electrical issues were happening before any upgrades were performed.
10. The starter failing to disengage electrical problem began AFTER the Polaris mandated BCM recall/ download was performed. A classic case of the "fix" being worse than the original problem.

NODAK: Do they have any mechanics worth a !@# [REDACTED] id all my work before he left. [REDACTED] was the original supporter of the fact that there was indeed something very wrong with these bikes, [REDACTED] and the others from NODAK have been trying

to get Polaris to fix these issues since before my bike even came into the equation.

Remember, the first two months my bike was there we were waiting on pipes from Freedom. This is when my suspicions with [redacted] began. On several occasions, he tried to convince me to change my mind on which pipes I wanted. I personally called Freedom and was assured they would arrive; [redacted] tried to convince me otherwise. This is part of why [redacted] left. He and [redacted] did not see eye to eye on several issues similar to this.

[redacted] called me on a Thursday to inform me that he was leaving. I called [redacted] on Friday to ask " !@# \$" and was assured that all was well and that [redacted] (seems very nice and has been helping me since [redacted] left) was "equally as good and had worked on a Ducati race team", again [redacted] words, not mine.

Imagine my surprise when, that very weekend, we saw [redacted] post saying he was leaving. Really? I just talked to him and he assured me that all was well. He gave me his word. [redacted] knew he was leaving and did not have the " !@# \$" to tell me face to face. This is the first time I have commented on this but " !@# \$", I have earned the right to tell the truth of how everything went down by now.

Am I !@#\$ at NODAK? No. Again, I think they want mine and the other three bikes out of their shop as much as I do. I think they are sick of taking measurements and in general acting as Polaris " !@# \$" over the phone.

Are there any good mechanics there? Again, I think so. [redacted] gave me his word he would finish up my bike when the time finally gets here and his word is good with me. He has given me no other indications that he is nothing other than a man of his word and a stand up guy.

Am I !@#%\$ [redacted] " !@# \$" yes!!!! I trusted my business to him. I took him at his word. He left mid project on me and ran off a great mechanic as well IMHO.

Obviously, had I known this was all going to go down like this, I would have sent it to [redacted] to begin with. The bike was hard broke at Sturgis and [redacted] was "going to make it right".

[redacted]

Posted 27 April 2013 - 08:11 PM

Man the entire thing sucks. I was pretty shocked as well to hear [redacted] was leaving. I had actually talked to him last year. Was thinking of sending my Gilroy there for some stuff & some paint. We even discussed another dealer to [redacted] east.....then from what seemed like out of nowhere, [redacted] is gone.

I actually wonder what ends up happening with Indian Triumph of Fargo. That area is booming with their oil drilling now...but how many people are in that dealership????

Not sure...again this issue will go along way how I view this Indian rebirth & also if Wisconsin ever gets a dealer. I have seen enough issues with the Gilroys & KM's that I don't care what people want to claim about Victory's dependability...that's not Indian. I won't buy a new bike from someone 5 hours or more away. Just seems you will be in " !@#% \$" if something has to be done.

Posted 27 April 2013 - 08:34 PM

Very interesting what you say [redacted]. Have you talked to [redacted] on this lately? Just wondering what his thoughts or suggestions are on this? I just don't know if they will make it right. It is going to put a lot of stress on dealing with this. Hopefully they will give you a new 2014 or one " !@# \$" of a deal on it. But doing what they have been doing is got to be pushing you to the limits. As others have said it is time for the lemon law. Maybe we all need to get together and ride up to PI's headquarters and just camp out in support of you. That is just hard to do with everybody's work scheule. Talk to [redacted] again and see what your options are.

Posted 27 April 2013 - 09:33 PM

Okay - I am going to take a bullet for this... but what the " !@#% \$"

If the expense of getting your bike to [REDACTED] place is out of the question - have you considered [REDACTED] place? I only suggest this because what he lacks in people skills he apparently makes up for in passion for the brand. Additionally I have read (like you I am sure) that he has been very customer driven and successful working on these bikes.

He is infinitely closer to NODAK than North Carolina and has qualified Indian mechanics on site in his shop.

At the bare minimum it may get your bike back to you before LRIP 11.

Just a thought....

Edited by [REDACTED] 27 April 2013 - 09:33 PM.

Posted 28 April 2013 - 01:03 PM

[REDACTED] on 27 Apr 2013 - 14:43, said:

Are there any good mechanics there? Again, I think so. [REDACTED] gave me his word he would finish up my bike when the time finally gets here and his word is good with me. He has given me no other indications that he is nothing other than a man of his word and a stand up guy.

Every time I read about your situation, gets my blood boiling. Reminds me of my fiasco at Wichita with mine back in '11 as they were imploding, though you're obviously in a much worse/complex scenario.

My orig comment/question was based on the fact that [REDACTED] had left, hence wondering if anyone 'worth a' !@#% was left in there wrenching. One can't help but want to yank that bike out of there and bring it to IMTC or Lincoln, NE (which would be closer for you?). After reading your latest, I'm realizing how dire the situation is and how long it's been going on ..

I always assumed Polaris had folks lurking on this forum somewhere. I must be wrong because they'd be all over this after reading what you've posted as of late. From what you've described, either they are incompetent, or you've been stuck with the 'gatekeepers' over there whom have you cached/queued up on some hidden list. For the first time, I'm starting to believe the legal course may be the best option.

That all being said... [REDACTED] has a point. I'd hook up a trailer, load the bomber up and take it either to IMTC .. Lincoln... somewhere... to get a 2nd set of eyes/hands on it. Sounds like it's sitting in the black hole up there. Art over at IMTC says he has a few contacts over at Polaris. If nothing else, your bike would be that much closer to the mothership and maybe someone at Polaris with either make the effort to get over there and see it.....

Edited by [REDACTED] 28 April 2013 - 01:24 PM.

Posted 28 April 2013 - 01:20 PM

Like I said earlier, SUE THE DEALER. If we MUST sue somebody. Flood the dealers FB page. This is more of a dealer problem than anything. Have you EVER seen or heard of anything remotely resembling this about Mark Moses and his dealership? A good dealer would been on the phone getting this done pronto. I realize that Sno used to own the dealership, I realize that friendships are formed and it is difficult to be objective. I realize it is easier to make a big corp the bad guy. But a decent dealer would have had this fixed a long time ago, even if it cost them to fix it.

Edited by [REDACTED] 28 April 2013 - 01:21 PM.

Posted 28 April 2013 - 02:27 PM

I will keep this brief, Polaris is very aware of this issue.

Posted 28 April 2013 - 02:45 PM

on 28 Apr 2013 - 09:27, said:

I will keep this brief, Polaris is very aware of this issue.

Then they need to get off their "I@#S" being aware and taking care of it are, at least in this instance, are not the same thing.....

Posted 28 April 2013 - 02:47 PM

on 28 Apr 2013 - 09:27, said:

I will keep this brief, Polaris is very aware of this issue.

Incredible to me they don't send a trailer to NODAK, pick up the bike and put their hands on it vs. "attempt to duplicate the problem"

They shipped out 2 years of warrantied bikes that have the identical electronics... I'm not one to throw them under the bus, but as an owner of a '13 I'm shaking my head at this whole fiasco

Posted 28 April 2013 - 03:00 PM

They could have replace the entire electrical system 10 times over by now...

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

### I'm Getting A Little Suspect.....

Started by [redacted] Apr 19 2013 07:25 PM

Page 6 of 16

Posted 28 April 2013 - 03:10 PM

[redacted]

[redacted] on 28 Apr 2013 - 10:00. said:

They could have replace the entire electrical system 10 times over by now....  
agreed...

I just ran [redacted] comments by someone... their comment was "replaced the starter yet?" .. one has to wonder if it could be that simple. My understanding is the starters are "I@#" to start with ... crappy wiring in them, etc. My '09s starter has been giving me fits' since '11 and I'm about to swap it out myself.. Can't help but wonder if the starter here is the root of the problem, leading one to believe the BCM or something else is the culprit.

Edited by [redacted], 28 April 2013 - 03:11 PM.

Posted 28 April 2013 - 03:59 PM

2 MONTHS AGO.....

Awhile back [redacted] stated that Polaris duplicated the problem. That should tell you that are working the issue.

Posted 28 April 2013 - 04:08 PM

[redacted]

Guess [redacted] should just quit worrying ..... what was I thinking

Posted 28 April 2013 - 04:26 PM

[redacted]

I would be the first to acknowledge that he should be angry.

Posted 28 April 2013 - 04:30 PM

[redacted]

[redacted], said:

agreed...

I just ran [redacted] comments by someone... their comment was "replaced the starter yet?" .. one has to wonder if it could be that simple. My understanding is the starters are "I@#" to start with ... crappy wiring in them, etc. My '09s starter has been giving me fits' since '11 and I'm about to swap it out myself.. Can't help but wonder if the starter here is the root of the problem, leading one to believe the BCM or something else is the culprit

Starter was first thing replaced. Incidentally, it was covered under my extended warranty at no cost to Polaris.

[redacted]

Posted 28 April 2013 - 04:36 PM

[redacted]

[redacted] on 28 Apr 2013 - 10:59. said:

Awwhile back [redacted] stated that Polaris duplicated the problem. That should tell you that are working the issue.  
Not good enough... they should deliver a loaner to [redacted] while they try to solve the problem....

Posted 28 April 2013 - 04:39 PM

One thing a lot of people forget is you can love the brand and still tell them when they're [redacted] up.... somehow this was lost on KM and the steve's... many bowed to them and thought they were the [redacted] for Indian.... telling them they were wrong, by those they listened too, may have helped.... the same goes for Polaris... if they're [redacted] up, and they are, they need to know... they need to be told constantly...

Posted 28 April 2013 - 06:19 PM

If problem is in the integration of hardware/software, a fix can require return of bike to the factory. To make software play reliably can take time [not to mention expensive] but..... sheesh.

I can think of plenty excuses however, they would only lead to more negativity in an already bad situation. Can only hope TMCSL plans to address this sooner than later and [redacted] is correct.

Posted 28 April 2013 - 08:14 PM

I think it really goes to show [redacted] love of the brand that's for sure. I can't say I wouldn't be as patient. I would hope I would be, but can't say for certain.

Posted 28 April 2013 - 10:43 PM

[redacted] on 28 Apr 2013 - 09:27, said:

I will keep this brief, Polaris is very aware of this issue.

Then they should stop dragging there [redacted] on this matter and get the bike fixed and pick up the last 270 plus days of payments jmao. Very disappointed of pi

Posted 29 April 2013 - 10:23 AM

The root of this problem is the same as 90% of all problems....poor communication. It's the not knowing that keeps the mind wandering. A phone call to [redacted] that says something like "hey we've been busy preparing for Sturgis and finishing the new 2014, we have a plan in place and you can expect your bike by xx/xx/xx."

Communication or not, NoDak doesn't sound like the right place. Has Mark Mosses actually commented on this issue yet, or [redacted] with their ties straight to the Mothership?

Posted 29 April 2013 - 12:23 PM

[redacted] on 28 Apr 2013 - 11:30, said:

Starter was first thing replaced. Incidentally, it was covered under my extended warranty at no cost to Polaris.

Gotcha' .. tried to PM you , but says it's full ...

yet again, I was asking IMTC about this.... they say they've dealt with the issue before..., so they don't understand why NODAK can't fix it. [REDACTED] They say they've reached out to you and asked you to bring the bike down to them? They say they are working closely with Polaris. They told me they've gone through some folks in the Service dept, but I understand these guys are up and running and doing well with their new Triumph line ( hey .. new Indians aren't selling fast prior to the '14s) .. My understanding is. Polaris visits them frequently, and I believe he may get this fixed since he is closer to home. Worth a try .. just my .02. Again.. tried to PM you to no avail.

Posted 29 April 2013 - 01:24 PM

Could be worse, if it was a HD they would be charging [REDACTED] a storage fee. The whole situation sucks but it will get resolved some how and some one will look back and hopefully laugh. ☺

Posted 29 April 2013 - 01:46 PM

I think you have two options: 1) sue the ND dealership AND the new Indian or 2) call Moses and somehow, get the bike to him.

Which brings me to a possible option 3 - get the bike to IRIP and let Moses take it home with him. If he has no room in his trailer, I'll take it back with me and get it to him for you.

Posted 29 April 2013 - 02:03 PM

[REDACTED] on 29 Apr 2013 - 08:46, said:

Which brings me to a possible option 3 - get the bike to IRIP and let Moses take it home with him. If he has no room in his trailer, I'll take it back with me and get it to him for you.

Heh heh heh heh.... I know what you are up to. You wanna have 2 Chiefs sitting in your garage so you can rub your fellow officers nose in it. ☺

Without a doubt (if anything these threads have done) is confirm without question buying and servicing through Mark's dealership if possible. Yes, it is a bit of a haul for many and completely out of the realm of reasonable for many past Missouri (we are right at 1,000 miles to Marks place) but maybe Polaris should honestly say "We need to contract this Moses fellow and let him certify potential dealerships for us" In other words they don't get a dealership unless they can pass his stringent quality standards.

Get [REDACTED] and others involved - pay them a hefty wage - and in the end everyone wins. Brand, customers, company.

[REDACTED] if you want my assistance in running down people coming from the north who "may" be able to bring your bike down - let me know. I can think of 3 possibly 4 right off the top of my head.

Posted 29 April 2013 - 02:27 PM

[REDACTED] on 29 Apr 2013 - 07:23, said:

Gotcha' .. tried to PM you , but says it's full ...

yet again, I was asking IMTC about this.... they say they've dealt with the issue before..., so they don't understand why NODAK can't fix it. [REDACTED] They say they've reached out to you and asked you to bring the bike down to them? They say they are working closely with Polaris. They told me they've gone through some folks in the Service dept, but I understand these guys are up and running and doing

well with their new Triumph line ( hey .. new Indians aren't selling fast prior to the '14s) .. My understanding is. Polaris visits them frequently, and I believe he may get this fixed since he is closer to home. Worth a try .. just my .02. Again.. tried to PM you to no avail.

I talked to them once. Art called and introduced himself and we talked for a while. I was not sure how he got my phone number. He seems nice enough but if I was going to re-send it somewhere, it would be to Mark. I know Mark and consider him a friend. In retrospect, I should have sent it there in the first place but again I was hard broke at Sturgis and Snow pleaded with me to let him "make it right".

Edited by [REDACTED] 29 April 2013 - 02:32 PM.

Posted 29 April 2013 - 02:30 PM

[REDACTED]... I think he meant Indian Twin Cities not Polaris....

Posted 29 April 2013 - 02:34 PM

[REDACTED] on 29 Apr 2013 - 09:03, said:

Heh heh heh heh.... I know what you are up to. You wanna have 2 Chiefs sitting in your garage so you can rub your fellow officers nose in it. ☺

Without a doubt (if anything these threads have done) is confirm without question buying and servicing through Mark's dealership if possible. Yes, it is a bit of a haul for many and completely out of the realm of reasonable for many past Missouri (we are right at 1,000 miles to Marks place) but maybe Polaris should honestly say "We need to contract this Moses fellow and let him certify potential dealerships for us" In other words they don't get a dealership unless they can pass his stringent quality standards.

Get Jeff Glace and others involved - pay them a hefty wage - and in the end everyone wins. Brand, customers, company.

[REDACTED] if you want my assistance in running down people coming from the north who "may" be able to bring your bike down - let me know. I can think of 3 possibly 4 right off the top of my head.

Thanks [REDACTED] as always you da man!

Posted 29 April 2013 - 02:36 PM

[REDACTED] on 29 Apr 2013 - 09:30. said:

[REDACTED].. I think he meant Indian Twin Cities not Polaris....

Yep, typing in anger and realized that so had to edit post. "!@#\$\$%". you are quick! Thought I fixed it before anyone saw the first one!!!

Posted 29 April 2013 - 04:02 PM

[REDACTED] on 29 Apr 2013 - 09:30, said:

[REDACTED].. I think he meant Indian Twin Cities not Polaris....

Correct. I'm out of this one now... Just wanted to throw that out there. No doubt Moses will be able to get this puppy up and running; the final solution to this one is going to be interesting. Many of us have a vested interest, I'm surprised we haven't seen a STARTER recall to date. Maybe we have a BCM recall on the horizon

Page 6 of 16

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#) →

[Indian Motorcycle Community](#) → [Motorcycles](#) → [PowerPlus 105 Chiefs \(09 - 13\)](#)

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

## I'm Getting A Little Suspect.....

Started by [REDACTED] Apr 19 2013 07:25 PM

Page 7 of 16

Posted 29 April 2013 - 05:25 PM

[REDACTED]

if all else fails [REDACTED]...maybe you can deadhead to Charleston AFB this Summer and I will run you up to Charlotte to get your bike when Charlotte gets it fixed... I would say for the RIDE TO THE BARN but I dont hope for anyone to add another 4 months to the wait.

let me know...

Posted 29 April 2013 - 11:55 PM

[REDACTED]

could have rewired the whole bike from scratch by now

Posted 30 April 2013 - 12:24 AM

[REDACTED], on 29 Apr 2013 - 18:55, said:

[REDACTED]

could have rewired the whole bike from scratch by now  
Coulda manufactured an as yet b-4 released new one by now.

Posted 30 April 2013 - 01:59 AM

[REDACTED]

Thunderheart sells an efi ignition....

Edited by [REDACTED] 30 April 2013 - 02:01 AM.

Posted 30 April 2013 - 02:32 AM

[REDACTED]

I would try to get the bike to Mark. Obviously not cheap...maybe you can trailer it to Branson if he is bringing a trailer & then he can load into his???

As for Twin Cities.....I have no idea who is working there for mechanics., but now they have the Triumphs also.....I dunno, say what ya like, but it's clear they aren't going anywhere.

Honestly, what about yanking the electrical system from a new bike off the floor & then let Polaris send the dealer a replacement???? I mean may not be the fastest job, but could have easily been done over the past year. The dealer may not like the bike being down, but come on....it's not like they have 100 people wanting that one bike. There are dealers with brand new 2009's still on their floor.

I also know the Daytona dealer has a Bomber on their floor. swap them out....

Posted 30 April 2013 - 02:38 AM

No dealer, weather Indian of Fargo or otherwise, wants to spend a ton of time (think \$\$) on a project where there is no given payment at the end. [REDACTED] I offered to try to help--wondering what became if that. ??? The bike is not gonna fix itself. If I can find a trailer, and if I can squeeze Brason in, I will haul it down there.

Posted 30 April 2013 - 03:12 AM

You were one of the floks on my list [REDACTED]

Posted 30 April 2013 - 04:19 AM

Legal action is the only action that will get results. Consequences of anything else are indeterminate. Real good of [REDACTED] to offer to help. You can lead a horse to water but...

Posted 30 April 2013 - 05:37 AM

[REDACTED] on 29 Apr 2013 - 21:38, said:

No dealer, weather Indian of Fargo or otherwise, wants to spend a ton of time (think \$\$) on a project where there is no given payment at the end. [REDACTED] I offered to try to help--wondering what became if that. ??? The bike is not gonna fix itself. If I can find a trailer, and if I can squeeze Brason in, I will haul it down there.

OK guys, here goes some more gas on the fire. First off, thanks. I was on an airline trip last week followed by military duty on Friday. I tried to call you; once it was just after hours; once I got hold of the receptionist between flights and she said you were on the line with another client. As I write this, I am out of country in Mexico. I will be around later this week, [REDACTED]

For the last several months or so I make a habit of calling Henry from NODAK every Friday to see if anything is new. Last Monday, 4/22/13 for some reason I had the gut feeling to call and see what was up. I was told that my case is no longer with the engineering department and is "with management". When I asked "!"@#" that meant, NODAK was as perplexed as I was.

Out of respect for The Brand, I gave them one more week before posting this. NODAK said they expected a response/further info today. I waited to call until late this afternoon, 4/29/13; another chance to make good, another eight days gone by.....

Before I flew out of the country, I called NODAK and, you guessed it, no call from Polaris, no more info, no further answers. They have stated that they know what is wrong with my bike so why is it now "with management"?

POLARIS: IF YOU ARE READING THESE THREADS (EVERYONE HERE SAYS YOU ARE), HERE'S THE DEAL: FIX MY BIKE. I KNOW THAT YOU LOVE THE NON-DISCLOSURE AGREEMENT SO LET ME STATE PUBLICLY THAT I AM WILLING TO SIGN ONE, CEASE AND DESIST FROM ALL FORUM RANTS, AND NOT GO PUBLIC ON FACEBOOK WITH VERY MUCH NEGATIVE PUBLICITY IF SOMEONE WOULD JUST TALK TO ME AND OR NODAK TO LET US KNOW "!"@#"\$" IS GOING ON. MAKE NO MISTAKE BUT I WANT YOU AND INDIAN TO SUCCEED, HOWEVER, I HAVE OFFICIALLY RUN OUT OF GOODWILL.

I'M NOT SURE WHAT PART OF THIS SAGA UPSETS ME MORE; THE FACT THAT YOU NOW KNOW WHAT IS WRONG AND ARE FURTHER DRAGGING YOUR FEET OR THE FACT THAT IT HAS COME TO THIS. OVER THE LAST EIGHT MONTHS, I HAVE HAD TWO DIFFERENT PEOPLE WITH SYMPATHETIC EARS MAKE CONTACT WITH ME ONLY TO DISAPPEAR OR BE "OUT OF THE OFFICE". I CAN ONLY ASSUME THAT THEY HAVE BEEN "LAWYERED UP" AND NOT ALLOWED TO MAKE CONTACT WITH ME?

I WANT SOMEONE WITH THE POWER TO TELL ME "!"@#"\$" IS GOING ON TO CONTACT ME BY FRIDAY, 5/3/13. TO RE-ITERATE, I AM WILLING TO SIGN AN NDA. AT THIS POINT, IT WOULD BE IN-YOUR BEST INTEREST TO TALK TO ME BECAUSE MY NEXT STEP WILL BE LEGAL.

LASTLY, A LITTLE BACKGROUND ON ME IS IN ORDER. NEXT MONTH, I BEGIN MY 25TH YEAR OF HONORABLE MILITARY SERVICE. I AM A LTCOL IN THE USAF RESERVE. I HAVE SERVED IN TWO BRANCHES OF THE MILITARY, FLOWN IN COMBAT, AND HOLD A TOP SECRET CLEARANCE. I WAS JUST NAMED

"CITIZEN AIRMAN OF THE YEAR" BY THE 340TH FLYING TRAINING GROUP. I SERVE ON THE PASTORAL COUNCIL OF MY CHURCH AND LAST YEAR, OPENED MY HOME TO THE ADOPTION PROCESS OF A LITTLE GIRL. THE POINT IS THAT I AM NOT A BAD GUY. I HAVE BEEN VERY PATIENT, FORGIVING, AND UNDERSTANDING TO SAY THE LEAST. THIS ENTIRE ORDEAL HAS GONE ON TOO LONG AND HAS CONSUMED ENTIRELY TOO MUCH NEGATIVE ENERGY.

THE BALL IS IN YOUR COURT AND I RESPECTFULLY LOOK FORWARD TO HEARING FROM YOU.

I think all of you may agree that "with management" does not dictate a change of dealership venue at this point? They know what is wrong.....

Posted 30 April 2013 - 12:15 PM

Management is discussing whether or not it is a recall of 4 yrs of models or to treat it as one of a few isolated cases

I'd bet \$

Posted 30 April 2013 - 01:23 PM

I doubt very seriously that Polaris is conspiring to "1@#" one man on his bike. As far as threatening legal action, you aren't talking to a person, or even a small group of people anymore. You are speaking to a large corp that doesn't have ears. They don't think, they react. If the threat of legal action gets to the wrong (or right) person, it may change things for the better OR worse. They may just clam up and say see ya in court. Both sides lose if that happens. I would think that if moving to management may mean they are thinking on how to approach and handle all the issues with the out of warranty KM bikes. They have no motivation to do anything but the right thing. There just aren't enough bikes out there to warrant anything else. I still say this is 90% a dealer problem.

Posted 30 April 2013 - 01:51 PM

and both have good points. This is in the final stages of management decision to cover some or all the bikes. Also all this suing stuff may have the wrong effect. is right to be pissed but he is caught between a rock and a hard place and traditional assurance that the fix isn't worse than the cure. As to what Polaris owes him, I do not see much precedence that after a merger old product get preferential treatment. The real relationships with this company is between the dealer and the bike owner. The KM model is dead. Good luck

Posted 30 April 2013 - 03:04 PM

on 30 Apr 2013 - 08:23, said:

I doubt very seriously that Polaris is conspiring to "1@#" one man on his bike. As far as threatening legal action, you aren't talking to a person, or even a small group of people anymore. You are speaking to a large corp that doesn't have ears. They don't think, they react. If the threat of legal action gets to the wrong (or right) person, it may change things for the better OR worse. They may just clam up and say see ya in court. Both sides lose if that happens. I would think that if moving to management may mean they are thinking on how to approach and handle all the issues with the out of warranty KM bikes. They have no motivation to do anything but the right thing. There just aren't enough bikes out there to warrant anything else. I still say this is 90% a dealer problem.

Court is not the way to get to a Sales based Corporation. How many court cases to you hear about involving Walmart (I'll bet that there are thousands a year filed)? The way to get their attention is with the press. or social media How fast do you think your bike would be fixed if 20/20 was knocking on their door with a microphone? Facebook may be the best route. That said, you can still be civil and polite but spell out your problem and let them answer in a public forum instead of the private messages that disappear from public scrutiny.

Edited by 30 April 2013 - 03:05 PM

Posted 30 April 2013 - 03:45 PM

The reason you generally don't hear about the outcomes of court cases is that when the consumer wins, the settlement is conditional on a non-disclosure agreement. Big settlements are won all the time by plaintiffs who are rewarded well to keep the details under wraps. Corporations pay out nice settlements all the time and it is worth it to them to have the problem go away quietly. In my opinion, Badnda is wrong about pursuing legal action. Corporations must respond to lawyers. They cannot ignore them and get away with it like they can a customer or consumer. I have knowledge of two persons who have won their lemon law cases. Each received three times the initial cost of the vehicle with the attorney receiving a good part of that. Each had a non-disclosure clause as part of the settlement. No big deal considering they got back roughly twice the cost of the problem vehicle.

I have been following your saga for a year. As a potential customer of a new Chief next year, I am extremely interested to see how this resolves. I wrote a nice letter to Indian about this thread and another on the Virtual Indian site. I am an owner of two vintage Indians, a '41 Chief and a '29 Scout, and like most other antique owners, I'm looking for a modern bike to add to the stable. I sold my Road King last year to make some room.

I just returned from the antique meet at Oley, PA and the new Indian is starting to wage a war against the very few vendors that make and supply parts for the old bikes. They are looking to charge licensing agreements for anything with the logo. While I agree in principal, if these vendors were stealing huge profits from Polaris and ripping off parts that Polaris also makes and sells, this is not the case. I doubt highly if Polaris is going to spin up production on a one year only headlight reproduction for a 7 decade old motorcycle. Good on them if they do. Some of these "vendors" are individuals who have made parts individually for the last 50 years to, like you, keep the brand alive. The three major vendors barely make ends meet with the parts they sell.

How many Indian Script spark plug covers for a 41 Indian would you have to sell to cover a yearly royalty fee? I guarantee there are not that many vintage bikes on the road, so the result is going to be that no one makes these parts any more and it is that much more difficult to restore an old bike. I think this is more of a disservice to the Indian Marquee than any money that would be gained from royalties. If the prices on old parts sky rocket because of this, and I have to choose between the old part to make my vintage bike run, or a new part to make a new Indian shinier, the money will go to the old vendor.

When I go to a gas station on my '29, I usually talk to 5 or more people before I can get back on the road. I'm often trapped for an hour or more chatting about the Indian brand if I stop anywhere by people who see the bike. They all ask if the bikes are still being made and I tell them about the rebirth of the brand and how I think this time it is here to stay. I'd like to say that Indian lives on and did not die in 53 but alienating current customers is a way to say the brand ended a long time ago and talk about the new CVO Road Glide I'm going to buy instead.

I work a lot of hours keeping the old bikes going and if I get a new machine I want it to go without anything but oil changes and the confidence that if something does break the dealer will take care of it. I've had several modern Harleys and I have never had an issue with the dealership. I really hope this works out for you because a new Indian would look great in the garage.

Indian, if you are listening - please take care of [redacted] bike and let the Antique guys do some free advertising for you and call it good.



Posted 30 April 2013 - 05:59 PM

Wow, unbelievable. First of all, thanks for the kind word and the letter; you will drink for free if we get a chance to meet. When I see some of the new adds from these guys I truly believe that they "get it". When they sent the engineers to Iowa to ride, see, hear, feel, smell, and touch the Vintage Iron, I thought "Man, they REALLY get it". Then, when I hear trivial minutia like this (NOT trivial if you are the one trying to keep an old piece of history running), I begin to think that they don't get it at all. I truly believe that if these guys do the right thing on these types of issues, they can and will become known for great customer service, reap HUGE financial rewards, and become trusted stewards of our beloved Brand once and for all. As you said, we are their core group of hard-core enthusiasts and the single best source of FREE PR & ADVERTISING these guys could ever wish for. That being said, as someone on here previously stated they are not dealing with the snowmobile crowd anymore. We are fiercely loyal (some would argue to a fault), however, everyone has a braking point where the loyalty ends and the gloves come off. Free advertising and free good PR ends when that occurs.

Posted 30 April 2013 - 06:31 PM

Truth is yes Polaris is responsible with assistance on technical issues, recall issues, when a dealer requests it . The dealer is the one responsible for getting the job done correctly.

Posted 01 May 2013 - 12:28 AM

on 30 Apr 2013 - 13:31, said:

Truth is yes Polaris is responsible on technical issues, recall issues, when a dealer requests it . The dealer is the one responsible for getting the job done correctly.

The dealer is the one that first brought the technical issues to the forefront this summer. I tried to get them to listen until he was blue in the face that they had a major problem long before my bike came into question.



Posted 01 May 2013 - 01:03 AM

hay [redacted] thanks for your service,, nice record ya got there!

Posted 01 May 2013 - 04:35 AM

If [redacted] was to retain a lawyer and move ahead with his case. he would make a very credible plaintiff. He sounds like a great guy and a compelling witness. Just saying. He could hardly lose.

Page 7 of 16

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) - [Next Unread Topic](#)

Indian Motorcycle Community -- Motorcycles -- PowerPlus 105 Chiefs (09 - 13)

## I'm Getting A Little Suspect.....

Started by [REDACTED] Apr 19 2013 07:25 PM

Page 8 of 16

Posted 01 May 2013 - 11:32 AM

I truly think the issue here is looking like the dealer. You brought it to one that the owner sold the business.....maybe issues like this were a reason. Now the dealership is in the hands of a guy who may not have a clue about this stuff.

I think what some are saying is another dealer could have gotten the bike on the road for you & then they could just battle the powers that be to get their parts or whatever replaced.

You have an extended warranty. That means this is NOT free for the dealer to do work on as some have mentioned. It means whoever the warranty is through will be paying the dealer for the work done.

My wife had a Sporster. There was a head issue with the bike & it was under warranty being new off the floor. The dealer we got it from gave us a run around. I called a different dealer. They said, yes get it in here, the warranty is NOT with a dealer but with HD so whoever does the warranty works gets paid.....

Needless to say, this is long enough. You should decide the road you want to go down as the current 1 is not getting anything resolved.

Posted 01 May 2013 - 11:53 AM

point here is that some guys a great mechanics and are totally lost when it come to electrics could be the case here if [REDACTED] is bringing it to Branson and we can get ahold of the wiring diagram Maybe we can get this figured out

looks like Indian is not backing the last dealer ship and the new owner really has no way of getting paid for what ever he puts in to it.

Posted 01 May 2013 - 01:54 PM

Folks according to [REDACTED] there are several bikes across the country with this problem. So this really seems to be a BCM design issue not a dealer issue. This issue maybe a problem for any KM types if we let the battery get to low ( below 11 volts). So keeps these things tendered.

Posted 01 May 2013 - 02:45 PM

I wonder if PI knows that [REDACTED] has smart bombs and knows how to use them?

Posted 01 May 2013 - 03:52 PM

[REDACTED] on 01 May 2013 - 09:45, said:

I wonder if PI knows that [REDACTED] has smart bombs and knows how to use them?

Yep he should do a low level fly by at spirit lake just to make sure they understand. 🌐

Posted 01 May 2013 - 05:10 PM

My thought is still ...go directly to the top management at Polaris (CEO, COO,) and let them know the problem and suggest a solution

- Polaris has considerable investment in the Indian Brand
- Polaris has a launched an ad campaign to build the brand
- Polaris has engineered a new engine (and bike)
- Polaris has a long term business plan to compete with HD
- Polaris is introducing the new Indian at Sturgis
- Polaris is building a dealer network

If I were running a company with that much on the table in launching a new brand, I would make "1@#\$\$" sure that I didn't have any negative press or issues that may jeopardize my business plan. In addition, Polaris stepping up and taking care of [REDACTED] and other KM owners drive makes for good PR and imaging. Get a letter FEDEX'd to Polaris execs today. I would bet your bike is fixed within a week.

Posted 01 May 2013 - 09:58 PM

[REDACTED] on 29 Apr 2013 - 05:33, said:

Has Mark Moses actually commented on this issue yet, or Doc Mark with their ties straight to the Mothership?

I know that Mark *has* talked to them, and I addressed this with Indian's director of public relations this week.

They indicated to me that they are aware of the fact that this is a public relations disaster for them.

They also told me that they were going to immediately address it with the appropriate upper management.

My impression is that public relations division is **not** happy with this situation festering.

Not when they are about to have the big roll-out, and while they are doing the full court press in advertising.

We will see where this goes.

Remember, however, this is **NOT** like KM, where I (and quite a few others on this forum) could make a phone call, and actually talk to the head of engineering or to the General Manager of the entire company, and get a decision or a response in one afternoon.

My contacts within the company are now *extremely* limited.

I talk to their public relations people, their director of national events, and to the head of marketing, and that's pretty much it.

On the positive side, I will say this: they all seem like really nice people, and they are trying *really* hard to get it right. They have a long way to go, but at least they are open to suggestions.

Again, remember, we are now dealing with a huge corporation, with dozens of divisions, and not one small company in North Carolina, with 40 or 50 employees. Part of the problem is getting the *right person* concerned about [REDACTED] problem.

Hopefully that has happened now.

Posted 01 May 2013 - 10:42 PM

[REDACTED] on 01 May 2013 - 16:58, said:

I know that Mark *has* talked to them, and I addressed this with Indian's director of public relations this week.

They indicated to me that they are aware of the fact that this is a public relations disaster for them.

They also told me that they were going to immediately address it with the appropriate upper management. My impression is that public relations division is **not** happy with this situation festering. Not when they are about to have the big roll-out, and while they are doing the full court press in advertising. We will see where this goes.

Remember, however, this is **NOT** like KM, where I (and quite a few others on this forum) could make a phone call, and actually talk to the head of engineering or to the General Manager of the entire company, and get a decision or a response in one afternoon. My contacts within the company are now *extremely* limited. I talk to their public relations people, their director of national events, and to the head of marketing, and that's pretty much it. On the positive side, I will say this: they all seem like really nice people, and they are trying *really* hard to get it right. They have a long way to go, but at least they are open to suggestions. Again, remember, we are now dealing with a huge corporation, with dozens of divisions, and not one small company in North Carolina, with 40 or 50 employees. Part of the problem is getting the *right person* concerned about Hork's problem. Hopefully that has happened now.

Its great that this is being addressed by all means possible. However, taking your comment that Polaris knows this is a public relation problem for them is kinda pathetic on their part. So if know one knew they would make this right for [REDACTED] How about their moral and legal responsibility to fix the defect with [REDACTED] bike. They should have dealt with this way back because it's their responsibility to do so, not because it might prevent them from selling bikes! They should go into politics with that crap attitude, freekin Congress doing what makes them look good instead of what is right. I am ready willing and able to buy a new Indian, but when I talk to these guys I will make **sure** that they know that this **WILL** prevent them from selling bikes. FAWK!

Posted 01 May 2013 - 4:00 PM

[REDACTED] on 01 May 2013 - 17:42, said:

Its great that this is being addressed by all means possible. However, taking your comment that Polaris knows this is a public relation problem for them is kinda pathetic on their part. So if know one knew they would make this right for [REDACTED] How about their moral and legal responsibility to fix the defect with [REDACTED] bike. They should have dealt with this way back because it's their responsibility to do so, not because it might prevent them from selling bikes! They should go into politics with that crap attitude, freekin Congress doing what makes them look good instead of what is right. I am ready willing and able to buy a new Indian, but when I talk to these guys I will make **sure** that they know that this **WILL** prevent them from selling bikes. FAWK!

You have to understand, this is the public relations people I was talking to.

They see **everything** from the viewpoint of how it affects public relations.

Plus, when you are talking about a corporation, forget what the supreme court says...corporations are **not** people. Morality is a human trait, not a corporate trait.

Do you think BP would have cleaned up Deepwater Horizon out of the goodness of their heart and because it was 'the right thing to do'?

no...they did it because it was a public relations disaster for them, and because the government forced them to.

Posted 01 May 2013 - 11:11 PM

[REDACTED] - hang in there . . . if anyone deserves to have this resolved in their favor it's you.

Posted 01 May 2013 - 11:25 PM

[REDACTED] on 01 May 2013 - 18:09, said:

You have to understand, this is the public relations people I was talking to.

They see **everything** from the viewpoint of how it affects public relations.

Plus, when you are talking about a corporation, forget what the supreme court says...corporations are **not** people. Morality is a human trait, not a corporate trait.

Do you think BP would have cleaned up Deepwater Horizon out of the goodness of their heart and because it was "the right thing to do"?  
" !@# " no...they did it because it was a public relations disaster for them, and because the government forced them to.

I know, I understand that everyone looks at a problem through the prism of their priorities. I deal with that corporate mentality all day. However I slightly disagree on "corporations are not people". They are run by people, if someone with some position who is aware of this issue took ownership of this problem it would have been fixed post-haste. I have experienced that exact "ownership" from some of the largest companies, it happens. It's a corporate culture thing. I am sure by now the right people at Polaris do know about this and should have done the "right thing" because they should, not because they have to. My original point was that the statement should have been " we want to make this right, not " it makes us look bad. They should be ashamed. May I restate...

Edited by [redacted] 01 May 2013 - 11:26 PM.

Posted 02 May 2013 - 01:51 AM

Public relations is a great start but [redacted] needs someone with a pocket protector and plaid Pants...

Posted 02 May 2013 - 01:57 AM

My suggestion is have your attorney friend draft a letter outlining the issue/issues with the bike. In this same statement document you WILL sign an NDA AND that you want Polaris Indian to be successful with their new Indian brand and you WANT to help them in resolving the complex issues regarding not only your bike but the others you also know about. Reiterate IF they choose NOT to resolve this situation to your satisfaction and this is entirely their decision you will post the letter on their Facebook page as well as ALL other social media sites that involve Indian Motorcycles. Also stating your being PRO Indian are keeping many of the people already aware of the situation from doing this very thing.

Just my opinion

[redacted]

Edited by [redacted] 02 May 2013 - 01:59 AM.

Posted 02 May 2013 - 02:12 AM

After all this, I think I will put Chief fenderz on my new H-D....

Posted 02 May 2013 - 02:23 AM

[redacted] on 01 May 2013 - 08:54, said:

Folks according to [redacted] there are several bikes across the country with this problem. So this really seems to be a BCM design issue not a dealer issue. This issue maybe a problem for any KM types if we let the battery get to low ( below 11 volts). So keeps these things tendered.

[redacted] of all the motorsickles I have had this is the first one that I got to keep the damn battery tender on it all the time. Well I never used a battery tender till they started putting more of this electronics bull on them controlling this and that. I had my battery load tested twice and it passed both times but I said to " !@# " with it and got bought another battery same " !@#\$ " kind put it on the tender before I put it in and brought it up to a full charge and it has set as long as it has set in the pass when it took forever to start it if it would not pull the battery down. Anyway the " !@#\$ " thing starts up now, engine spins over faster. Course it is warm down here now but we do have a cold front coming thru tomorrow and it will cool things off unusual for this time of the year down here. Anyway it has been starting. Just makes you wonder if I am out somewhere and it ain't going to start. I know [redacted] has a different problem but if mine starts acting up you will see the Tasmanian German kraut come out of this ole boy in Texas. And I will load it up in my trailer take off from work and haul it up to PI bldg. I could get thrown in jail if'n I get " !@#\$ " but so be it. I hope the best for [redacted] but this is getting \*\*\*\*\*

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

### I'm Getting A Little Suspect.....

Started by [redacted] Apr 19 2013 07:25 PM

Page 9 of 16

Posted 02 May 2013 - 03:46 PM

[redacted]

Yea , really ? Your going to be strung along another six weeks ? Not so sure that will get you where ya wanna be. They must have some high priced word smiths in cust relations.

Posted 02 May 2013 - 06:03 PM

[redacted]

I would accept nothing less than a 14' exactly like your scooter, if not .... I would get the lemon law working

Posted 02 May 2013 - 07:09 PM

[redacted]

What exactly is the problem? Did they tell you exactly what the failure is? Also, what is the fix they plan to implement?

Posted 02 May 2013 - 09:11 PM

[redacted]

I'll believe it when I see your riding your bike.

Posted 02 May 2013 - 09:41 PM

[redacted] said:

[redacted]

What exactly is the problem? Did they tell you exactly what the failure is? Also, what is the fix they plan to implement?

MY NUMBER  
ONE CONCERN  
→

That my friend is the \$100,000 question. I asked whether it is hardware, software, wiring, BCM, etc. The answer I was given is that it will be a fix for all our BCM woes. I emphasized that I am concerned that they are only working the back half of the problem (starter fails to disengage) which many of you will remember only became an issue after the BCM recall/update was performed at NODAK. I emphasized that I am most concerned with having the original problem still exist after the starter failing to disengage issue is solved which is where the bike goes dead for no apparent reason. I was assured that was brought up and discussed and that this fix will be a fix for all the electrical issues. Wish I had more details but that's all I got at this point.

[redacted]

Posted 02 May 2013 - 09:44 PM

Gotta get love outta the equation, start treating the bike like a bad ex girlfriend, and your eyes have been opened to the fact, what was I thinking!

Posted 02 May 2013 - 10:19 PM

██████████ said:

Gotta get love outta the equation, start treating the bike like a bad ex girlfriend, and your eyes have been opened to the fact, what was I thinking!

\$500 CREDIT.  
NOT ACCEPTABLE  
BY ANY  
MEANS

OK ██████████, I'm a bit confused on that one. Are you saying still go legal? Sell outright? Switch dealers? Nuclear Facebook post? I asked to be contacted this week and I was. Granted, six weeks still blows but at this point at least I feel that we are getting somewhere. "I@#" they even tried to throw me a few bucks. I still think paint would be a very nice offer and would go a long way to repairing the bad blood, not to mention FAR cheaper than a lawsuit (from both ends).

Posted 02 May 2013 - 11:12 PM

Well, I'm just not sure I would trust them to do anything at this point. I know you are an exceptionally nice guy. This may be to a fault. I think you deserve better. And to be lead around in a kinda, well we think we know what is going to fix it now, after the treat level has increased to this level, just seems very disingenuous.

I think they want you off their back and will say any thing to make that happen. I would cut your losses and move on with legal action. Now I have been down this road in the past and can say, things move fast once a registered letter shows up. There will be no turning back.

At this juncture in Indians view however, bad press can make or break the new venture.

My guess, they will comply with making you whole. Weather title to new production, buy back with damages, etc.

Bottom line, your love for the bike and more so for the brand is blinding you to what is right for your family. You are not being a bad guy, when you really just are trying to pursue what is righteous.

As a brother rider, and military man, I truly just want you to be out of a mess, that you don't deserve to be in.

Posted 02 May 2013 - 11:17 PM

As best I understand it the low voltage battery trips the BCM to an open state and when you fire the bike up the current continues to flow to the solenoid keeping the starter running. When you turn he key off the BCM stays open and the current keep the solenoid engaged and the starter running to the point you can get a fire going down there. You have to take the seat off and disconnect the battery to stop the process. Hence the starter is ruined by the BCM. I am sure there is someone on here who may have a tighter explanation. You have really been patient ██████████ but let's let them make the cure better than the problem. This had been a long time coming. I am glad they are giving you something for your pain.

Posted 03 May 2013 - 12:04 AM

██████████ on 02 May 2013 - 17:19, said:

OK ██████████ I'm a bit confused on that one. Are you saying still go legal? Sell outright? Switch dealers? Nuclear Facebook post? I asked to be contacted this week and I was. Granted, six weeks still blows but at this point at least I feel that we are getting somewhere. "I@#" they even tried to throw me a few bucks. I still think paint would be a very nice offer and would go a long way to repairing the bad blood, not to mention FAR cheaper than a lawsuit (from both ends).

\$32,700

A few bucks??? was it the \$30K the bike cost you? If not, then I would say that is an unacceptable offer.

Posted 03 May 2013 - 01:07 AM

██████████ said:

Well, I'm just not sure I would trust them to do anything at this point. I know you are an exceptionally nice guy. This may be to a fault. I think you deserve better. And to be lead around in a kinda, well we think we know what is going to fix it now, after the treat level has increased to this level, just seems very disingenuous.  
I think they want you off their back and will say any thing to make that happen. I would cut your losses and move on with legal action. Now I have been down this road in the past and can say, things move fast once a registered letter shows up. There will be no turning back.  
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As a brother rider, and military man, I truly just want you to be out of a mess, that you don't deserve to be in.

STRESS, MAW  
+ SUFFERING  
MENTAL  
ANGUISH.

I hear you ██████████ There are days that I want to go for the legal jugular vein on these guys and there are days I simply want someone to let me know that my case hasn't died without my knowing. In any case, I am ready for it to all go away one way or the other.

Posted 03 May 2013 - 01:11 AM

██████████ said:

A few bucks??? was it the \$30K the bike cost you? If not, then I would say that is an unacceptable offer.

Trust me ██████████ it was a few bucks and that's it! After upgrades purchased new and not counting the stuff being done at NODAK now, I was out the door for \$32,700. That's a lot of coin for two-wheeled transportation. At this point, if I was offered anything close I would OBVIOUSLY take it.

Posted 03 May 2013 - 02:46 AM

I, as well as many have been following your very sad ordeal. I really really sympathize with you! I wish Polaris would take your bike to their R&D facility in Wyoming Mn and rectify the situation there! That is where many of the engineers that work for this multimillion dollar corporation are located.

I know ██████████ and ██████████ at NoDak are really good people, that have the big time passion like you as well as many others. I do not know of the circumstances why they left, that is old business and their business. I can't say the same about the Fargo store as of current.

Anyways,

I live in Andover Minnesota ( northwest of Minneapolis ) and will be attending IRIP #10. I have read you have had thoughts of getting you bike to Charlotte. I have a nice enclosed trailer and would gladly transport your bike to Indian Point, if you so desired.

I would be happy to make the lap from home to Fargo to pick it up for, but my current work schedule and family obligations this weekend will not permit it.

My plans are to depart home right after work Friday May 10th.

So, if you are still interested in getting your bike to Charlotte. If we can somehow find a way to get it to me in Andover, I can deliver it to Indian Point (free, no charge, nada) where Mark can bring it back with him if he has the spot in his trailer for you?

My only concern is for you to enjoy your beautiful motorcycle!

Sincerely

██████████  
call me if you have any questions ██████████

Posted 03 May 2013 - 03:16 AM

Isn't it odd that the Boeing Dreamliner is about to take to the air around the same time [REDACTED] is being told there's a possible solution?

Posted 03 May 2013 - 03:29 AM

[REDACTED] on 02 May 2013 - 21:46, said:

I, as well as many have been following your very sad ordeal. I really really sympathize with you! I wish Polaris would take your bike to their R&D facility in Wyoming Mn and rectify the situation there! That is where many of the engineers that work for this multimillion dollar corporation are located.

I know [REDACTED] and [REDACTED] at NoDak are really good people, that have the big time passion like you as well as many others. I do not know of the circumstances why they left, that is old business and their business. I can't say the same about the Fargo store as of current.

Anyways,

I live in Andover Minnesota ( northwest of Minneapolis ) and will be attending IRIP #10. I have read you have had thoughts of getting you bike to Charlotte. I have a nice enclosed trailer and would gladly transport your bike to Indian Point, if you so desired.

I would be happy to make the lap from home to Fargo to pick it up for, but my current work schedule and family obligations this weekend will not permit it.

My plans are to depart home right after work Friday May 10th.

So, if you are still interested in getting your bike to Charlotte. If we can somehow find a way to get it to me in Andover, I can deliver it to Indian Point (free, no charge, nada) where Mark can bring it back with him if he has the spot in his trailer for you?

My only concern is for you to enjoy your beautiful motorcycle!

Sincerely,

[REDACTED]  
call me if you have any questions [REDACTED]

I'm here to help too. I have to go through Fargo to get to Branson, as does our Brother, Indian Al. My plans to go are still in place--so let us know.

Posted 03 May 2013 - 03:59 AM

It is not a dealer issue, it is a technical issue and it is going to take some time to make sure the fix will work in all conditions. We are all going to be better off in six weeks based on what [REDACTED] has told [REDACTED]. The engineers in Polaris have heard us loud and clear. They just need the time to give us a "proven" solution. You can move the bike wherever you want, the fix will meet it at that dealership in about six weeks.

Posted 03 May 2013 - 04:12 AM

[REDACTED] I have never commented on this until now.

Over the past 2 years I have had a few ongoing issues and felt pretty low and alone. I too bought my bike from the Wichita dealer (from the Birdman) just weeks before they closed their doors. Drove 660 miles to pick it up to go home to Houston. I find later that Wichita never even registered my bike. That made my recall work go on hold for a bit. Also I have yet to see one bit of warranty action from Polaris and I have plenty for them to address. BTW, my warranty runs out in about a month.

I have been reading about your problems have been trying to keep up with the details, and at the same time pulling for you.

Every time I see an update, I'm hoping to see you happy and all your wrongs righted ...with interest!!!

I admire you for your diligence and perseverance.

Don't take this wrong but with the issues I've had and the issues you've had, your situation has made me not feel so bad. (sorry)

Three weeks ago a spider bit me. My finger swoll up, turned blue and red, and I fretted over it somtin' fierce.

Everyone I know knew about my spider bite.

Today someone forward an email showing the snake-bit foot of Bear Grylls' Producer from the Discovery Channel's outdoor adventure show.

Suddenly my finger was much a do about nothing.

My bike problems are much a do about nothing.

[REDACTED] I hope you get your bike fixed.

Posted 02 May 2013 - 03:41 AM

I hear you loud and clear, let's hope this is resolved real soon.

Posted 02 May 2013 - 05:47 AM

██████████, said:

I know that ██████████ has talked to them, and I addressed this with Indian's director of public relations this week.

They indicated to me that they are aware of the fact that this is a public relations disaster for them.

They also told me that they were going to immediately address it with the appropriate upper management.

My impression is that public relations division is **not** happy with this situation festering.

Not when they are about to have the big roll-out, and while they are doing the full-court press in advertising.

We will see where this goes.

Remember, however, this is **NOT** like KM, where I (and quite a few others on this forum) could make a phone call, and actually talk to the head of engineering or to the General Manager of the entire company, and get a decision or a response in one afternoon.

My contacts within the company are now *extremely* limited.

I talk to their public relations people, their director of national events, and to the head of marketing, and that's pretty much it.

On the positive side, I will say this: they all seem like really nice people, and they are trying **really** hard to get it right.

They have a long way to go, but at least they are open to suggestions.

Again, remember, we are now dealing with a huge corporation, with dozens of divisions, and not one small company in North Carolina, with 40 or 50 employees. Part of the problem is getting the *right* person concerned about ██████████ problem.

Hopefully that has happened now.

A generous trade in allowance for KM bikes in trade for new Polaris Chiefs might go a long way.

Just sayin.

Posted 02 May 2013 - 11:55 AM

if Polaris dont act soon very soon,

I will contact HD headquarters and feed them "the story" so they make a nice ad campaign on the subject.

i think they be interested since Indian is shooting right at them with their ads

Bad bad Indian from Polaris

I AM TEMPTED  
TO SEND  
THIS TO H-D AS WELL!

Posted 02 May 2013 - 02:02 PM

OK fellas, talked to ██████████ yesterday for a long while; also received an email from someone else very high up in the Company. While the engineers have indeed figured out what is wrong, the proposed fix still needs to be tested out in the field. Unfortunately, this is still pretty much an engineering thing (who was it that said we needed the guys with pocket protectors and plaid pants? ☹). Being an engineering thing, it will take a while, six weeks is what I am being told. I was offered a few bucks which I politely declined, telling ██████████ that if they wanted to be nice at this point, they could fix my paint. ██████████ offered to run it up the flag pole so we will see.

THAT WAS  
NOW 2 MONTHS  
AGO, NO  
SIGN OF

I think we are in the end game and this should all come to an end soon. Hopefully, the fix will be a dependable one that takes care of all of our bikes once and for all.

Posted 02 May 2013 - 02:28 PM

Did you volunteer your bike to be the Test subject?

Page 8 of 16

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#) →

[Indian Motorcycle Community](#) → [Motorcycles](#) → [PowerPlus 105 Chiefs \(09 - 13\)](#)

You have a fan (and friend) in Houston.

Good luck, and keep us posted.

Posted 03 May 2013 - 04:38 AM

NOT FUNNY ANYMORE.

██████████ said:

It is not a dealer issue, it is a technical issue and it is going to take some time to make sure the fix will work in all conditions. We are all going to be better of in six weeks based on what ██████████ has told ██████████. The engineers in Polaris have heard us loud and clear. They just need the time to give us a "proven" solution. You can move the bike wherever you want, the fix will meet it at that dealership in about six weeks.

██████████ just said very eloquently what I have been trying to convey about moving the bike around. At this point, we are stuck I believe waiting. Maybe we should start a poll just for fun? Again, trying to keep my sense of humor but maybe Harleynot might want to donate or maybe I will contribute but here's my idea: Person who guesses the closest to when the bike is fixed gets a prize (back patch, LS t-shirt, etc.). For a second prize we can go with the person who guesses the closest to the day the number of days from the start of the bike hostage crisis to the bike rolling out from NODAK under it's own power once and for all. Just some ideas.... Obviously I will be exempt from the second one since I will be the one ultimately deciding when to ride it out of there after it is fixed.

Posted 03 May 2013 - 04:43 AM

██████████ said:

██████████ I have never commented on this until now. Over the past 2 years I have had a few ongoing issues and felt pretty low and alone. I too bought my bike from the Wichita dealer (from the Birdman) just weeks before they closed their doors. Drove 660 miles to pick it up to go home to Houston. I find later that Wichita never even registered my bike. That made my recall work go on hold for a bit. Also I have yet to see one bit of warranty action from Polaris and I have plenty for them to address. BTW, my warranty runs out in about a month. I have been reading about your problems have been trying to keep up with the details, and at the same time pulling for you. Every time I see an update, I'm hoping to see you happy and all your wrongs righted ...with interest!!! I admire you for your diligence and perseverance.

Don't take this wrong but with the issues I've had and the issues you've had, your situation has made me not feel so bad. (sorry)

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Everyone I know knew about my spider bite.

Today someone forward an email showing the snake-bit foot of Bear Grylls' Producer from the Discovery Channel's outdoor adventure show.

Suddenly my finger was much a do about nothing.

My bike problems are much a do about nothing.

██████████ I hope you get your bike fixed.

You have a fan (and friend) in Houston.

Good luck, and keep us posted.

Thanks Houston! You of all people know the pain of seeing your dealer close out from under you. It's kind of like watching a relative slowly being consumed by cancer; not fun by any means and very sad and painful.

The Birdman and his bride ██████████ are great folks; I need to call him. He works for the old Easy Rider shop known as Biker's Edge around these parts. Interestingly, they were a Gilroy dealer but now want nothing to do with Indian. They are our local Triumph and Victory dealer.

Posted 03 May 2013 - 04:18 PM

LONG PAST  
SIX WEEKS

██████████ on 02 May 2013 - 22:59, said:

It is not a dealer issue, it is a technical issue and it is going to take some time to make sure the fix will work in all conditions. We are all going to be better of in six weeks based on what ██████████ has told ██████████. The engineers in Polaris have heard us loud and clear. They just need the time to give us a "proven" solution. You can move the bike wherever you want, the fix will meet it at that dealership in about six weeks.

Ok... so everyone will be better in six weeks.... ██████████ should have a Polaris Indian to ride for 6 weeks... Polaris should feel some pain while the fix is being implemented... otherwise there is no incentive to move quickly.....

Page 9 of 16

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) - [Next Unread Topic](#) →

[Indian Motorcycle Community](#) → [Motorcycles](#) → [PowerPlus 105 Chiefs \(09 - 13\)](#)

Indian Motorcycle Community - Motorcycles - PowerPlus 105 Chiefs (09 - 13)

### I'm Getting A Little Suspect.....

Started by [redacted] Apr 19 2013 07:25 PM

Page 10 of 16

Posted 03 May 2013 - 04:26 PM

INITIALLY, \$ 500, THAT WAS TURNED INTO A PARTIAL PAINT JOB +

The test cycle takes six weeks and they have made an offer to [redacted]

~~THAT WAS TURNED INTO A DEBACLE IN + OFF MYSELF~~

[redacted] THIS WAS NOT BEEN POSTED.

Posted 03 May 2013 - 04:52 PM

I wouldn't believe a word I heard from Polaris at this point. Been nothing but talk for months now.

Posted 03 May 2013 - 05:48 PM

[redacted] on 03 May 2013 - 11:26, said:

The test cycle takes six weeks and they have made an offer to [redacted]

I hate to tell you this, but YOU sound like a "mouthpiece" for Polaris, it would be better for them if they had chose someone with some credibility around here...

Posted 03 May 2013 - 06:11 PM

Unfortunately I do not feel that the date for completion will be any where near 6 weeks. This is a sad way to think, but having dealt with this exact type situation with my 04 F-250. You begin to realize it is all smoke and mirrors when it come to major corporations and customer relations. They need to get you to go further down a path of no recovery due to statutes and time elapse. See you are giving them ammunition by letting it drag out. In the end you will be blamed for never doing anything.

Posted 03 May 2013 - 06:43 PM

[redacted] on 03 May 2013 - 12:48, said:

I hate to tell you this, but YOU sound like a "mouthpiece" for Polaris, it would be better for them if they had chose someone with some credibility around here...

credibility..... around here.....

Edited by [redacted] 03 May 2013 - 06:44 PM.

Posted 03 May 2013 - 07:51 PM

[redacted] on 03 May 2013 - 12:48, said:

I hate to tell you this, but YOU sound like a "mouthpiece" for Polaris, it would be better for them if they had chose someone with some credibility around here...

now we're cannabalizing each other? come on! we all feel awful for [redacted], and wish for his drama to end, but there's no reason for this name calling....meanwhile my dollar is in the mail...i'll take june 19th. it's my anniversary, maybe it'll be lucky for [redacted] too!

Posted 03 May 2013 - 08:07 PM

on 03 May 2013 - 11:26, said:

The test cycle takes six weeks and they have made an offer to  
Hmmm.. if it's a legit issue, why not just rip/replace the bad part(s). One would hope there is a solution for the next 500+ bikes that may experience the exact same problem since they duplicated the problem

Posted 03 May 2013 - 08:09 PM

One would hope for a proper recall.....

Posted 03 May 2013 - 08:20 PM

on 03 May 2013 - 15:09, said:

One would hope for a proper recall.....

Agreed. Since day one I've thought/related/reported that the starting circuit/system on the KM bikes was weak. Typically, including this morning, the first push of the start button results in a half-crank, solenoid rap, start cycle-resetting chug... and then, after the speedo needle does its dance and the 'N' light comes back on, it will crank and start "normally."

As I related on IM's Facebook page I do hope they make things right for all of us.

Facebook is  
NEXT FOR  
MAN HERE!

Posted 03 May 2013 - 11:37 PM

on 03 May 2013 - 12:48, said:

I hate to tell you this, but YOU sound like a "mouthpiece" for Polaris, it would be better for them if they had chose someone with some credibility around here...

"!@#\$\$"

Maldev

Posted 04 May 2013 - 12:19 AM

I think is simply as frustrated as the rest here about the lack of reaction from Polaris.

Here's my take having gone round and round with the latest three versions of Indian on several points. And again, my input from experience...yours will vary.

Do not sign an NDA unless you get everything you want. Why? Consider the reason this forum came to exist: for riders looking for help that the factory refused to help. Most of the old timers will remember when my swingarm bolt snapped at freeway speeds on my 99 Chief. What could have been a simple fix that would have saved my accident and several others was not reported on this site. Why? The first two accidents in which this happened resulted in lawsuits in which settlements were blocked from the public by an NDA. The NDAs also blocked important safety information from getting made public.

Gilroy doubled down on this with the front axle bolts on the Scout...another incident I had.

Now, going forward with KM, we all had the luxury of rubbing elbows with the owners, tossed their emails around and basically had a relationship with the guys building our machines. We got to know great people along the way such as Mark Moses and other associated with Indian that could speak on their behalf and help pave ways to solutions.

Regardless of what you think of their price scheme or engineering behind the bikes, everyone on this forum was privy to a special relationship within the factory that simply didn't exist elsewhere.

That's gone. Way gone. History. Let it go. Time to move on.

I've had an ongoing issue with Polaris since the first month they bought Indian. That may see resolution this week...or not. We'll see. [redacted] has the same problem. No relationship with Polaris. Everyone thinks they have one with Indian and they do, but not with Polaris. Hilton Hotels just bought out our favourite bed and breakfast and all the staff has been replaced with kiosks.

What is important now is that we now figure out how best to work with and deal with the new ownership. We represent the un-silent minority of Indian Motorcycle owners. We are responsible to setting the terms of the relationship as much as Polaris is. If we don't like being treated as we have and overlooked, then we need to let them know how to take us seriously. [redacted] and I have gone round and round with Polaris as we would have Gilroy and KM: friends that smooth problems out over drinks. Polaris doesn't respond to this because they are kiosks.

Speaking about lawsuits and such turns people off on this forum. It smacks of high brow elite money and corporate "1@#\$\$" which we all strive to escape from by riding our Indians. Unfortunately, that is the standard by which Polaris forms its relationships. You can see that every time they send a personable face to deal with [redacted] or me, that person has to run back to corporate to find what they should do next. That person is a flesh suit on the Polaris kiosk.

Stop treating Polaris like a person and deal with them on a corporate level only. Polaris is going to depend on their dealership network, when they get one, to provide the person-to-person relationship we all strive for and aren't getting. Make no apologies for how they act and don't try to anthropomorphize the company.

Posted 04 May 2013 - 02:23 AM

I have remained silent in public on this matter but have done much behind the scenes to see that this problem gets resolved and resolved properly for the good of all. [redacted] is spot on in his description of the issue and also the correct course of action for an accurate and proper repair.

The kind [redacted] is just one of many that care enough to try to help. I assure you that are many within the Polaris team that are 'very' concerned and care very much. I also want to go on record with my opinion that the Fargo dealership did everything that was asked of them to provide data to get the problem diagnosed and a proper fix underway. I could have done no more in my shop.

A work-a-round is not the correct fix for our friend's Chief; the proper fix required testing, duplication, and engineering input. It now requires complete testing and proper validation that the fix is indeed a good one. This regimented process will takes weeks, but it is the long term fix that is the optimum goal.

I too wish [redacted] was riding his Chief. It will be up to him to gauge his patience and acceptance of what will come from all of this. Lots of good folks have a sick stomach over this one, I know, I have seen it in their eyes. No magic buttons to push on this one I am sad to say. I take refuge in the fact that I know that [redacted] issues have not been ignored or made to seem small by the staff at Polaris/Indian; they have been paying quiet attention and working behind the scenes. What I do see fault in is that communication has not been frequent enough. It looks like that message has been heard and addressed too. We shall see.

I applaud all that are trying to help. The words of caring advice, the actual reaching out by [redacted] the dedication of the folks at Fargo, and most of all, poor [redacted]. Hang in there my brother, good things are coming...

Posted 04 May 2013 - 04:33 AM

IMHO. I agree with both [redacted] assessments.

Far as I can tell, Indian Motorcycle is now closer to being a true Public Traded Company than, any other time in recent history. As I mentioned previously the engineers might have to bring the bike(s) back to the factory and begin to perform all the required [tedious] due diligence, in good faith, without compromise.

ONE OF MY BIGGEST COMPLAINTS,

SINCE DAY ONE,

TRYING TO SOLVE ON THE CHEAP OVER THE PHONE.

TRYING TO SOLVE ON THE CHEAP OVER THE PHONE.

The owner may need to face even more issues, such as the paint. nuff said.

I hope that IMSL makes more of the Bomber Models again, one day. They are my favorite. Me 2 cent...ennials worth.



Posted 04 May 2013 - 04:33 AM

on 03 May 2013 - 15:20, said:

Typically, including this morning, the first push of the start button results in a half-crank, solenoid rap, start cycle-resetting chug... and then, after the speedo needle does its dance and the 'N' light comes back on, it will crank and start "normally."

Yep... sounds familiar .....@#%\$)@&R%#)

Posted 04 May 2013 - 02:02 PM

on 03 May 2013 - 21:23, said:

I have remained silent in public on this matter but have done much behind the scenes to see that this problem gets resolved and resolved properly for the good of all. [REDACTED] is spot on in his description of the issue and also the correct course of action for an accurate and proper repair.

The kind [REDACTED] is just one of many that care enough to try to help. I assure you that are many within the Polaris team that are 'very' concerned and care very much. I also want to go on record with my opinion that the Fargo dealership did everything that was asked of them to provide data to get the problem diagnosed and a proper fix underway. I could have done no more in my shop.

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I too wish [REDACTED] was riding his Chief. It will be up to him to gauge his patience and acceptance of what will come from all of this. Lots of good folks have a sick stomach over this one, I know, I have seen it in their eyes. No magic buttons to push on this one I am sad to say. I take refuge in the fact that I know that [REDACTED] issues have not been ignored or made to seem small by the staff at Polaris/Indian; they have been paying quiet attention and working behind the scenes. What I do see fault in is that communication has not been frequent enough. It looks like that message has been heard and addressed too. We shall see.

I applaud all that are trying to help. The words of caring advice, the actual reaching out by [REDACTED] the dedication of the folks at Fargo, and most of all, poor [REDACTED] Hang in there my brother, good things are coming...

I disagree here... if a work around is available it is the first step towards a correct fix. It should be on [REDACTED] bike and he should be riding until the final fix is in place.... not having a bike for nearly a year is entirely unacceptable.... all means should have been taken to get his bike, or a replacement, on the road. Polaris should have searched and found the fix on their nickel not [REDACTED] or any other rider....

Edited by [REDACTED] 04 May 2013 - 02:04 PM.

Maldev

Posted 04 May 2013 - 06:25 PM

I'd much rather have a permanent solution rather than a work around.  
And I can just hear the cries of foul that some people would have if a work around was offered on a premium bike such as this.

"!@#%\$ " either way they go.

Posted 04 May 2013 - 07:16 PM

██████████ on 04 May 2013 - 13:25, said:

I'd much rather have a permanent solution rather than a work around.  
And I can just hear the cries of foul that some people would have if a work around was offered on a premium bike such as this.  
" !@#%\$ " either way they go.

Even if the work around takes 270+ days... what's to say it's really going to be six weeks.... In the industry I work if we have a problem and can provide an acceptable work around until the final solution is available the customer expects to get the work around and we provide it, ... it's not an abnormal approach... what is abnormal is purchasing a new motorcycle and have it unavailable for nearly a year.....

Edited by ██████████ 04 May 2013 - 07:18 PM.

Posted 05 May 2013 - 01:05 AM

Maldev

I'm not going round and round with you and your industry here, ██████████ I'm going on what people on this forum would expect and I know that if Polaria came out with a "work around" on a \$40k motorcycle, people would cry foul and you'd be at the head of that parade.

Given what Mark has said, I would hazard a guess that Polaris Engineers have been testing one, if not several work arounds, during this time period and have found a path to a final solution thta needs six weeks of legal compliance and safety testing before they put it out to the public. I'd much rather have a solution that solves the problem rather than one that treats the symptoms which work arounds invariably only do.

Posted 05 May 2013 - 01:45 AM

Band-Aid fixes are just that. My dad's factory suffered over ten years before he agreed to return the excellent quality that now has been his Marque [family legacy] for over fifty years. And, still manufacturing in volume today. Made in USA.

In my humble 50 yrs of experience I'd go out on a limb to say this recall (or whatever) will take months as, I alluded to above. I've been through the process many times from electronics production lines in new york city to the silicon valley and back. However, I hope that IMSL already has a good handle on the situation to make this issue go a bit smoother than it has so far. Although, I wouldn't advise anyone to hold their breath.

It ain't rocket science. It's motorcycle surgery. 🐾

Edited by ██████████ 05 May 2013 - 08:22 PM.

Posted 05 May 2013 - 02:34 PM

Maldev, on 04 May 2013 - 20:05, said:

I'm not going round and round with you and your industry here, ██████████ I'm going on what people on this forum would expect and I know that if Polaria came out with a "work around" on a \$40k motorcycle, people would cry foul and you'd be at the head of that parade.

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You're not the psychologist you claim to be....so don't try to guess what I'd do... I just said I would be in favor of a work around, one as simple as "here's a bike til we're done"... this " !@#%\$ " has lasted way too long.. ██████████ has been plenty patient.... I also am familiar with engineering schedules... 6 weeks could end up be 6 months... In your opinion... should he wait???

I'd rather have a work around addressing the symptoms... that allowed me ride a motorcycle.... than have it sit in a dealership for over 270 days..... but that's just me....

Edited by ██████████ 05 May 2013 - 02:37 PM.

Page 10 of 16

[Back to PowerPlus 105 Chiefs \(09 - 13\) - Next Unread Topic](#) →

[Indian Motorcycle Community](#) → [Motorcycles](#) → [PowerPlus 105 Chiefs \(09 - 13\)](#)

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)



## I'm Getting A Little Suspect.....

Started by [REDACTED] Apr 19 2013 07:25 PM

Page 11 of 16

Posted 05 May 2013 - 02:46 PM



Sometimes I look at the way we talk to each other and backbite and disrespect each other and wonder if this is the same group of people I have rode, broke bread and had drink with. We are imploding and I really don't know why.

Posted 05 May 2013 - 04:46 PM



[REDACTED], on 05 May 2013 - 09:46, said:

Sometimes I look at the way we talk to each other and backbite and disrespect each other and wonder if this is the same group of people I have rode, broke bread and had drink with. We are imploding and I really don't know why.

Please don't let my dislike for the MODERATOR cloud the fact that Polaris has been dragging their feet for quite awhile. That is two non related issues

Posted 05 May 2013 - 05:51 PM



I agree with [REDACTED] on this one. There is a fine line between a workaround and an engineered fix. As an engineer with 40+ years experience, I know that we are never satisfied and our tendency is to continuously improve a product and never be done as in "done done". Fortunately (or unfortunately as the case may be) for profit oriented companies, management is in place to continually sell band-aids as final fixes and prevent the never-ending engineering improvement processes from bleeding away all the profits.

That being said, I don't see that Polaris has done much of anything at all in [REDACTED] case. Maybe a few new items like starter and battery - pretty lame if you ask me. Sure, there has been lots of promises and phone calls and different levels of personnel trying to get involved. But the end result is no help so far. More verbal assurances that the promised land is just around the next turn are just that - verbal assurances. What [REDACTED] needs are results and so far, they are not there.

In my opinion, legal help is the only way to get the ball rolling. Its not an all or nothing proposition unless it has to be. And if it does go all the way, the legal approach is the only way to get there. Just my 2¢. Thanks for listening. I'm here all month.

Maldev

[REDACTED] on 05 May 2013 - 09:34, said:

Posted 05 May 2013 - 06:29 PM

You're not the psychologist you claim to be...so don't try to guess what I'd do... I just said I would be in favor of a work around, one as simple as "here's a bike til we're done"... this" !@ "has lasted way too long.. [REDACTED] has been plenty patient.... I also am familiar with engineering schedules... 6 weeks could end up be 6 months... In your opinion... should he wait???

I'd rather have a work around addressing the symptoms... that allowed me ride a motorcycle.... than have it sit in a dealership for over 270 days..... but that's just me....

Never claimed to be a psychologist so I'm not sure where you get that. If that's an attempted dig at me saying what you'd do in the situation with an offered work around, I based that on what you've written here over the last years and that backs up everything I said.

Handing off a second bike isn't a work around. It could have the exact same problem as [REDACTED]. You don't know how long the engineers have been working on this nor how many have been working on it. I've already voiced my opinion of what [REDACTED] should do several times here as well as sent [REDACTED] an email when something similar to this happened to my BMW and how BMW handled it.

I cannot imagine the diatribe you'd launch against Polaris were they to give your bike a workaround at this date only to have it fail 10 miles outside your driveway. Give me a break and honestly consider that scenario. Would you suggest [REDACTED] go through that?

[REDACTED] Posted 05 May 2013 - 07:55 PM

I'll stand by my previous post. Band-Aid fixes peel off real fast and just get customers more pissed. That's not management's job or intention, ever...FACT.

I'm not a lawyer but, willing to guess that [REDACTED] does not need to be reminded ad nausea.

Have only heard one side of the story on this whole affair. So, retract any previous input that sounded like I was pointing a finger.

Don't know if customer was offered a loaner vehicle. I do suspect there are good reason(s) either way.

Got plenty, regarding IMSL and their customer service role [not forgetting present new product introduction] versus that of Parent Company.

All just my opinions. Ya know where to find me.

[REDACTED] Posted 05 May 2013 - 08:33 PM

Just to clarify, no loaner was ever offered although at this point, I would welcome it. Riding season is here and I have piled miles on my cage at a blistering pace.

As far as the band-aid fix, I will weigh in. At this point, I feel as though I have waited this long so it needs to be fixed correctly, once and for all. I had visions of riding out to bring the bike home and getting two or three gas stops down the road in the middle of Nebraska and having the dreaded "no start" condition rear it's ugly head again. These bikes have something seriously wrong with them regarding the electronics and hopefully we are close to a real fix, no band-aids. I fully expect to never worry again that when I turn the key back on after a stop, the bikes starts, every time!

[REDACTED] Posted 05 May 2013 - 11:07 PM

[REDACTED]

I've no dog in this fight but I feel your pain (but to a much lesser degree). I encourage you to take a step back, review the definition of sunk-cost effect ([http://changingminds.org/explanations/theories/sunk-cost\\_effect.htm](http://changingminds.org/explanations/theories/sunk-cost_effect.htm)) and ask yourself what you'd recommend your children do. Best of luck.

Ride safe,  
[REDACTED]

[REDACTED] Posted 06 May 2013 - 01:57 AM

Maldev, on 05 May 2013 - 13:29, said:

Never claimed to be a psychologist so I'm not sure where you get that. If that's an attempted dig at me saying what you'd do in the situation with an offered work around, I based that on what you've written here over the last years and that backs up everything I said.

Handing off a second bike isn't a work around. It could have the exact same problem as [REDACTED]. You don't know how long the engineers have been working on this nor how many have been working on it. I've already voiced my opinion of what [REDACTED] should do several times here as well as sent [REDACTED] an email when something similar to this happened to my BMW and how BMW handled it.

I cannot imagine the diatribe you'd launch against Polaris were they to give your bike a workaround at this date only to have it fail 10 miles outside your driveway. Give me a break and honestly consider that scenario. Would you suggest [REDACTED] go through that?

Maybe we should let [REDACTED] decide if he'd take a loaner bike as a work around until his is fixed.... first off.. it doesn't appear that all bikes have this problem.. so give him one that doesn't...

But... about the psychologist.. yes it was a dig... you have no idea how I'd react... as far as the things I've said here over the years.... they have been consistent... I haven't changed my story... ever... so if I say I would consider a loaner.... I would... end of story... so again... you don't have a clue as to how I would react...

Posted 06 May 2013 - 03:06 AM

[REDACTED] on 03 May 2013 - 15:20, said:

Agreed. Since day one I've thought/related/reported that the starting circuit/system on the KM bikes was weak. Typically, including this morning, the first push of the start button results in a half-crank, solenoid rap, start cycle-resetting chug... and then, after the speedo needle does its dance and the 'N' light comes back on, it will crank and start "normally."

As I related on IM's Facebook page I do hope they make things right for all of us.

ANOTHER BIKE  
W/ SAME  
PROBLEM.

[REDACTED] on 03 May 2013 - 23:39, said:

Yep... sounds familiar .....@#%\$)&R%#)

Same hear started last summer. Not to long after my new BCM was installed, I was attributing it to battery/battery tender problems I was having and then a cheapo replacement battery I bought as a temporary fix, or my starter going bad! I had no idea may problems may be related to the "!"@# [REDACTED] was going through!

Posted 06 May 2013 - 03:10 AM

[REDACTED] on 05 May 2013 - 09:46, said:

We are imploding and I really don't know why.

Yep This place has been loaded with imps since gitgo

Edited by [REDACTED] 06 May 2013 - 03:13 AM.

Posted 06 May 2013 - 03:12 AM

[REDACTED] on 05 May 2013 - 15:33, said:

Just to clarify, no loaner was ever offered although at this point, I would welcome it. Riding season is here and I have piled miles on my cage at a blistering pace.

As far as the band-aid fix, I will weigh in. At this point, I feel as though I have waited this long so it needs to be fixed correctly, once and

for all. I had visions of riding out to bring the bike home and getting two or three gas stops down the road in the middle of Nebraska and having the dreaded "no start" condition rear it's ugly head again. These bikes have something seriously wrong with them regarding the electronics and hopefully we are close to a real fix, no band-aids. I fully expect to never worry again that when I turn the key back on after a stop, the bikes starts, every time!

Makes sence, I would assume that a pilot would not be comfortable with a partially tested "work-around".

Posted: 06 May 2013 - 04:28 AM

I'm going to go out on a limb here and state that "I" wouldn't go with a "band-aid" and I will tell you why, I have had the ignition switch fail while surrounded by I-5 traffic (75-80 MPH) in the #2 lane, which means I had no place to go. Not a good feeling as the pucker-factor was a 15 on a 10 scale (I truly don't know how I lived thru that one) I do believe that Polaris is "now" working on the problem, The problem I have is the fact they took waaay too long to admit the problems when there were numerous scoots around the country with the same problem, it appears that they (Polaris - Indian) were trying to figure out a way so not to do a recall for all Chiefs produced from 09'-present. And or "who" was going to pay the bill on it.

EXACTLY!

That said, I wonder if it is legal to hold an NDA over the owners head if this (possibly) an NTSB reportable issue ??

Posted: 06 May 2013 - 04:52 AM

my friend, you nailed it. How many of us have been told that our initial problems had been due to a "bad batch of batteries"? That made total sense until battery number three.... Then it was the negative cable that was too short. Then it was the batteries being wedged in too tight. How many of us had their bikes on a tender religiously and still wondered what (if anything) was in store when the starter switch was thumbed or the ignition was turned on? How many of us quit setting the clock long ago? Now with the collective hindsight of several of us it is all starting to make perfect sense. The way I see it: There was a known but very intermittent and very random very big problem affecting a very small percentage of bikes so the powers that be rolled the dice hoping it would all go away.

THE BASICS  
OF SOME  
SERIOUS \*  
LEGAL  
QUESTIONS

Posted: 06 May 2013 - 06:07 AM

Boeing corrected (hopefully) the battery problem with the Dream Liner the FAA's approval in half the time Indian has had bike in captivity with no fix in site yet. Not acceptable, if Indian would keep in mind it's a human they are letting down they might get serious about fixing it. We need a contact for the highest office with Polaris that will listen to us or at least accept our letter, then all of us need to send them a letter letting them know this is not how you treat the Indian family. People are impressed with companies that take care of the small group of people knowing they won't get a lot of press from their action but did what needed to be done.

Posted: 06 May 2013 - 01:16 PM

How many of us had their bikes on a tender religiously and still wondered what (if anything) was in store when the starter switch was thumbed or the ignition was turned on? How many of us quit setting the clock long ago?

That describes me Like I said earlier this is the only motorcycle I have ever had that if you don't keep it on a battery tender she ain't gonna start. And flip the emergency stop off every time. I have never turned the emergency stop off all all of the Harley's I have had. What kind of mickey mouse BCM do they have?

Posted: 06 May 2013 - 01:37 PM

I hear ya [REDACTED]. The battery tender I might be able to understand. In fact I had just accepted it as the cost of doing business and chalked it of to one of the quirks paid to be that token Indian guy that always shows up. Winter, bikes sitting for periods of time, I get that kinda. What really pissed me off the most was doing all that with the tender, setting off with a fully charged battery, and one refuel stop later (after riding at highway speed and ALWAYS checking the voltage due to paranoia, 12.8 at start, 13.5-14.2 while riding, ie. a solid alternator and charging system) and then having bike not start for no reason.

[REDACTED]  
Posted 06 May 2013 - 03:22 PM

In my 2010 camaro yesterday. North of town along the isolated beach [freeway] stretch. I passed a good looking bike on side of road with rider, standing, looking at the bike. Saw him again on my return loop. I drove over to ask if he needed any assistance. He was on the phone. He said thanks anyway and his buddies are bringing a tow rig. He was friendly but nervous...saw my IM vest. His bike--a drop dead gorgeous CVO late model...I think. Then I noticed his local patch. I drove away rather quickly.

[REDACTED]  
Posted 06 May 2013 - 05:55 PM

[REDACTED], on 06 May 2013 - 10:22, said:

In my 2010 camaro yesterday. North of town along the isolated beach [freeway] stretch. I passed a good looking bike on side of road with rider, standing, looking at the bike. Saw him again on my return loop. I drove over to ask if he needed any assistance. He was on the phone. He said thanks anyway and his buddies are bringing a tow rig. He was friendly but nervous...saw my IM vest. His bike--a drop dead gorgeous CVO late model...I think. Then I noticed his local patch. I drove away rather quickly.

Take your hat off, we can't see your point...

[REDACTED]  
Posted 06 May 2013 - 06:30 PM

Not if I'm wearing my rug.

[REDACTED]  
Posted 06 May 2013 - 11:09 PM

I do remember the dealer insisting that I had better buy a battery tender ...or else.

They musta been on to something because it is my most used option.  
And didn't the factory have a tender plug installed as "standard" equipment?  
Hmmm, any other bikes have that?

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

## I'm Getting A Little Suspect.....

Started by [REDACTED] Apr 19 2013 07:25 PM

Page 12 of 16

Posted 07 May 2013 - 12:14 AM

[REDACTED]

I had my bike layed up all winter with no tender ( the tender crapped out sometime over this time)...and a cold garage....last week I refreshed the gas....1/2 open choke and vroom....away we go. Got about 50 extra miles on clock since

I really think and always thought these tenders are overrated!

my truck starts after 6-8 weeks laying up in -30 C weather also...albeit a larger battery of course!

...just sayin!

Posted 07 May 2013 - 12:23 AM

[REDACTED] said:

I do remember the dealer insisting that I had better buy a battery tender ...or else.

They musta been on to something because it is my most used option.

And didn't the factory have a tender plug installed as "standard" equipment?

Himmm, any other bikes have that?

When I bought my Indian dealer included a battery tender and advised I use it. Was good advice. BTW, my HD had a tender plug standard.

Posted 07 May 2013 - 12:41 AM

[REDACTED]

Do you have to use the tender on your Harley?

Posted 07 May 2013 - 01:06 AM

[REDACTED]

My Bomber came from factory ( it was a demo/photo shoot bike) and had tender plug in installed when it arrived--just sayin'!!

Posted 07 May 2013 - 02:27 AM

[REDACTED]

Any starting issues with yer Bomber, [REDACTED] just wondering

[REDACTED]

Posted 07 May 2013 - 02:36 AM

[REDACTED]

[REDACTED] None, but if not on tender, clock goes to Russian time or thereabouts. Still original battery. Bike is actually gaining on me since P5, pipes and opening up the air.

Posted 07 May 2013 - 03:17 AM

That's good information for IMSL. I hope IMSL already knows a good cure for the annoying Russian time with no tender thing. Suppose, Best I can do here is try to stay positive and trust they respond to [REDACTED] and all the Bombers.

IMHO. These type of customer service issues, when left to stew for a long time, often come back to bite at just the worst moment. Such as, during a major new product introduction via a vis The New Power Stroke machine. All my opinions only.

Posted 07 May 2013 - 01:58 PM

[REDACTED], said:

Do you have to use the tender on your Harley?

I probably don't have to, but I have issues with OCD and have all of them hooked up to tenders. On one of the HD forums this topic came up and it seems those who used tenders generally had longer battery life than those who didn't.

Posted 07 May 2013 - 02:02 PM

[REDACTED] on 07 May 2013 - 08:58, said:

I probably don't have to, but I have issues with OCD and have all of them hooked up to tenders. On one of the HD forums this topic came up and it seems those who used tenders generally had longer battery life than those who didn't.

I have two friends with newer Harleys..... both have 103's with EFI.... one a street glide one a road king.... neither use a tender... their bikes always start... always run... and run great.... just saying...

Posted 07 May 2013 - 02:31 PM

[REDACTED], said:

I have two friends with newer Harleys..... both have 103's with EFI.... one a street glide one a road king.... neither use a tender... their bikes always start... always run... and run great.... just saying...

But I get such a great feeling looking at the green light glowing on the tender.

Posted 07 May 2013 - 03:34 PM

[REDACTED] on 06 May 2013 - 18:09, said:

I do remember the dealer insisting that I had better buy a battery tender ...or else.

They musta been on to something because it is my most used option.  
And didn't the factory have a tender plug installed as "standard" equipment?  
Hmmm, any other bikes have that?

When I bought my Big Dog, same thing. If the battery isn't fully charged, won't always turn the motor over (its a 117ci though). Dealer told me this fact when I bought it. 105ci is

A @\$ to turn over as well.

Posted 07 May 2013 - 04:28 PM

used a tender for every motorcycle or riding lawnmower I have ever owned since they came out in 90s I think. Used one on my Gilroy.....as well. I do it to keep the battery fresh.....and usually get 3 years on a battery and then I just replace it anyhow. With good battery never had one not start after sitting few days in garage or at The Barn when I did not use a tender.... To me it is just insurance.

Posted 07 May 2013 - 04:37 PM

on 06 May 2013 - 19:14, said:

I had my bike layed up all winter with no tender ( the tender crapped out sometime over this time)...and a cold garage....last week I refreshed the gas....1/2 open choke and vroom....away we go. Got about 50 extra miles on clock since

I really think and always thought these tenders are overrated!

my truck starts after 6-8 weeks laying up in -30 C weather also...albeit a larger battery of course!

...just sayin!

Or Murphy visited your iceshed...

T'was workin' fine all winter til snowthaw, Governor, when the roof @#s% on the tender (there is a waterproof submersible unit now) shorting it out a week later you go to start and Screech it fires right up...could be the tender's all that kept it alive in the Neufie icecave, 🙄

Posted 07 May 2013 - 05:26 PM

I usually use one but my bike sat at a shop all winter getting a 34 tooth pulley and new stator. The work didn't take that long but there was just too much snow to drive home when the work was done. After sitting in their semi heated storage all winter a turn of the throttle, pull of the enricher and push of the button and it fired right up. It's hard to believe that a Gilroy could be more reliable than anything else made in the last 10 years...

Posted 07 May 2013 - 07:43 PM

Right now my Gilroy Indian is more reliable than my neighbors three year old HD. 🙄

Posted 07 May 2013 - 08:04 PM

got the bike out of the garage and changed the oil yesterday. Two twists of the throttle full enricher turned over twice and fired right up. Yes it was on a tender over the winter but has been sitting since october of last year. Man I love those S&S motors. 🙄

Posted 07 May 2013 - 08:59 PM

on 07 May 2013 - 14:43, said:

Right now my Gilroy Indian is more reliable than my neighbors three year old HD. 🙄

Riding it reduces the reliability... yours should be good for..... ever...

Posted 07 May 2013 - 10:20 PM

██████████ on 07 May 2013 - 11:37, said:

Or Murphy visited your icedshed...

I was workin' fine all winter til snowthaw, Governor, when the roof ]!@#&" on the tender (there is a waterproof submersible unit now) shorting it out a week later you go to start and Screech it fires right up...could be the tender's all that kept it alive in the Neufie icecave, ██████████

LOL...yes partake that might be the case, albeit I was a bit suspect of the tender last fall ( then forgot to test it....its in the landfill now).....luvs the analogy but still think they're overrated...

M

Posted 07 May 2013 - 10:30 PM

██████████ on 03 May 2013 - 15:20, said:

Agreed. Since day one I've thought/related/reported that the starting circuit/system on the KM bikes was weak. Typically, including this morning, the first push of the start button results in a half-crank, solenoid rap, start cycle-resetting chug...and then, after the speedo needle does its dance and the 'N' light comes back on, it will crank and start "normally."

As I related on IM's Facebook page I do hope they make things right for all of us.

██████████

Same has occurred here on my '12 Dark Horse a few times, especially in colder weather (which isn't so bad here on the East Coast of NC as we both know) and without a tender on.

Most of the time I keep a tender on; however, its not always possible to do so.

I remain optimistic that they'll sort ██████████ Bomber out & then square away our hangups which sound like they pale in comparison. . . at least we've been riding.

██████████

↑  
YES, AND I HAVE NOT BEEN.

Posted 07 May 2013 - 11:47 PM

██████████ on 07 May 2013 - 15:59, said:

Riding it reduces the reliability... yours should be good for.... ever...

Yer fancy trailer will yield more miles with that PP100 ya busted up in it.

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)



### I'm Getting A Little Suspect.....

Started by [Redacted], Apr 19 2013 07:25 PM

Page 13 of 16

Posted 07 May 2013 - 11:51 PM



I am pretty sure most motorcycles come with a tender plug already installed. People try to run alot of crap on the bikes now.

Let's see, my 2001 Harley I have had since 2003. I NEVER used a tender on it until I bought my house in 2007. 1 of the reasons was not having a outlet in the garage until I bought my house.

The only time I ever had an issue getting it to start was when we moved into our house. We did it in February & it was the coldest February in a very long time, lots of negative temps. The bike did eventually start, but it took a while. I had to start it because we were racing a snow storm & I rode it to the new place as we didn't have a trailer available.

After I bought my Gilroy, the 1st owner had a tender plug on the bike already, sticking out the bottom of the fairing on the right side. I decided to do this on my Harley also. It is now just habit that when I park them, I plug them in. Can't say if it good for the battery or not, but until I blew the clutch on my Tornado starter on the Gilroy this year, I have had no issues getting a bike to start.

Posted 06 June 2013 - 02:09 AM



Ever get any where with your bike [Redacted]

Posted 06 June 2013 - 04:34 AM



Hey [Redacted]

Fargo called Monday. They were told by Polaris that the fix is just a few days from being final. We were told six weeks which puts that estimate right on track. The question is, how long from the fix being finalized and approved until parts are actually available and fielded to the customer? We will see.

I feel slightly upbeat in the fact that Fargo called me with new info.

LONG PAST,  
SINCE BEEN  
TOLD NOT  
TO PROVIDE  
ME ANY MORE

IT WAS MORE UPDATES. EXCUSE ME BUT THAT IS MY VEHICLE +  
VERY EXPENSIVE!

Posted 06 June 2013 - 12:17 PM

[Redacted] on 05 Jun 2013 - 23:34 said:

Hey [Redacted]

Fargo called Monday. They were told by Polaris that the fix is just a few days from being final. We were told six weeks which puts that estimate right on track. The question is, how long from the fix being finalized and approved until parts are actually available and fielded to the customer? We will see.

I feel slightly upbeat in the fact that Fargo called me with new info.



Lets hope so.

Posted 06 June 2013 - 01:23 PM

Good deal... hope you get a running bike soon....

Posted 06 June 2013 - 01:54 PM

I hope this part is available to all 09-13 Chiefs whether the problem has presented itself or not. No one wants to deal with this in the future.

Posted 06 June 2013 - 03:21 PM

Will this help with the low rpm hesitation issue?

Posted 06 June 2013 - 03:50 PM

funny thing:

Back in 1997 Harley Davidson had some eerily similar problems with the Magnetti/Marelli EFI FLTUCU tour bikes...This was preTwinCam, so these were Evo engines set up for EFI.

It seems that if a certain attention was not given to the startup sequences, ignition switch positioning and speedometer/readout display info the ECM can have it's programming corrupted and altered to inhibit starting and mess with ignition timing.

So if you say, turned the ignition switch to 'Accessories', it must be returned to 'Ignition' before turning the switch to the 'Off' position or else a momentary electrical pulse shot over to the ECM adding nonsense corruption to the programmed codes.

Not all bikes were effected at all times ~ problems showed up though enough to halt production till the problem was investigated & fixed (that took about 6 weeks too), batteries drained while parked, failed to start, and some misfired or surged throughout the rpm range, HD marked corrected units with an orange dot placed on the ECM case.

HD recall bulletin # M-1066 ([http://hdpdf.site88.net/recall/M1066\\_efi\\_update.pdf](http://hdpdf.site88.net/recall/M1066_efi_update.pdf))

The FLX:

HD provided a 'cartridge' loaded with new software and downloaded into the ECM to prevent the problems caused by casual ignition switch movements that were able to corrupt the original programming of the M&M ECM & BCM units.

Posted 06 June 2013 - 03:53 PM

on 06 Jun 2013 - 10:50, said:

funny thing:

Back in 1997 Harley Davidson had some eerily similar problems with the Magnetti/Marelli EFI FLTUCU tour bikes...This was preTwinCam, so these were Evo engines set up for EFI.

It seems that if a certain attention was not given to the startup sequences, ignition switch positioning and speedometer/readout display info the ECM can have it's programming corrupted and altered to inhibit starting and mess with ignition timing.

VERY INTERESTING, WONDER IF POLARIS IS AWARE OF IT?

So if you say, turned the ignition switch to 'Accessories', it must be returned to 'Ignition' before turning the switch to the 'Off' position or else a momentary electrical pulse shot over to the ECM adding nonsense corruption to the programmed codes.

Not all bikes were effected at all times ~ problems showed up though enough to halt production till the problem was investigated & fixed (that took about 6 weeks too), batteries drained while parked, failed to start, and some misfired or surged throughout the rpm range, HD marked corrected units with an orange dot placed on the ECM case.

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The FIX:

HD provided a 'cartridge' loaded with new software and downloaded into the ECM to prevent the problems caused by casual ignition switch movements that were able to corrupt the original programming of the M&M ECM & BCM units.

Serial#s 600001 thru 621927 were the effected units made before May 5, 1997~ that's alotta bikes to fix there! M-1067 service bulletin deals with this problem and solutions

Edited by [redacted] 06 June 2013 - 03:56 PM.

Posted 06 June 2013 - 09:47 PM

[redacted] on 06 Jun 2013 - 10:50. said:

[redacted] funny thing:

Back in 1997 Harley Davidson had some eerily similar problems with the Magnetti/Marelli EFI FLTCU tour bikes...This was preTwinCam, so these were Evo engines set up for EFI.

It seems that if a certain attention was not given to the startup sequences, ignition switch positioning and speedometer/readout display info the ECM can have it's programming corrupted and altered to inhibit starting and mess with ignition timing.

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Just goes back to my thought posted previously that technology isn't always better. Go back to fuses, kick starts, etc.....

Posted 07 June 2013 - 01:01 AM

[redacted] on 06 Jun 2013 - 16:47. said:

Just goes back to my thought posted previously that technology isn't always better. Go back to fuses, kick starts, etc.....

And 74"-80" mills, some of us can't kick a 100" plus mill any more ☹

Posted 08 June 2013 - 07:38 AM

Well, I was feeling optimistic until today (Friday, June 7th). You all are not going to believe this but here goes. When I called Andrew from Fargo to see what was up with the fix, he said the engineers explained to him that there is some wire between the BCM and the starter that has a continuous draw on it. When the draw causes the battery to go below a certain voltage, it locks out the ability of the BCM to disengage the starter. Sorry, that's the best detail I can provide as it was the second hand explanation of an explanation. Great, whatever, so will that be a wiring fix, hardware fix, software fix, etc.?

The solution: Wait for it.....

THIS IS  
MUGS →

A separate starter relay, right out of the Gilroy days! !@#%10 months for a starter relay????? Funny thing is that Joe from Fargo said this is what needed to be done last summer. Darkhorse Aaron did something similar to his on his own.

Now here's the scary part. I called Jason from Polaris and tried to pry some more detail out of him. I explained that this sounded great to fix the back half of the problem ie. starter not disengaging post BCM recall but how will that fix the original problem of the bike going dead for no reason after being shut down? He said he would ask.

Today I get a message saying basically, that the engineers and technicians were unaware of any other electrical issues other than the starter not disengaging. WHAT?!?!?! The message went on to say that Fargo never said anything about any other electrical issues.

Well, needless to say that Jason and I will be chatting on Monday. Whether or not Fargo said anything, as most of you will remember I sent the first of two certified letters detailing all of my electrical woes way back in October. Also remember that my starter disengaged just fine until the recall was performed on the BCM.

Here's what I think. The engineering boys with the pocket protectors got so caught up in the starter issue that they completely missed the forest for the tree. They got so focused on this one problem that they may have missed the boat entirely. I could be wrong and maybe this fix encompasses all aspects of the electrical system but right now I am having a sinking feeling that I may literally be back to square one. [REDACTED] get the trailer ready Bro!

[REDACTED]

[REDACTED]

Posted 08 June 2013 - 09:24 AM

I don't know how you do it????????????????o3 check your oil filter

[REDACTED]

Posted 08 June 2013 - 01:23 PM

Sorry to hear this [REDACTED]...

[REDACTED]

Posted 08 June 2013 - 01:37 PM

Wow

[REDACTED]

Posted 08 June 2013 - 02:01 PM

Ditto. Sorry to hear.....Wait a minute-----Did you say [REDACTED] has a trailer! !!^@%\$#\$%^&@^@. LOL

[REDACTED]  
from hotel room in miami bch. FL  
<cheers>

↑  
STURGIS, LEMONS, FLYERS  
+ HAND OUTS

Posted 08 June 2013 - 02:05 PM

*I don't understand why they can not fix it . Even the dumbest mechanic can start removing and replacing parts till you replace what's bad and figure out what part is acting up , if you replace the bad part the issue will resolve it's self . There ain't that many parts that can cause any kind of issue . Some thing don't fit in this picture .*

Posted 08 June 2013 - 02:08 PM

I guess Polaris does not read this forum or anything from us period?

Posted 08 June 2013 - 02:46 PM

... said:

I guess Polaris does not read this forum or anything from us period?

That's a great question. This thread has over 4,000 views so somebody is reading it.

Posted 08 June 2013 - 02:51 PM

... said:

... funny thing:

Back in 1997 Harley-Davidson had some eerily similar problems with the Magnetti/Marelli EFI FLTUCU tour bikes...This was preTwinCam, so these were Evo engines set up for EFI .

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The FIX:

HD provided a 'cartridge' loaded with new software and downloaded into the ECM to prevent the problems caused by casual ignition switch movements that were able to corrupt the original programming of the M&M ECM & BCM units.

You don't thing these are old M&M EFI units do you? At this point that would not surprise me. Old units, everyone else uses Delphi, so they get a "deal" of a "deal" on some M&M EFI's that had been in some warehouse for years?



Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

## I'm Getting A Little Suspect.....

Started by [redacted] Apr 19 2013 07:25 PM

Page 14 of 16

Posted 08 June 2013 - 03:09 PM

Dang [redacted]  
They prolly know you ain't a Michigan Fan and that's the real truth!

Edited by [redacted] 08 June 2013 - 03:10 PM.

Posted 08 June 2013 - 03:18 PM

[redacted] on 08 Jun 2013 - 09:51, said:  
You don't thing these are old M&M EFI units do you? At this point that would not surprise me. Old units, everyone else uses Delphi, so they get a "!" of a "deal" on some M&M EFI's that had been in some warehouse for years?  
[redacted]  
I am not sure, but I was that is "EXACTLY" what I was told they were using...

Posted 08 June 2013 - 04:31 PM

Not to good of news [redacted] This has gone on long enough time to play dirty. Not good for PI when they are going to introduce there new Indian. Then boys just don't get it. This is gonna hurt them.

Posted 08 June 2013 - 04:37 PM

[redacted] said:  
Dang [redacted]  
They prolly know you ain't a Michigan Fan and that's the real truth!  
  
Go Bucks!!!

Posted 08 June 2013 - 05:27 PM

[redacted] on 08 Jun 2013 - 09:51, said:  
You don't thing these are old M&M EFI units do you? At this point that would not surprise me. Old units, everyone else uses Delphi, so they get a "!" of a "deal" on some M&M EFI's that had been in some warehouse for years?  
[redacted]  
  
The similarities were striking, if you read through the HD recall bulletin.

\* As a sidenote, Harley included a starter relay in the harness at that time. \*

Maybe pester [REDACTED] for a copy of his starter relay setup.

Maybe the PII engineers would do well to read through the HD 1997 recall bulletin for clues.

There are quite a few motorcycle manufacturers using M&M EFI ~ Victory, Triumph, Ducati, Aprilla and others.

When KM hired the 'Father of the Freedom 106' to finalize the Chief powertrain, we got nickasil cylinders and the M&M EFI system similar to those on Victory motorcycles.

Posted 08 June 2013 - 05:38 PM

Is the source for the KM BCM also Magnetti/Marrelli?

There could be compatibility problems between the EFI software and the BCM software.

KM Chiefs have a similar dashmounted ignition switch to the problematic 1997 HD Touring models.

Harley used M&M EFI from 1995 to 2001 when they changed to Delphi ~ there is universal agreement that Delphi is the better system for HDs.

Posted 08 June 2013 - 06:23 PM

If P.I. will be using the MM system, I would think it would be a state of the art unit as opposed to the stuff left on the shelves after H-D switched to Delphi

Posted 08 June 2013 - 09:29 PM

M&M is what is in the KM bikes.....just like HD stopped using years before.

Posted 09 June 2013 - 01:27 AM

Why does anybody think Polaris cares?

Posted 09 June 2013 - 02:48 AM

[REDACTED], said:

Why does anybody think Polaris cares?

For the following three reasons:

1. Steve Mineto the Sr. VP told all of us that they have to/ would support these bikes.
2. He gave his word in front of our crowd that my bike specifically would be on the road by Sturgis.
3. Lastly and perhaps most importantly, he does not want [REDACTED] in front of the unveil at Sturgis with my bike on a trailer complete with a crate of lemons and bright pink handouts detailing their lack of customer care or support.

Maldev

Posted 09 June 2013 - 02:56 AM

Just seeing [REDACTED] there would make the guy wet his pants.

Posted 09 June 2013 - 03:41 AM

██████████ on 08 Jun 2013 - 21:48, said:

3. Lastly and perhaps most importantly, he does not want ██████████ in front of the unveiling at Sturgis with my bike on a trailer complete with a crate of lemons and bright pink handouts detailing their lack of customer care or support.

I think that #3 will get you some action. 😊 And the last think you could do would be to have ██████████ push it around wearing that thong. But do this only as a last resort. 😊 😊 😊 😊 😊 😊

Posted 09 June 2013 - 05:41 AM

██████████, said:

I think that #3 will get you some action. 😊 And the last think you could do would be to have ██████████ push it around wearing that thong. But do this only as a last resort. 😊 😊 😊 😊 😊 😊

OUCH, that would be ugly! They best not make us break out THAT secret weapon!

Posted 09 June 2013 - 12:07 PM

An EFI system is only as good as the program. Program is dictated by EPA requirements. The throttle body, injectors, sensors, etc that make up the hardware are pretty much standard issue. Been used on autos for decades. With the Indians, it's 100% a programming issue. Not even a big deal if there were no EPA or any other legal standards that must be met. THAT is the problem. THAT is always the problem. You get someone to reflash that M&M and the bike will run like a scalded dog. This has nothing to do with the other problems like starter staying engaged and eating batteries. You can't lump them all under EFI.

Edited by ██████████ 09 June 2013 - 12:09 PM.

Posted 09 June 2013 - 12:12 PM

██████████ on 08 Jun 2013 - 20:27, said:

Why does anybody think Polaris cares?

Has anybody ever cared? Gilroy certainly didn't. KM did to a slight degree as long as it didn't cost much. I'm afraid ANY manufacturer only cares about you if it is in their financial best interest. As to caring about you personally..... None give much of a "!"@#"Gonna be even more that way now, with Polaris being a big corporation. Polaris...if you are listening...hire a person...give that person a nice big budget. Let this person handle the problems. Let him have a lot of authority to make decisions to make a situation right. Leave him/her alone and let him do his/her job. It will be good for all involved and will save you money in the long run.

Edited by ██████████ 09 June 2013 - 12:16 PM.

Posted 09 June 2013 - 02:40 PM

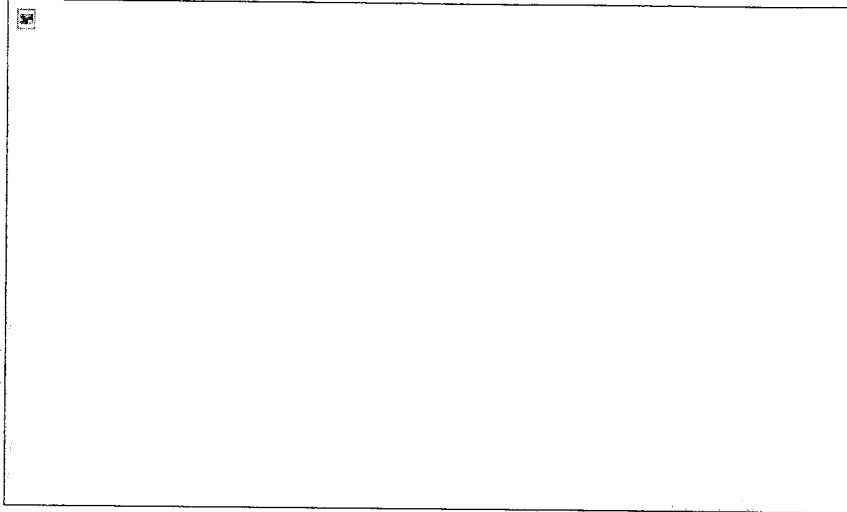
██████████ on 08 Jun 2013 - 10:09, said:

Dang [REDACTED]:  
They prolly know you ain't a Michigan Fan and that's the real truth!

[REDACTED] on 08 Jun 2013 - 11:37 said:

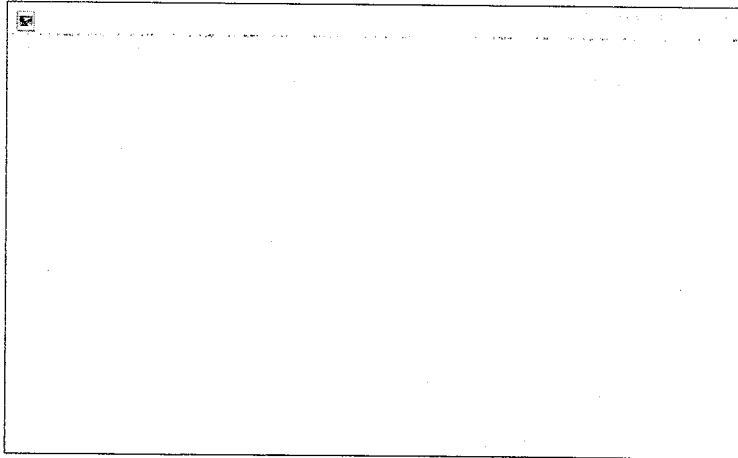
Go Bucks!!!

If that is the truth, then we are screwed in South Carolina!



Posted 09 June 2013 - 03:26 PM

Better link:



Posted 09 June 2013 - 05:07 PM

[REDACTED] said:

An EFI system is only as good as the program. Program is dictated by EPA requirements. The throttle body, injectors, sensors, etc that make up the hardware are pretty much standard issue. Been used on autos for decades. With the Indians, it's 100% a programming issue. Not even a big deal if there were no EPA or any other legal standards that must be met. THAT is the problem. THAT is always the problem. You get someone to reflash that M&M and the bike will run like a scalded dog. This has nothing to do with the other problems like starter staying engaged and eating batteries. You can't lump them all under EFI.

ELECTRICALLY  
HOWEVER.....

I have never had any EFI issues. In fact, IMHO, when the bike is running, it runs like a scalded dog as is and I have always said that mechanically, I have no qualms. The bike has always been a little "jerky" at slow speeds but at my altitude, it is something that is not a big deal. You simply use a smooth hand on the throttle. After riding Snow's Stage 2, I decided I had to get that as well. Still deciding on a cam but will probably run with it. Talked to [REDACTED] yesterday and he is still going to do the dyno tune on my bike if and when the electrical crap gets sorted out.

[REDACTED]

Posted 09 June 2013 - 06:26 PM

Really, your going to wait till Sturgis to see if there playing straight ? Get rid of it. The longer you wait, the less valid your court claims will be.

Posted 09 June 2013 - 06:34 PM

Maldev

[REDACTED] on 09 Jun 2013 - 07:12, said:

Has anybody ever cared? Gilroy certainly didn't. KM did to a slight degree as long as it didn't cost much. I'm afraid ANY manufacturer only cares about you if it is in their financial best interest. As to caring about you personally..... None give much of a " !@'Gonna be even more that way now, with Polaris being a big corporation. Polaris...if you are listening...hire a person...give that person a nice big budget. Let this person handle the problems. Let him have a lot of authority to make decisions to make a situation right. Leave him/her alone and let him do his/her job. It will be good for all involved and will save you money in the long run.

George Nobile was very good at this at Gilroy. And before him, Karen was fantastic as well. at least in 99-01, Gilroy did care and did take care of riders in this way. I have a grocery list of things that were replaced and fixed on my Chief under warranty and without question.

Page 14 of 16

Back to PowerPlus 105 Chiefs (09 - 13) · Next Unread Topic →

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

### I'm Getting A Little Suspect.....

Started by [redacted] Apr 19 2013 07:25 PM

Page 15 of 16

Posted 09 June 2013 - 07:23 PM

[redacted] said:

George Nobile was very good at this at Gilroy. And before him, Karen was fantastic as well. at least in 99-01, Gilroy did care and did take care of riders in this way. I have a grocery list of things that were replaced and fixed on my Chief under warranty and without question.

Wasn't it Karen that took the time to come to IRIP once as well? She was very nice if I remember correctly.

Posted 09 June 2013 - 07:24 PM

[redacted], on 09 Jun 2013 - 14:23, said:

Wasn't it Karen that took the time to come to IRIP once as well? She was very nice if I remember correctly.

Different Karen, my friend.

Posted 09 June 2013 - 07:31 PM

[redacted] said:

Really, your going to wait till Sturgis to see if there playing straight ? Get rid of it. The longer you wait, the less valid your court claims will be.

You were there to hear [redacted] speak I believe? At this point, I am going to take him at his word. Next Friday marks the six-week trial and test phase that Polaris said it would take; I thought it was this past Friday, 6/7 but Andrew from Fargo said it was next.

I shook the man's hand, introduced my boys, and had the chance to chat. To state that my bike would be fixed by then was very bold so I will give him the benefit of the doubt.

I think that the longer this goes on, the more the lawyers and the courts would say hey, this is complete BS, you owe [redacted] some cash! Of course I am pissed, befuddled, angry, you name it. I drove from the Air Force job 4x last week, 74 degrees, trapped in my cage for another 1,000 plus miles.

We will see.

THEY OWE  
ME NOW,  
I'M →

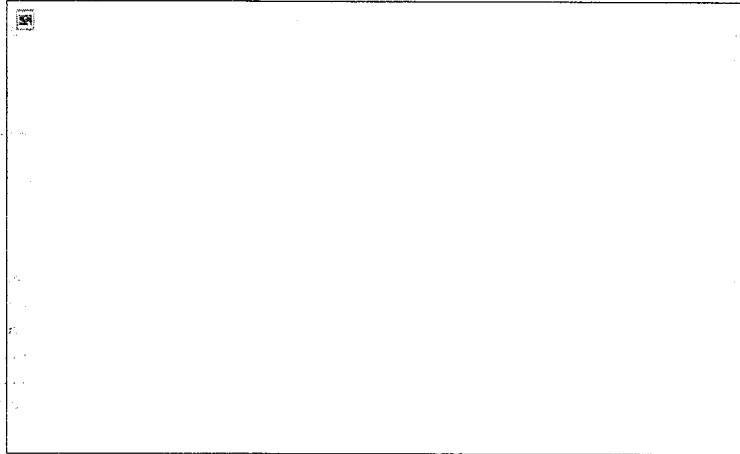
Posted 09 June 2013 - 09:27 PM

what was the guys name that worked in warranties and traveled to daytona (one we had Lumpy ride to Key West)...and was changing out faulty regulators by the dozens in a parking lot in the hot sun? That guy busted his "1@" for the riders I remember....

Posted 09 June 2013 - 09:53 PM

██████████ on 09 Jun 2013 - 10:26, said:

Better link:



that was some hit!

Posted 10 June 2013 - 01:10 PM

██████████ on 08 Jun 2013 - 21:56, said:

Just seeing ██████████ there would make the guy wet his pants.

Yeah, and if he's wearing those Victory spandex by then.....OMG!!!

Posted 10 June 2013 - 01:16 PM

I know it isn't easy bud but hang in there. It's like looking for the perfect women, some times you have to go through a bunch of seanks to find her.

Posted 10 June 2013 - 01:59 PM

██████████ on 09 Jun 2013 - 13:34, said:

George Nobile was very good at this at Gilroy. And before him, Karen was fantastic as well. at least in 99-01, Gilroy did care and did take care of riders in this way. I have a grocery list of things that were replaced and fixed on my Chief under warranty and without question.

Maybe early on they did. I had mixed dealing with George. Looking back I realize that he was just working with what he had and what Gilroy was letting him do. He was a nice guy, so was Karen. (gal) Personally I liked them both. Especially Karen. Became good friends with her. Where is she now? Anyway, yes they need a George Nobile, but with more authority. Maybe a direct report to the President of Indian, so the bean counters won't be involved. Gilroy put on an outward impression of caring, but there lack of quality control and some of the terrible decisions they made make it seem like it was a front. Best way you can care about your customer is sell a quality product and act quickly to make

things right when something goes wrong. George was trying his best to do the latter, he was just overwhelmed and replacing " !@#%\$ "

Posted 10 June 2013 - 02:02 PM

on 09 Jun 2013 - 14:23, said:

Wasn't it Karen that took the time to come to IRIP once as well? She was very nice if I remember correctly.

She came to the Barn ride every year she was here. She always gave us stuff to give away. They hired her to do a job then wouldn't let her do it, so she bailed.

Posted 10 June 2013 - 06:07 PM

on 10 Jun 2013 - 08:59, said:

Maybe early on they did. I had mixed dealing with George. Looking back I realize that he was just working with what he had and what Gilroy was letting him do. He was a nice guy, so was Karen. (gal) Personally I liked them both. Especially Karen. Became good friends with her. Where is she now? Anyway, yes they need a George Nobile, but with more authority. Maybe a direct report to the President of Indian, so the bean counters won't be involved. Gilroy put on an outward impression of caring, but there lack of quality control and some of the terrible decisions they made make it seem like it was a front. Best way you can care about your customer is sell a quality product and act quickly to make things right when something goes wrong. George was trying his best to do the latter, he was just overwhelmed and replacing " !@#%\$ "

different Karen, my friend. there was a karen in 99 that handled customer service/warranty claims prior to George stepping in. Not our Karen Moss.

Posted 10 June 2013 - 06:40 PM

Back in 2001 to 2002. I could phone direct to IMCOA customer service [when necessary] at the factory. Can't remember the names but, someone would always respond in a helpful manner and reasonable amount of time. I was pretty happy with customer service at that time. 2centz

from hotel puter in miami bch FL

cheers

Posted 10 June 2013 - 07:10 PM

on 09 Jun 2013 - 13:34, said:

George Nobile was very good at this at Gilroy. And before him, Karen was fantastic as well. at least in 99-01, Gilroy did care and did take care of riders in this way. I have a grocery list of things that were replaced and fixed on my Chief under warranty and without question.

This was mostly a West Coast phenomenon.

Taking care of complaints in Gilroy's 'backyard' so as not to stifle sales, and tarnish brand reputation among local homegrown riders.

KM has also had a pattern of satisfaction dispersing out from the Flagship dealership close to home.

Dealers elsewhere were mostly stonewalled on many, even most warranty claims in my experience.

Many warranty claims were initiated, factory-authorized but never satisfied with shipment of parts or labor invoices paid to service departments ~ just stalled repeatedly till the '03 closing/shutdown killed all claims.

Edited by [REDACTED] 10 June 2013 - 07:13 PM

Posted 10 June 2013 - 07:20 PM

Looking forward to the new dealer location announcements. But, remain cautiously optimistic as usual.

Posted 10 June 2013 - 07:27 PM

[REDACTED] on 08 Jun 2013 - 09:51, said:

You don't thing these are old M&M EFI units do you? At this point that would not surprise me. Old units, everyone else uses Delphi, so they get a "!" of a "deal". on some M&M EFI's that had been in some warehouse for years?

I would be suprised if the Magnetti/Marelli units were developed exclusively for the 2009 Chiefs.

They are likely to be several generations improved from the M&Ms HD used 16 years ago during that recall that effected all those FLTCUI touring models.

But you won't know for sure until someone traces the M&M part number application history for the KM/Polaris Chiefs M&M EFI units.

KM did reach back 40 years for the stock '09/13 Brembo 2 piston caliper rear brake system also found on '70s Ducatis and BMWs.

Posted 10 June 2013 - 08:31 PM

[REDACTED] on 10 Jun 2013 - 13:07, said:

different Karen, my friend. there was a karen in 99 that handled customer service/warranty claims prior to George stepping in. Not our Karen Moss.

Oh..ok. Gotcha. Before I bought mine in June 02.

Posted 10 June 2013 - 08:45 PM

[REDACTED] on 10 Jun 2013 - 14:10, said:

This was mostly a West Coast phenomenon.

Taking care of complaints in Gilroys 'backyard' so as not to stifle sales, and tarnish brand reputation among local homegrown riders.

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Dealers elsewhere were mostly stonewalled on many, even most warranty claims in my experience.

Many warranty claims were initiated, factory-authorized but never satisfied with shipment of parts or labor invoices paid to service departments ~ just stalled repeatedly till the '03 closing/shutdown killed all claims.

I took my bike in for some warranty work. Had to leave it for a few days. Wasn't major stuff. I think some "!" had fallen off or something or they were installing "!" that they left off at the factory...whatever....anyway... When I went to pick it up, they wouldn't give it back. Said they did some testing and I needed a new engine. "!" It was on the way. Should be there tomorrow. Well, 4 weeks later tomorrow finally came and bike was ready. AS SOON as they started the bike, I knew it had a problem. It whined like it had a supercharger on it. I said "The pinion clearance is too tight." Nah...it's just new. Long story short, it was back in three weeks for another engine. This time when they started it, it rattled like a can full of rocks. This engine had EXCESS pinion gear clearance. I was SO "!" mad. I took the bike home and fixed the problem myself. This was toward the end of the Gilroy era. Ran this engine until warranty company agreed to do a rebuild after factory closed. So, like I said, George's hand were tied. They sent "!" to replace "!" Four engines in one year.

Posted 10 June 2013 - 09:32 PM

Could be a record. Anybody have five?

Posted 10 June 2013 - 09:56 PM

i had that many starters in the first year.  
i know George helped a lot of people out on this forum.  
the problems with the dealerships was the immediate growth and Gilroy signing up anyone.  
I know a few dealerships that were draining Gilroy for warranty repairs instead of putting in the hours to fix the source of the problem. the further from the mothership the dealership was, the less likely Gilroy could check on them and maintain quality. George toured the dealerships, east and west coast, so they did attempt to take care of everyone. the dealer net grew way too quickly.

Posted 11 June 2013 - 03:12 AM

on 10 Jun 2013 - 16:56, said:

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the further from the mothership the dealership was, the less likely Gilroy could check on them and maintain quality. George toured the dealerships, east and west coast, so they did attempt to take care of everyone. the dealer net grew way too quickly.

Yes he tried. Anybody know where he is? Maybe Polaris should hire him. I had a bunch of starters too. Maybe 4. Don't remember the exact count. LOL

Posted 11 June 2013 - 02:56 PM

My 2001 Chief had a few recall items replaced by the dealership near me very quickly.  
Shortly after I bought my Chief, I hit the start button, and the starter wouldn't engage...it just spun.  
I called the dealership, they sent out a truck to my house to get the bike, replaced the starter and the voltage regulator, brought the bike back. All in the same day! I was impressed.  
Months later, Gilroy closed it's doors.

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)



## I'm Getting A Little Suspect.....

Started by [redacted], Apr 19 2013 07:25 PM

Page 16 of 16

Posted 11 June 2013 - 04:05 PM



Our local Indian Dealer was a 'Biker's Dream' store for years before the '99 IMC Chiefs came out & sold hundreds of new bikes from CMC, Ultra, Bourget, Precision Cycle and other highend custom aftermarket machines.

I think the owner just got greedy and milked it for all it was worth ~ crooked as a snake in a jar ~ went out of business at 3 different concurrent locations with final shutdown about a year prior to the factory closing of '03 .

Posted 11 June 2013 - 06:20 PM



Sounds like you had a dealership owner problem, not a factory issue.

Posted 11 June 2013 - 06:30 PM



[redacted] on 11 Jun 2013 - 13:20, said:

Sounds like you had a dealership owner problem, not a factory issue.

Translates into both doesn't it?

Definitely both.

No question.

Posted 11 June 2013 - 07:26 PM



[redacted] on 11 Jun 2013 - 11:05, said:

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I think the owner just got greedy and milked it for all it was worth ~ crooked as a snake in a jar ~ went out of business at 3 different concurrent locations with final shutdown about a year prior to the factory closing of '03 .

Was it not James Nederlanders son who owned the the three dealers. One in Mt. Clemens, Royal Oak and Waterford. I think the Waterford dealer was the last to close and your right it was before Indian went out of business. The son just did not have the know how to run a dealer or from what I knew, anything his father set him up in he failed.

Posted 11 June 2013 - 09:39 PM



[redacted] on 11 Jun 2013 - 13:30, said:

Translates into both doesn't it?

Definitely both.

No question.

Don't see how it would. Two separate businesses. Indian didn't own the dealership. All your local dealership was a guy who bought a franchise license to sell t-shirts and provide warranty work. That's it. They didn't take the hippocratic oath.

Posted 12 June 2013 - 12:53 AM

on 09 Jun 2013 - 14:31, said:

You were there to hear [redacted] speak I believe? At this point, I am going to take him at his word. Next Friday marks the six-week trial and test phase that Polaris said it would take; I thought it was this past Friday, 6/7 but Andrew from Fargo said it was next.

I shook the man's hand, introduced my boys, and had the chance to chat. To state that my bike would be fixed by then was very bold so I will give him the benefit of the doubt.

I think that the longer this goes on, the more the lawyers and the courts would say hey, this is complete BS, you owe [redacted] some cash! Of course I am pissed, befuddled, angry, you name it. I drove from the Air Force job 4x last week, 74 degrees, trapped in my cage for another 1,000 plus miles.

We will see.

Yes sir I was, and if this Friday is the due date then I guess I jumped the gun a bit. It always amazes me though, if it were my issue to deal with financially and as the person in charge. As I do with my business. just make it right, what do you want? Would be my question and short of paying you more than you spent with me, it would be done, that day. I value my customers more than gold, gold only pays me once, customers are for life, and they talk.

Posted 12 June 2013 - 03:03 PM

on 11 Jun 2013 - 19:53, said:

Yes sir I was, and if this Friday is the due date then I guess I jumped the gun a bit. It always amazes me though, if it were my issue to deal with financially and as the person in charge. As I do with my business. just make it right, what do you want? Would be my question and short of paying you more than you spent with me, it would be done, that day. I value my customers more than gold, gold only pays me once, customers are for life, and they talk.

I couldn't agree more. He could single-handedly fix this very quickly. I liked what he said except for one thing and that was when he mentioned that he just learned of my problem three weeks beforehand. I take everyone I meet as a man of their word until they give me some reason not to. With that in mind, at this point I will take him at his word BUT..... Giving him the benefit of the doubt and assuming he is a man of his word, if I was the Sr. VP and found this out right before being cornered at Branson and before the big unveil, I might be a little pissed. Granted, I am number 101 out of 100 things he is dealing with but this particular situation has potential legal and government involvement and you would think he would want to be kept informed. This Friday and six weeks looms ever nearer.....

on 11 Jun 2013 - 16:39, said:

Posted 12 June 2013 - 05:16 PM

EXACTLY,  
JUST "MAKE  
IT RIGHT"

PRIVACY, DISCOVERY  
& DISCLOSURE.  
WHEN DID HE  
REALLY KNOW?  
WHAT ARE  
THEY COVERING  
UP? WHY?  
DOES THE  
MOTORCYCLE KNOW (OR NEED TO :)?

Don't see how it would. Two separate businesses. Indian didn't own the dealership. All your local dealership was a guy who bought a franchise license to sell t-shirts and provide warranty work. That's it. They didn't take the hippocratic oath.

Ancient history...

It's good to have independant minded dealers if they can work to bolster overall brand integrity.

HD weeds out the bad apples as they show rot, but sometimes loses focus and hurts some good motorcycle folks.

Posted 13 June 2013 - 07:49 AM



on 12 Jun 2013 - 12:16, said:

Ancient history...

It's good to have independant minded dealers if they can work to bolster overall brand integrity.

HD weeds out the bad apples as they show rot, but sometimes loses focus and hurts some good motorcycle folks.

Beg to differ with you on that. Three HD dealerships out here are know for part swapper "mechanics" and HD has done nothing to shutter those shops. The dealerships refuse to work on machines older than 15 years. They are about the bottom line, like any business, and if you are bringing in the cash, the mothership is happy.

Posted 13 June 2013 - 12:09 PM



Are you sure about 15 year cutoff.... I think most HD dealerships will work on Evo or TC but not shovels... so they go back to 85 or almost 28 years....

Posted 13 June 2013 - 12:17 PM



on 12 Jun 2013 - 10:03, said:

This Friday and six weeks looms ever nearer.....

The sun'll come out, tomorrow.....

Here's to hoping it shines on you brother.

Posted 13 June 2013 - 06:57 PM



Comes back to the same old question:

Why pay someone else to "!"#\$%" your bike?

Maybe 25 or 30 years from now, if everyone is clickin' around in electric vehicles, our bikes may be outlawed anyway.

I like ridin'.

Be a shame to see our bikes as museum pieces outlawed from the roads.

When bikes are outlawed, only outlaws will ride!

Posted 14 June 2013 - 12:10 AM

Keep in mind that Polaris didn't manufacture your bike. They agreed to continue the KM warranty to hopefully buy some good will with regard to the product. The issues you are experiencing are probably new to them too.

Posted 14 June 2013 - 12:34 AM

on 13 Jun 2013 - 19:10, said:

Keep in mind that Polaris didn't manufacture your bike. They agreed to continue the KM warranty to hopefully buy some good will with regard to the product. The issues you are experiencing are probably new to them too.

A YEAR new 

Posted 14 June 2013 - 12:36 AM

on 13 Jun 2013 - 19:10, said:

Keep in mind that Polaris didn't manufacture your bike. They agreed to continue the KM warranty to hopefully buy some good will with regard to the product. The issues you are experiencing are probably new to them too.

Probably not good will... probably required by law when they purchased...

Posted 14 June 2013 - 02:52 AM

on 13 Jun 2013 - 19:10, said:

Keep in mind that Polaris didn't manufacture your bike. They agreed to continue the KM warranty to hopefully buy some good will with regard to the product. The issues you are experiencing are probably new to them too.

Hi Many have said this. On one hand, I agree, they did not build it. However, my shop and therefore all local support died as a direct result of their purchase of the KM product. When they bought my manufacturer out from under me, they took away all chances of going direct to the manufacturer. At first, I thought it was very admirable that they were in fact working with me. However, when I found out that bikes they produced are doing the same thing, that is a game changer.

HUGE POINT  
IN MY  
MIND. \*

Posted 14 June 2013 - 03:04 AM

on 13 Jun 2013 - 19:10, said:

Keep in mind that Polaris didn't manufacture your bike. They agreed to continue the KM warranty to hopefully buy some good will with regard to the product. The issues you are experiencing are probably new to them too.

But they did manufacture the 12s and 13s, which are essentially the same bike. They need a small team to work these issues and solve current and future warranty issues of the bikes going out the door.. today..

That being said.. I know they didn't design these bikes from the ground up .. but .. they did build/manufacture about a 100 of them.. And they have the expertise and funding to solve a LOT of issues if they put their minds to it..

Posted 14 June 2013 - 12:46 PM

on 13 Jun 2013 - 21:52, said:

Many have said this. On one hand, I agree, they did not build it. However, my shop and therefore all local support died as a direct result of their purchase of the KM product. When they bought my manufacturer out from under me, they took away all chances of going direct to the manufacturer. At first, I thought it was very admirable that they were in fact working with me. However, when I found out that bikes they produced are doing the same thing, that is a game changer.

... my guess is they are required to support you and honor the warranties.... check with a lawyer....

Posted 14 June 2013 - 01:14 PM

on 14 Jun 2013 - 07:49, said:

... my guess is they are required to support you and honor the warranties.... check with a lawyer....

If the bike was indeed under the warranty period, that have to honor it. Anything above and beyond that is out of the kindness of their heart. That is the way the courts will see it.

Page 16 of 16

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#) →

[Indian Motorcycle Community](#) → [Motorcycles](#) → [PowerPlus 105 Chiefs \(09 - 13\)](#)

Indian Motorcycle Community → Motorcycles → Thunder Stroke 111 (2014)

## An Honest Question (Or Informal Poll?) For All Km Owners

Started by [REDACTED] May 24 2013 04:31 PM

Page 1 of 4

Posted 24 May 2013 - 04:31 PM

IF Polaris were to offer you a GENEROUS trade-in for your KM for a new (still sight unseen) Chief, would you do it?

Let's assume that they made this an offer you had to accept before Sturgis.

Why would they do this? Simply to eliminate problem bikes (like mine) and perhaps as a sign of good will towards those of us that took a very large financial plunge to keep the brand alive.

Please try and keep this thread on target!

[REDACTED]

For the record, after seeing and hearing the engine run at IRIP, I would have to say yes, I would despite having the emotional attachment to the Bomber.

Posted 24 May 2013 - 04:37 PM

Resounding "YES" from me, [REDACTED]

Also, good talking with you at IRIP 10.

Posted 24 May 2013 - 04:38 PM

[REDACTED]

I would go for it. Confidence in a new product from such a major player will be restored, and your starting with something that does not have current issues. I would do it in a heartbeat. Of course the new bike would at least need to be equivalent to what your needs are. And getting a new warranty is peace of mind enough really at this point. IMHO I can't see how you can loose, Polaris is not new to making things that work well, my guess, the new product will not disappoint.

Posted 24 May 2013 - 04:42 PM

[REDACTED]

I am not sure I would. My KM has been relatively problem free. They aren't making any more of them. If it was my only motorcycle I may think otherwise though. What would make me happy would be for Polaris to extend our factory warranties to 5 years.

Posted 24 May 2013 - 04:59 PM

[REDACTED]

Don't have a KM, but I remember having a Superhot girlfriend, she was a " !@#\$\$ " , but I liked looking at her. I met another one, she was much better and more fun to be around without the hassles 🙄

Posted 24 May 2013 - 05:15 PM

██████████ I would take this offer in a NY second, and in your case it would need to be "no \$\$\$ out of pocket" you have paid enough!! As I have said previously, if I had a KM I would want to move it ASAP, but thats JMHO

Posted 24 May 2013 - 05:31 PM

Just to be clear guys there has been no such offer or even talk of an offer; was just hypothetically wondering what all the KM guys would do if one were made.

Posted 24 May 2013 - 05:31 PM

██████████, said:  
Resounding "YES" from me, ██████████  
Also, good talking with you at IRIP 10.

Same ██████████

Posted 24 May 2013 - 05:33 PM

No brainer  
Take the swap and be done with it.

Posted 24 May 2013 - 05:43 PM

"!@#\$\$" YES

Posted 24 May 2013 - 05:53 PM

I don't think I would because I love my KM and the Polaris in an unknown at this time. I have confidence the bike will look and perform great but will those differences be enough for me to jump ship? At this time I say no.

The KM bikes are the lowest produced amount of Indians ever produced. Maybe that will have a value down the road? Because of that and how happy I am with my KM, I am inclined to keep it and just add a Polaris Indian later.

Posted 24 May 2013 - 06:03 PM

Hello all. My name is ██████████. New to the board and community. Very interesting topics and knowledge in the forums. I purchased my 2011 KM Roadmaster with 27 miles on it Dec 1 2012 from Mark, Mike, & Andrew in Charlotte. I had a bunch of extras installed and also the Stage 1 ECU. Have 1100 miles on it and no problems. Bike runs out strong. Will be in Charlotte for the 2500 mile service in July. Going to have the new air cleaner installed. New Motor Looks real nice and I'm sure the new Chief design will be attractive.

I love my 2011 Indian Chief Roadmaster. I'm keepin' it!

Posted 24 May 2013 - 06:16 PM

I sold my rolling piece of 2009 junk at a massive loss and I woulda trade up in a second. The second my dealer I bought my victory from can take a deposit for an Indian, ill be waiting with check in hand.

Posted 24 May 2013 - 06:43 PM

██████████, said:

I don't think I would because I love my KM and the Polaris in an unknown at this time. I have confidence the bike will look and perform great but will those differences be enough for me to jump ship? At this time I say no.

The KM bikes are the lowest produced amount of Indians ever produced. Maybe that will have a value down the road? Because of that and how happy I am with my KM, I am inclined to keep it and just add a Polaris Indian later.

Good point about numbers produced ██████ especially the Bomber. I did not buy it for an investment by any means however, I think now would be a poor time to sell. A GENEROUS buyout maybe.

Posted 24 May 2013 - 06:44 PM

██████████, said:

Hello all. My name is ██████ New to the board and community. Very interesting topics and knowledge in the forums. I purchased my 2011 KM Roadmaster with 27 miles on it Dec 1 2012 from Mark, Mike, & Andrew in Charlotte. I had a bunch of extras installed and also the Stage 1 ECU. Have 1100 miles on it and no problems. Bike runs out strong. Will be in Charlotte for the 2500 mile service in July. Going to have the new air cleaner installed. New Motor Looks real nice and I'm sure the new Chief design will be attractive. I love my 2011 Indian Chief Roadmaster. I'm keepin' it!

Welcome to the obsession ██████

Posted 24 May 2013 - 06:45 PM

██████████, said:

I sold my rolling piece of 2009 junk at a massive loss and I woulda trade up in a second. The second my dealer I bought my victory from can take a deposit for an Indian, ill be waiting with check in hand.

What were the problems with your bike? How many miles when sold? What are you riding now?

Posted 24 May 2013 - 07:34 PM

Thanks ██████ I've been an Indian enthusiast for 20 years and finally purchased. I'm not happy with the price drop but I do understand. I always maintain my bike on schedule. I am interested in the performance upgrades that I believe you have done to yours. Intake, Exhaust, PC5, Cam. It seemed like it made a world of difference in your Bomber. I have had no issues with my KM. I just want to unleash the power and torque. Thanks

Posted 24 May 2013 - 08:54 PM

I would do the trade. I would want the first bike made, Also tell them 5 years of free service to the bike.,for the lost time on your KM. Bike. This maybe the best deal you will see on this bike. Do it. Than you my beable to buy it back,for parts. I'll buy it from you for 5000.

Posted 24 May 2013 - 10:06 PM

No.

I've been through first years on cars and motorcycles.

I see zero movement on getting dealerships out there. I am not saying there's no work being done just that I'm not seeing it./

I went through FIVE Indian dealerships between 99 and 02 including one that closed over a weekend with my warranty parts inside. Luckily I had my Chief on the outside but I didn't see those parts for another 6 weeks.

The devil you know is better than the devil you don't know, imho.

The bike may be great but the service needs to back it up and I haven't see that come from Polaris at all. Not for you and not for me.

I am still dealing with them on an issue two years running. Two years.

Posted 24 May 2013 - 11:13 PM

on 24 May 2013 - 11:59, said:

Don't have a KM, but I remember having a Superhot girlfriend, she was a pain "1@#S", but I liked looking at her. I met another one, she was much better and more fun to be around without the hassles 🙄

I hear ya,,,,,, 🙄

Indian Motorcycle Community → Motorcycles → Thunder Stroke 111 (2014)



## An Honest Question (Or Informal Poll?) For All Km Owners

Started by [redacted], May 24 2013 04:31 PM

Page 2 of 4

Posted 24 May 2013 - 11:27 PM



Not a KM owner but I would not take that sort of offer. A KM Indian is a rare and beautiful beast. If all goes well for Polaris, 2014 Indians will be a dime a dozen. I'd keep my KM if I had one, even if the new Chiefs are real nice.

Posted 25 May 2013 - 12:09 AM



after making it through my 2002 PP100....YES I would trade for a new 2014.

Posted 25 May 2013 - 12:36 AM



Nope, gonna keep my "classic" and enjoy the "others" who join the club - AFTER the fact.

My Best ~ [redacted] ~ [smiley]

Posted 25 May 2013 - 12:32 AM



[redacted] on 24 May 2013 - 11:42, said:

I am not sure I would. My KM has been relatively problem free. They aren't making any more of them. If it was my only motorcycle I may think otherwise though. What would make me happy would be for Polaris to extend our factory warranties to 5 years.

DITTO! Except this is my only scoot.

Posted 25 May 2013 - 02:33 AM



Not a KM owner so it's ez for me to say, I'd keep my Bomber [if I had one] and add a TS111 in the future too.



Posted 25 May 2013 - 02:37 AM



Possible [smiley] [smiley]

Posted 25 May 2013 - 03:03 PM



Alright, if u could buy a new 2010 chief classic with full warranty, and no miles.....would u pull the trigger at 14k?

Posted 25 May 2013 - 03:56 PM

A new S L sounds better than a "!"@#"\$" K M

Posted 25 May 2013 - 03:57 PM

**██████████** said:

Alright, if u could buy a new 2010 chief classic with full warranty, and no miles.....would u pull the trigger at 14k?

Now that is a great question!

Posted 25 May 2013 - 03:33 PM

Once again, the Gilroy crowd left out in the cold, no factory, no support, no love.

Posted 25 May 2013 - 06:23 PM

**██████████** on 25 May 2013 - 12:33, said:

Once again, the Gilroy crowd left out in the cold, no factory, no support, no love.

We don't need no stinkin' factory! 🙄

Posted 25 May 2013 - 07:04 PM

Gilroy bikes have about the same support as any other limited run 11-14 year old bike that is no longer in production. Just be thankful you can use HD parts for most of the things you need or might need.

Posted 25 May 2013 - 07:46 PM

**██████████** on 25 May 2013 - 12:33, said:

Once again, the Gilroy crowd left out in the cold, no factory, no support, no love.

We have support and the love of each other. What more do you need???

Posted 25 May 2013 - 07:48 PM

**██████████** on 25 May 2013 - 10:03, said:

Alright, if u could buy a new 2010 chief classic with full warranty, and no miles.....would u pull the trigger at 14k?

Now that's a good question. I would do it if it runs good when you go to pick it up. And the color was right.

Posted 25 May 2013 - 09:36 PM

Maybe....depends on the offer.

Posted 25 May 2013 - 10:14 PM

Hard to say Colonel. I've not had the troubles you've had, but I don't think I'll trade.

If I remember correctly, [REDACTED] told me there were about 30 tri-color and 30 black and red Blackhawks built. I know one never got built in my colors because teh parts ended up on eBay, remember that auction? So, I have a 1 of 29/30 rolling artwork that I ride... a lot (Okay, not a LOT like some of you, but a lot for me).

I'm thinking I heard the same number for each color Bomber (correct me if I'm off base). If you can eventually get them to fix it, I'd do that.

When I get this one paid off I'll start looking at the SL bikes.

Posted 25 May 2013 - 11:03 PM

Probably would depends on how generous the trade offer was !

Posted 25 May 2013 - 11:41 PM

Nope, just buy a new one to add with the others. Agree with [REDACTED] these will be worth something more in the not to distant future.

Posted 26 May 2013 - 12:41 AM

Depends on if you want to ride it or show it....KM's low production = NO PARTS (Pistons, ECU, all other low production parts) unlike the Gilroy's

Edited by [REDACTED] 26 May 2013 - 12:42 AM.

Posted 26 May 2013 - 03:09 AM

Not for sure what I'll do when the new Chief is released. I currently have 14000, plus miles on the bike. I feel like it's made it through the start-up issues, worst being the stator going out, and I do the basic servis work on it myself. I also am very fortunite that I live only 55 miles from an Indian dealership, an an added benefit that it Mark's dealership. For sure when the new Chief's are out I will want to demo, and see what PI has to offer starting at 18,999. Until the new bikes are out, I'm going to enjoy my "Indian Motorcycle".

Indian Motorcycle Community → Motorcycles → Thunder Stroke 111 (2014)



## An Honest Question (Or Informal Poll?) For All Km Owners

Started by [redacted] May 24 2013 04:31 PM

Page 3 of 4

Posted 26 May 2013 - 05:37 AM



[redacted] on 24 May 2013 - 13:45, said:

What were the problems with your bike? How many miles when sold? What are you riding now?



Posted 26 May 2013 - 05:40 AM



Too many to list, it went back to Kings Mountain for a rebuild when it got back, they reset the warranty but I sold it before riding season and bought a Victory. Best bike I've ever owned in my life and can't wait to see what they did to Indian.. If it's 1/2 as reliable as my Vic, it'll be golden.

Posted 26 May 2013 - 01:01 PM



Not going to happen. I dont know why you guys are getting yourselves all up in a wad about it.

You will get whatever a dealer thinks he can buy it for, turn around and make a profit on reselling it.

Posted 26 May 2013 - 02:17 PM



Have to say I'd keep the Dark Horse, even though I've paid the 2012 price. . .I don't have buyers' remorse. If things work out, I'd like to one day add a new 111 InJun to the collection.

Posted 26 May 2013 - 03:30 PM



[redacted] on 25 May 2013 - 14:46, said:

We have support and the love of each other. What more do you need???

True word

Posted 26 May 2013 - 03:52 PM



[redacted] said:

Too many to list, it went back to Kings Mountain for a rebuild when it got back, they reset the warranty but I sold it before riding season and bought a Victory. Best bike I've ever owned in my life and can't wait to see what they did to Indian.. If it's 1/2 as reliable as my Vic, it'll be golden.

Any electrical problems? Rebuild for what? What kind of Vic did you buy?

Posted 26 May 2013 - 03:55 PM

██████████. said:

Not going to happen. I dont know why you guys are getting yourselves all up in a wad about it.

You will get whatever a dealer thinks he can buy it for, turn around and make a profit on reselling it.

Dude, chill. We know it's not going to happen; was just having some fun with the hypothetical and trying to gauge the loyalty to the KM bikes.

Posted 26 May 2013 - 10:51 PM

MAN O MAN, I sure hope ██████████ is reading all this!!!!!!!!!!!!!!!!!!!!!! ☺

Posted 27 May 2013 - 01:42 AM

██████████, on 26 May 2013 - 10:55, said:

Dude, chill. We know it's not going to happen; was just having some fun with the hypothetical and trying to gauge the loyalty to the KM bikes.

OK then. To answer your question, yes, I would trade it in, but I would have to have more than I think they will give me for the 2010.

Posted 27 May 2013 - 05:20 AM

██████████. said:

A new SL sounds better than a "1@#\$" KM

"1@#\$" is an overstatement.

Straight from the KM factory they are quirky.

When I received my Darkhorse it did NOT have all the recalls done on it, even though I was told otherwise. My initial problems were entirely due to those recalls not being done.

I also had many problems related to the altitude I live at.

I have actively sought out solutions to the problems I had. Now I can say that my bike runs very good, and is dependable enough for me to be taking it on a 5000 mile trip through some very desolate places this summer. Once the quirks of the KM Indians are worked out, they are good and reliable bikes. I have 13,000 miles on mine and she is running very good.

Posted 27 May 2013 - 05:37 AM

Full price trade in....sure. But we know that wont happen. Less than 1k biles produced equals rarity. I'll keep mine than you very much

Posted 28 May 2013 - 12:39 AM

█ I hope they make you kind of offer, I understand the emotional attachment a bike can have, but in your case and with you patience it would be the honorable thing for Polaris to do, and for what it's worth if I was in your situation and they made me this kind of offer I would go for it in a heartbeat.

P.S. I enjoyed sharing a drink with you in IRIP

Posted 28 May 2013 - 01:05 AM

█  
█  
Nice to see you back, its been awhile.  
█

Edited by █ 28 May 2013 - 01:05 AM.

Posted 28 May 2013 - 10:45 PM

█  
Can someone tell me what the KM problems were? Or if there is thread where all the issues are listed? Were they really more problematic than the Gilroy bikes (i.e. fender mounts breaking, headlight mount breaking, ignitions catching fire, paint peeling around gas caps, broken speedo drives, etc...) Not that anyone is really asking, but I've got a 2001 Indian Scout and have considered my loyalty to it too. Gotta admit, this bike has been a huge pain in the " " between the broken gas caps, poorly jetted carb (not that easy to sort out), glitchy starter, non existant front brake, leaking crank vent, and now it looks like one of the headgaskets is leaking - all with 3800 miles on the clock. But I still kinda like the bike. And the way I look at it is without this Gilroy era bike, there would be no KM Indians or Polaris Indians. The resurgence had to start somewhere and if people didn't buy the Gilroy bikes, Indian would still be dead. So I feel like it's an important part of the legacy.

Posted 28 May 2013 - 11:07 PM



Posted 28 May 2013 - 11:19 PM

█  
For me it would honestly depend. I do not have a KM, but have always liked the Dark Water Blue Darkhorse. If I had one of those that had all the updates & recalls done & I had no issues with it, then probably not. If I had a bike like yours with some major issues that no fixes seemed to exist, then I'd be all over it. " " find a good painter & have him paint the new bike to look like a Bomber 🇺🇸

As for my Gilroy...I'm not sure & I wonder how many of the Gilroy guys are going to buy a Polaris bike? Just thinking about alot of the things that went into this Community starting...I am not real sure how many Gilroy guys are ditching their bikes for a Polaris. The Price is the 1 thing that may get them to jump ship.

Posted 28 May 2013 - 11:20 PM

█ on 27 May 2013 - 19:39, said:

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P.S. I enjoyed sharing a drink with you in IRIP

Same [REDACTED] although in my case it may have been several drinks ☺

Posted 30 May 2013 - 03:41 PM

Nope, I am keeping my KM and I already have a deposit in for a 2014. I didn't even think to find out what kind of trade-in I'd get for the KM - I love that bike... it has now become a part of my identity. You can tell each of the Indian riders from one another around the Twin Cities just by their bikes, even without seeing their face - I kind of like that. I drive by the dealership twice each day and I can always tell who is inside by the bikes parked outside.

Similar to what [REDACTED] said, I'll just add one to the collection (of course, my "collection" right now is only one Indian, but that will change in August).

Posted 31 May 2013 - 12:16 PM

If I had money unlimited, I'd have a KM. And if I had money unlimited, I'd be having a 2014 model as well. I like the Gilroy "style" and can't see not keeping what I have and acquiring more. I'd just have fun fixing them up the way I like 'em.

Alas, I don't have money unlimited so I'm stuck with one used Gilroy model. Guess I'll have to keep my eye out for low priced good used KM and SL Indians in the future.

Posted 31 May 2013 - 01:01 PM

Planning on getting a 14 if they are not fugley. I am just going to trade the HD IN AND KEEP MY GILROY!!!

Indian Motorcycle Community → Motorcycles → Thunder Stroke 111 (2014)

## An Honest Question (Or Informal Poll?) For All Km Owners

Started by [redacted], May 24 2013 04:31 PM

Page 4 of 4

Posted 11 June 2013 - 05:48 PM

Pipe dream?

Posted 11 June 2013 - 06:14 PM

*[redacted] on 28 May 2013 - 18:19, said:*

For me it would honestly depend. I do not have a KM, but have always liked the Dark Water Blue Darkhorse. If I had one of those that had all the updates & recalls done & I had no issues with it, then probably not. If I had a bike like yours with some major issues that no fixes seemed to exist, then I'd be all over it! @#" find a good painter & have him paint the new bike to look like a Bomber

As for my Gilroy....I'm not sure & I wonder how many of the Gilroy guys are going to buy a Polaris bike? Just thinking about alot of the things that went into this Community starting...I am not real sure how many Gilroy guys are ditching their bikes for a Polaris. The Price is the 1 thing that may get them to jump ship.

As a Gilroy guy, it's far less about the price than it is about the machine. My Gilroys are basically bullet-proof with the hundreds of thousands of miles put on them and all the work done on them over the last decade plus of riding. The new Polaris machines are coming in cheaper than any of my Gilroys sticker prices. Just because the bike is cheap doesn't compell me to buy one.

If the design inspires me, I may buy one. If it doesn't, I'll be happy to wait and watch the first year buyers go through the growing pains of ownership.

Posted 11 June 2013 - 07:22 PM

*[redacted] on 24 May 2013 - 12:55, said:*

I don't think I would because I love my KM and the Polaris is an unknown at this time. I have confidence the bike will look and perform great but will those differences be enough for me to jump ship? At this time I say no.

The KM bikes are the lowest produced amount of Indians ever produced. Maybe that will have a value down the road? Because of that and how happy I am with my KM, I am inclined to keep it and just add a Polaris Indian later.

... that's my boy ..... good thinking.

Posted 11 June 2013 - 08:44 PM

to have something that would be dependable or something that you have to work on hum yes I would

Posted 12 June 2013 - 01:43 PM

I think?? that Polaris is and has watched the second era of Indians and do not want to make mistake they did. The 3rd era of Indians will make it as long as there is forums 🙄🙄🙄🙄🙄🙄

Posted 12 June 2013 - 01:36 PM

Did not see anyone who balked at buying an Indian after 99-00-01-02-03-09-10-11-12-13... Why will this be any different when Polaris hits the ground running. (EXCEPT BEING FUGLEY) 🙄

Posted 13 June 2013 - 05:51 AM

██████████, said:

As a Gilroy guy, it's far less about the price than it is about the machine. My Gilroys are basically bullet-proof with the hundreds of thousands of miles put on them and all the work done on them over the last decade plus of riding. The new Polaris machines are coming in cheaper than any of my Gilroys sticker prices. Just because the bike is cheap doesn't compell me to buy one. If the design inspires me, I may buy one. If it doesn't, I'll be happy to wait and watch the first year buyers go through the growing pains of ownership.

I'm planning on keeping an on line journal of the good and bad of it.

Posted 13 June 2013 - 12:30 PM

Keep in mind, far far in the future, value is placed on vehicles produced in low numbers. I can remember when I was a kid that the 67-69 Camaro's were FAR more popular than the Firebirds (but not to me). These days, since the Firebird was produced in lower numbers, there are fewer of them, thus, they are more expensive to buy than the Camaros.

So, KM owners, there may be a silver lining. Even for us Gilroy model owners as well.

Posted 13 June 2013 - 12:59 PM

I think that the second era Indians will be known for their special place in the history, whether being bad or good. My great great grand kids can fight over them. 🙄🙄🙄🙄🙄

Posted 15 June 2013 - 06:01 PM

██████████ on 13 Jun 2013 - 07:30, said:

Keep in mind, far far in the future, value is placed on vehicles produced in low numbers. I can remember when I was a kid that the 67-69 Camaro's were FAR more popular than the Firebirds (but not to me). These days, since the Firebird was produced in lower numbers, there are fewer of them, thus, they are more expensive to buy than the Camaros.

So, KM owners, there may be a silver lining. Even for us Gilroy model owners as well.

Yeah, but we will be either dust or ashes long before it happens... 🙄

Posted 15 June 2013 - 06:20 PM

If I were a collector with an eye for long term investment, then a Gilroy or a KM would be a good investment. But I'm not a collector. I RIDE motorcycles, I enjoy the experience of riding, being outside, going places, and really fully experience of the journey and where ever I go. I could not care less how much a motorcycle is worth years and years after I die.

So I'm buying a 2014.

Posted 15 June 2013 - 06:45 PM

on 15 Jun 2013 - 13:20, said:

If I were a collector with an eye for long term investment, then a Gilroy or a KM would be a good investment. But I'm not a collector. I RIDE motorcycles, I enjoy the experience of riding, being outside, going places, and really fully experience of the journey and where ever I go. I could not care less how much a motorcycle is worth years and years after I die.

So I'm buying a 2014.

I don't consider myself a collector either, I have 9 scoots over 30 years old though, It didn't start out that way, they were not worth selling 20 years ago, now some are worth 20-30 times what they were 1st sold for...

Posted 16 June 2013 - 12:01 AM

great question! if I had any thing other than my Bomber, it would be antempting offer! However. I have a strong emotional attachment to the Bomber. My wife might say an unhealthy attachment to her.

I am looking forward to having a new Indian sitting next to her when/if thenhave a touring model!

Posted 16 June 2013 - 04:13 AM

on 15 Jun 2013 - 13:45, said:

I don't consider myself a collector either, I have 9 scoots over 30 years old though, It didn't start out that way, they were not worth selling 20 years ago, now some are worth 20-30 times what they were 1st sold for...

but.. factor in the cost of insuring... maintaining ... etc... not simple math

Posted 16 June 2013 - 04:54 PM

I ain't got a KM. But, If I had a KM Bomber and they offered me a brand new SL Bomber. If I wish.....

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

## The Fix (?) Is Finalized....

Started by [REDACTED] Jun 12 2013 06:32 PM

Page 1 of 3

Posted 12 June 2013 - 06:32 PM

[REDACTED]

Polaris called Fargo yesterday June 11th to inform them that all testing is complete and that the fix is finalized. When [REDACTED] inquired as to what specifically is involved with the fix, Polaris is once again playing I've got a secret. What's the big deal for God's sake? The behaviour of this Company is so far IMHO bizzare to say the least. No answer as to when the kits would arrive to the dealers. No answer as to what is in the kits. No answers at all.

Based on what Fargo has been told previously, we are assuming that it is some kind of starter relay. [REDACTED] said they mentioned that it may not fix the problem entirely (starter staying on) but that it would allow the bike to be shut down if that occurs in the future. A true band-aid solution.

Remember folks, when I inquired as to how this solves the original problem of the bike going dead for no reason, there was silence. I think I have been waiting for almost a year for a band-aid fix to a problem Polaris induced (starter not disengaging) that my bike never had until the recall was performed on my BCM. I think the original problem will and still exists not to mention that it has never even been addressed. This weekend, I will be addressing my third certified letter detailing all of this directly to Steve Mineto. Sturgis awaits and I see no way in "!"@#" that this will be addressed to my satisfaction by then.

[REDACTED]

Posted 12 June 2013 - 07:20 PM

[REDACTED] on 12 Jun 2013 - 13:32, said:

Polaris called Fargo yesterday June 11th to inform them that all testing is complete and that the fix is finalized. When [REDACTED] inquired as to what specifically is involved with the fix, Polaris is once again playing I've got a secret. What's the big deal for God's sake? The behaviour of this Company is so far IMHO bizzare to say the least. No answer as to when the kits would arrive to the dealers. No answer as to what is in the kits. No answers at all.

Based on what Fargo has been told previously, we are assuming that it is some kind of starter relay. Andrew said they mentioned that it may not fix the problem entirely (starter staying on) but that it would allow the bike to be shut down if that occurs in the future. A true band-aid solution.

Remember folks, when I inquired as to how this solves the original problem of the bike going dead for no reason, there was silence. I think I have been waiting for almost a year for a band-aid fix to a problem Polaris induced (starter not disengaging) that my bike never had until the recall was performed on my BCM. I think the original problem will and still exists not to mention that it has never even been addressed. This weekend, I will be addressing my third certified letter detailing all of this directly to Steve Mineto. Sturgis awaits and I see no way in "!"@#" that this will be addressed to my satisfaction by then.

[REDACTED]

Ha that is what I said do when it first came to the surface.

Posted 12 June 2013 - 07:32 PM

Ok.....Play time is over kids. If I were you this would have come to a conclusion long before this. Time to engage the lawyers and bring out the secret weapon and have him do his thing in Sturgis at the unveiling of the 2014. I just feel so bad for you.

Posted 12 June 2013 - 07:37 PM

I would've thought the fix(s) delved into the BCM and ECM as well as the starter architecture..... Interesting

Posted 12 June 2013 - 08:54 PM

Push start or pull start?

Seem like it's always something.....

The KM starter is an Harleed/Baker design kind of foreign to Polaris tech, the BCM upgrade may be morphed from noncompatible Victory starter / ignition control software.

It doesn't sound like the crew was focused on the original problem, only fixated on the newest starter problem gremlin brought by the latest BCM upgrade flash.

"Based on what Fargo has been told previously, we are assuming that it is some kind of starter relay. [REDACTED] said they mentioned that it may not fix the problem entirely (starter staying on) but that it would allow the bike to be shut down if that occurs in the future."

Ask [REDACTED] for pictures of "the Fix" when it arrives and post 'em here [REDACTED] some kind of disconnect?

Posted 12 June 2013 - 09:27 PM

It may also be a liability issue, in which case, they are not going to admit anything.

This is typical for corporations (see also: Jeep recall) when there is the potential for money to be involved.

Posted 12 June 2013 - 09:36 PM

This really sucks. I feel bad for you man. Have you considered Lemon law. If this doesn't qualify, I don't know what does. Many firms would file suit for you and pursue the case with not much involvement on your part. Good luck.

Posted 13 June 2013 - 03:03 AM

[REDACTED] on 12 Jun 2013 - 14:37, said:

I would've thought the fix(s) delved into the BCM and ECM as well as the starter architecture..... Interesting

Still possible that it does but with everything being a big secret, who knows.

Posted 13 June 2013 - 03:06 AM

[REDACTED] on 12 Jun 2013 - 16:36, said:

This really sucks. I feel bad for you man. Have you considered Lemon law. If this doesn't qualify, I don't know what does. Many firms would file suit for you and pursue the case with not much involvement on your part. Good luck.

TOO LATE. WITH THE LATEST BEING THAT FARGO HAS BEEN TOLD TO NO LONGER PROVIDE UPDATES, I AM DONE.

Oh yeah. My personal cutoff was and is this Sturgis. One year is plenty of good faith on my part. Dedication to the Brand has it's limits; mine will have been reached by then.

Posted 13 June 2013 - 03:20 AM

MY GUESS IS A MAJOR & POTENTIALLY VERY EXPENSIVE PROBLEM HAS BEEN DISCOVERED.....

See again...not sure what the "!"# Polaris is doing. Keeping it a secret....I will stick my neck out & say this is something Harley doesn't do with their mechanics or at least the very good ones like at HD know how to figure out the secrets. I just don't know why the "!"# they would want to keep a secret from dealerships...

Wouldn't it be in their best interest for the dealerships to know these things & to be able to handle them instead of it having to go to corporate to get something done?

This is 1 reason for people to stay away from their bikes. A good HD wrench knows their bikes in & out....can you say the same for whoever will be trying to work on the Thunderstroke 111?

Posted 13 June 2013 - 03:28 AM

I hope the "fix" is not replacing the starter with a kick start. On the other hand, maybe it comes with a carb kit replacing the FI system!

Posted 13 June 2013 - 08:26 AM

on 12 Jun 2013 - 22:06, said:

Oh yeah. My personal cutoff was and is this Sturgis. One year is plenty of good faith on my part. Dedication to the Brand has it's limits; mine will have been reached by then.

I have to forward my respect to you for your levelheaded and patient approach to this...most peeps wouldnt. I've read and followed your demise and doubt I would have fit into the latter category. I surely hope this ends positive brother and I'm rooting for it.

Edited by 13 June 2013 - 08:27 AM.

Posted 13 June 2013 - 11:40 AM

dayum,,,,,,,,,

Posted 13 June 2013 - 12:26 PM

on 12 Jun 2013 - 22:06, said:

Oh yeah. My personal cutoff was and is this Sturgis. One year is plenty of good faith on my part. Dedication to the Brand has it's limits; mine will have been reached by then.

One year is a "!" of a lot longer than I would've made it. Especially making loan and insurance payments on something I CAN'T drive!!

on 12 Jun 2013 - 22:20, said:

See again...not sure what the "!" Polaris is doing. Keeping it a secret...I will stick my neck out & say this is something Harley doesn't do with their mechanics or at least the very good ones like at HD know how to figure out the secrets. I just don't know why the "!" they would want to keep a secret from dealerships..

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This is 1 reason for people to stay away from their bikes. A good HD wrench knows their bikes in & out....can you say the same for whoever will be trying to work on the Thunderstroke 111?

Could be that they are trying to ensure that their new bikes aren't going to have this same problem before 1) they admit it and 2) they tell their dealers and 3) so they can ensure that all of their new "Indian certified" mechanics know what the fix is.

Posted 13 June 2013 - 04:12 PM

Hmm, one year ya say? What's the statute of limitations?

Posted 13 June 2013 - 05:30 PM

Could be that they are trying to ensure that their new bikes aren't going to have this same problem before 1) they admit it and 2) they tell their dealers and 3) so they can ensure that all of their new "Indian certified" mechanics know what the fix is.

Nah, I doubt any parts will interchange between KMs and '14 Chiefs...tires maybe, but even wheel hubs will probably differ.

Spirit Lake must be producing 2014 Chiefs for August sales now.

Doesn't look like you're going to see a BCM recall on the KMs either.

Maybe a good reason to avoid 2014 Chief purchases at least until a 50 mile test drive.

I think I'll hold off a few years maybe till 2017 or so and check dealer stockpiles of new unsold 2015s.

This is not the way to go for Indian Motorcycles to become a great prolific marque once more.

If thr foundation is not there with integrity and commitment to owner/riders Fugettaboutit!

Posted 13 June 2013 - 06:48 PM

on 13 Jun 2013 - 12:30, said:

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This is not the way to go for Indian Motorcycles to become a great prolific marque once more.

If the foundation is not there with integrity and commitment to owner/riders Fugettaboutit!

Up until recently, I for one have been somewhat gung ho' ready to purchase a '14 ...

With all the secrecy about the model being released... the stumbling on fixing the known issues with the '09s - '13s ... I'm now hesitant to jump into the fray ( which I did wholeheartedly back in '09)

There are so many unknowns... when will the other model(s) come out? Will they have a TS111 or a smaller version of the TS111 in a scout ? Or a bigger version of the TS111 in the touring model? Colors, options, etc, etc, ... so many unknowns.

That all being said... looking forward to Sturgis and doing a test ride either there or up in the TC area the following week.... then... deciding "I@#S" to do...

Edited by [REDACTED] 13 June 2013 - 06:49 PM.

Posted 13 June 2013 - 07:03 PM

Been seeing the 2012 Cross Country showroom new reduced from \$18,999 down to \$11,999.

Maybe some writing on the wall to read there, or would you bet everyone is just w8ing for the chance to plunk that scratch down on a 2014 Indian?

Posted 13 June 2013 - 07:17 PM

Wow!

Posted 13 June 2013 - 09:48 PM

Sorry NO TEST RIDES IN STURGIS as per IRIP meeting. Yet again I SAY there is a lot of STANK that they have to overcome. Lets see if they "I@#S" all over themselves then commit to ownership.... May have few interested but the company wants customers and not token sales... 🙄 🙄

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

## The Fix (?) Is Finalized....

Started by [REDACTED] Jun 12 2013 06:32 PM

Page 2 of 3

Posted 13 June 2013 - 11:28 PM

[REDACTED] on 13 Jun 2013 - 16:48, said:

Sorry NO TEST RIDES IN STURGIS as per IRIP meeting. Yet again I SAY there is a lot of STANK that they have to overcome. Lets see if they " !@# " all over themselves then commit to ownership.... May have few interested but the company wants customers and not token sales..

Test rides the following week in the Twin Cities... next best thing

Posted 14 June 2013 - 12:42 AM

[REDACTED] on 13 Jun 2013 - 13:48, said:

Up until recently, I for one have been somewhat gung ho' ready to purchase a '14 ...

With all the secrecy about the model being released... the stumbling on fixing the known issues with the '09s - '13s ... I'm now hesitant to jump into the fray ( which I did wholeheartedly back in '09)

There are so many unknowns... when will the other model(s) come out? Will they have a TS111 or a smaller version of the TS111 in a scout ? Or a bigger version of the TS111 in the touring model? Colors, options, etc, etc, etc, ... so many unknowns.

That all being said... looking forward to Sturgis and doing a test ride either there or up in the TC area the following week... then... deciding " !@# " to do...

If I don't win one in a raffle, I won't be getting one. And I was ready for the purchase until they gave [REDACTED] the full merry-go-round tour

Posted 14 June 2013 - 02:42 AM

[REDACTED] on 13 Jun 2013 - 14:03, said:

Been seeing the 2012 Cross Country showroom new reduced from \$18,999 down to \$11,999.

Maybe some writing on the wall to read there, or would you bet everyone is just w8ing for the chance to plunk that scratch down on a 2014 Indian?

Uplander any comment? Seems that you just got " !@#\$\$ " on re-sale too even though you did not buy a KM.

Posted 14 June 2013 - 01:17 PM

Don't feel like you are the Lone Ranger, [REDACTED] I bought a bank repo 2009 with 2100 miles on it in Fargo last year. Bob and Joe did their magic to it and then they both left the dealership. I had my son, who lives in Fargo, go get the bike a month ago and take it home with him just to get it out of the dealership storage. Supposed to be ready to go with a new

THIS IS ONE OF 4 THAT HAS BEEN AT FARGO, OUT OF COMPLETE FRUSTRATION, DUDE JUST TOOK IT HOME AS IS.

battery in it. My son took it for a spin, stopped to get gas, and it wouldn't start. Wouldn't you know a guy riding a Harley came along, (same thing happened when the stator went out on my Gilroy), and they tried to get it started but couldn't. My son pushed it home, put the charger on it over night, tried to start it the next morning. It wouldn't fire and he smelled wires burning.

I talked to Joe last night and he mentioned the recall that Polaris might be doing. My point is, I made it through the Gilroy problems, I think I can make it through the KM gremlins. I have money stuck in that bike for over a year now, and still haven't put 1 mile on it myself. Gotta love the Indian reputation.....

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Have any other KMs other than and had this issue? Could it be related to any modification done in Fargo on them?

No offence intended to Fargo guys in any way.

Posted 14 June 2013 - 02:24 PM

on 14 Jun 2013 - 08:17, said:

Don't feel like you are the Lone Ranger, I bought a bank repo 2009 with 2100 miles on it in Fargo last year. Bob and Joe did their magic to it and then they both left the dealership. I had my son, who lives in Fargo, go get the bike a month ago and take it home with him just to get it out of the dealership storage. Supposed to be ready to go with a new battery in it. My son took it for a spin, stopped to get gas, and it wouldn't start. Wouldn't you know a guy riding a Harley came along, (same thing happened when the stator went out on my Gilroy), and they tried to get it started but couldn't. My son pushed it home, put the charger on it over night, tried to start it the next morning. It wouldn't fire and he smelled wires burning.

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I heard about you Yours was one of the 4 up there with the same problems. told me that two of you got pissed and came to get the bikes as is/was. Today marks the six weeks promised fix release so we will see what happens.

Posted 14 June 2013 - 02:25 PM

on 14 Jun 2013 - 08:48, said:

Have any other KMs other than and had this issue? Could it be related to any modification done in Fargo on them? No offence intended to Fargo guys in any way.

Yep, several other dealers, all years to include the 2012's and 2013's as well.

Posted 14 June 2013 - 03:04 PM

I probably told you this before what issue I was having with mine [REDACTED] so far it is different than you but I refresh your mind a little. When mine would set say for a couple of weeks it would be hard to start if it did not run the battery down. I admit I did not keep it on the battery tender as much as Mark told me too when I bought it but there is something pulling these batteries down. Mark explained it to me in a email but looks like it got deleted. After talking to them more I kept it on the battery tender all the time and sometimes after it set a while it still would not start but then times it would. So I thought I might have already damaged the battery so I had it load tested and it passed. Put it on battery tender overnight before I put battery back in and it was starting fine for a while. Then it would act up agin (had it on BT) so I said da [REDACTED] with it and bought another battery same kind of. So far it has been starting but I have this one on the BT when it ain't running. In the manual they say to reduce parasitic drain. I think whoever designed it this way has a parasitic brain. I remember years ago I had a problem with a battery similar to this and after replacing the battery had no more problems.

Now my other problem is the left blinker blinks faster than the right side. Thought it might be a lose connection put dielectric grease on all bulbs so I said well it is the blinker relay so I talked to Mike. Wrong the 2012 do not have a blinker relay it is built into the BCM I still got the [REDACTED] up blinker on the left side so I am thinking it is in the BCM. Ain't that a bunch of [REDACTED] if it is that you have to replace the BCM to cure a blinker problem. To me this is a dumb move on whoever designed this.

And if you do alot of night driving going to work at 4 am in the morning on these country roads looking for whatever is going to run out in front of you cause something will the headlights ain't that good. Well I bought me one of them HID lights from Custom Dynamics worked great for a short time then starting causing all kind of weird problems. Found out since the HID light moves a refactor over the bulb to change from high to low the BCM was sensing that the headlight was out and throwing up a error code on MFD. So after taking to everybody it was determined that it will not work. So I sent it back to them and got my money back. Put a Orsam bulb in there and it is better.

They do have problems with the BCM. And PI you bought em so you best get more involved and do something to correct this. If this [REDACTED] goes thru another problem and I find out the [REDACTED] blinker problem is the BCM well you going to see some [REDACTED] hair flying off the cats [REDACTED] I will not go thru what you have been thru [REDACTED] If it comes down to Mark can not correct the problem I will have me arse parked in front of PI office and somebody is going down. They might hall me [REDACTED] off to jail but you can bet it will make the news media. PI don't need this kind of publicity with the new Indian coming out.

I am retiring at the end of the month last day at work is next Tuesday so PI I got the time to [REDACTED] with you if it comes to it. I getting meself pissed off it is all your fault [REDACTED] Your problem should of been corrected a long time ago or give the man a new Indian. This is [REDACTED] what is going on.

Edited by [REDACTED] 14 June 2013 - 03:06 PM.

Posted 14 June 2013 - 04:48 PM

[REDACTED] on 14 Jun 2013 - 08:48, said:

Have any other KMs other than [REDACTED] and [REDACTED] had this issue? Could it be related to any modification done in Fargo on them? No offence intended to Fargo guys in any way.

In defense of [REDACTED] I have two bikes with PC5 and Cam upgrades. Neither have this problem but I have said why earlier. I just returned from a 3,000 mile trip to Sedona and there where 8 of us. Three Harleys went into repair - all with cam tensioner issues and a brand new Victory Cross Country with defective starter. The 2010 Dark Horse purred the whole trip, if it had broke down I had a colleague with a trailer firm ready to pick it up anywhere in the country. I will give Harley its due, everyone of them that went down was never more than 100 miles from a dealer and many within miles. The Victory failed within miles of a dealership as well. The Harley shops moved the bikes to the head of the queue and at all locations stayed after closing to get the bikes back on the road. In one case up to 10pm, three hours after closing.

Posted 14 June 2013 - 04:53 PM

No reason I can see, you can't carefully add relays to the problematic KM wiring harness ~ it is in obvious need.

The Bcm is inadequate at control and parasitic at rest ~ with EFI symptoms much like those 1996 FLTCUI HDs.

KMs slid through 5 model years without getting nailed on this electric issue.

Why not simply fix the problem with a re-engineered BCM that is up to the job.

Polaris said all issues would be addressed back in 2011, now they are intro'ing the next generation of Indian.

They need to get their "I@#" together on the electrics ~ or they won't sell many Indian Bikes to active riders.

Posted 14 June 2013 - 04:56 PM

on 14 Jun 2013 - 11:53, said:

No reason I can see, you can't carefully add relays to the problematic KM wiring harness ~ it is in obvious need.

This is what [redacted] plans to do to mine. Why will it not work?

Posted 14 June 2013 - 05:21 PM

on 14 Jun 2013 - 11:56, said:

This is what [redacted] plans to do to mine. Why will it not work?

Done right, it should work fine...I knew from the moment King's Mountain crowed about having 'no relays in the wiring harness' we were headed for trouble.

I thought it was an ignorant statement for Indian Motorcycle to make at the time.

Look under the hood of your late model cage ~ you will find that a dependable, easily yet seldom replaced, relay controls most every major electrical component.

Posted 14 June 2013 - 05:56 PM

Maybe PII engineers can come up with a new harness that incorporates relays for lights, starter, ignition, signals, horn, on one panel. Relays for fuel pump, throttlebody/injectors, power outlet, dashboard display on another panel..

With the relays you would need to wire in fuses or breakers and you could run brighter lights...

Gilroy tried the relayless wiring harness with just a 4 prong starter relay plugged into the underbelly of the EHC.

CMC/IMC got away with it till they went out of business...up to the current rider/owners to upgrade to relays as they can find the info.

We find ourselves, Adding relays that should have rightly been incorporated in the harness in the first place.

A good guide is any Clymer manual for Softail or touring Harley Davidson ~ the wiring schematics are top shelf and easily duplicated for our Indians.

BMW motorcycles have incorporated Bosch cube relays since the early 70s installed in neat rail panels similar to automotive mountings with spade connectors pointed in a downward direction to shed water.

Waterproof Bosch 40 amp relays are available from numerous suppliers.

Posted 14 June 2013 - 06:47 PM

71  
ESSENTIALLY, A  
COMPLETE  
RE-DESIGN. VERY  
EXPENSIVE SO  
THEY CONSTANTLY  
DRAG THEIR  
FEET.

I'll bet there will be test ride bikes in Sturgis!

Posted 14 June 2013 - 06:48 PM

If, hypothetically, a new wiring harness for the KM were to come out with relays and such, how long would it take to install it?

Posted 14 June 2013 - 06:53 PM

*on 14 Jun 2013 - 13:47. said:*

I'll bet there will be test ride bikes in Sturgis!

From what I heard there will NOT be.

Posted 14 June 2013 - 06:59 PM

**ENTIRE INDIAN 2014 TEST FLEET STOLEN AT STURGIS**

Seems you'd get a lot more peeps talkin' about the brand new Chief with test rides at the rally.

Posted 14 June 2013 - 07:18 PM

*on 14 Jun 2013 - 13:59. said:*

Seems you'd get a lot more peeps talkin' about the brand new Chief with test rides at the rally.

I would think so. But maybe they are doing it to get people into the dealers for a test ride.

Posted 14 June 2013 - 07:45 PM

On some of the newer CANbus systems in cars, the manufacturers have built in relays, basically the same, but not serviceable. Who thought this was a good idea, and I wonder if bikes have them now, too? If you look at a wiring diagram, it shows the outline of a relay, with no numbers, like 87a etc..

Posted 14 June 2013 - 07:51 PM

canbust?

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)



### The Fix (?) Is Finalized....

Started by [Redacted] Jun 12 2013 06:32 PM

Page 3 of 3

Posted 14 June 2013 - 09:17 PM



SO - are you guys going to show up at Sturgis across the street from the Indian display, with a sign regarding this history of [Redacted] bike? If so, please tell us all about it when you return.

Posted 15 June 2013 - 03:52 AM



When KM announced "no relays" I presumed this meant no mechanical relays. Just an observation imo.

[https://en.wikipedia.org/wiki/Solid-state\\_relay](https://en.wikipedia.org/wiki/Solid-state_relay) (https://en.wikipedia.org/wiki/Solid-state\_relay)



Posted 15 June 2013 - 10:21 AM



[Redacted], on 14 Jun 2013 - 16:17, said:

SO - are you guys going to show up at Sturgis across the street from the Indian display, with a sign regarding this history of [Redacted] bike? If so, please tell us all about it when you return.

that might work,...

Posted 15 June 2013 - 05:46 PM



[Redacted], on 14 Jun 2013 - 16:17, said:

SO - are you guys going to show up at Sturgis across the street from the Indian display, with a sign regarding this history of [Redacted] bike? If so, please tell us all about it when you return.

The time has come to either " !@#\$\$%^ " as my Dad would say, all the preparations have been made to do what needs to be done, I would say that if you want to know, show-up and see for yourself. [Redacted] legal counsel will have the final decision if it is there in "all it's glory" I am hoping that it don't come to that, but the stink already has changed quite a few minds on the purchase of a 14'-15' Chief.

As Paul Harvey would say "STAND-BY FOR NEWS"

Posted 15 June 2013 - 06:26 PM



Unfortunately I won't be up for the Sturgis Rally this year. I have a trip out west on my KM scheduled.

Posted 16 June 2013 - 01:05 AM

on 14 Jun 2013 - 09:24, said:

I heard about you. Yours was one of the 4 up there with the same problems. told me that two of you got pissed and came to get the bikes as is/was. Today marks the six weeks promised fix release so we will see what happens.

Yea, it's funny I didn't hear much about the problem until I started reading the forum on the problems you were/are having. Of course it didn't help when Bob and Joe both left. The last time I talked to Bob was last fall, and I just asked him if I could keep the bike there over the winter and of course he agreed. I'm only 100 miles away from Fargo, but I got busy this spring farming and didn't get time to pick it up. I didn't get pissed off like said, but I just wanted to get the bike out of there. Gotta remember is a Euro bike guy, came from the Triumph dealership when they merged. He's a nice guy, but I think deep down he kind of chuckles about the Indian struggles. I don't blame him. Nobody up there told me about the issue, but I didn't ask either. Thank God I still had Joe's cell # in my phone. He said he would look at it next week for me when he get's time. If PI comes with a fix, then I'll be at the dealership pronto.

Edited by 16 June 2013 - 01:06 AM.

Posted 16 June 2013 - 08:48 PM

Well its paid for and not eating any bread ☹

on 13 Jun 2013 - 21:42, said:

Uplander any comment? Seems that you just got " !@# \$" on re-sale too even though you did not buy a KM.

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

### Six Weeks Came And Went Today.....

Started by [redacted] Jun 15 2013 06:22 AM

Posted 15 June 2013 - 06:22 AM

*MORE STRESS  
AND MENTAL  
AGONY* →

Called Fargo today. They were pretty optimistic based on previous hype that we would see a resolution today. [redacted] called their regional higher-ups and got the same no answer answer. [redacted] now that the "fix" is finalized we can get no answers as to the what, let alone the how, who, or where this [redacted] will hit the dealers. More importantly, no answer on the most important question and that is when??????

I no longer give a flying [redacted] "what the fix entails. I was told I would not only have some answers by today but more importantly, be on some path to resolution. Instead, Fargo and I are, once again, left with more questions than answers. Sturgis is two months away. [redacted] "ice age glaciers move faster than this company."

Posted 15 June 2013 - 10:21 AM

"[redacted]" man.... wish there was something i could do,,

.....sad

Posted 15 June 2013 - 12:22 PM

I can relate to "Ice Age Glaziers move faster than this company" sounds like who I work for AE. They have there meetings and meetings setting around a table talking about who is going to do what and when they are going to do it then when they finally decide to do something they have to send it to Purchasing and it starts all over then idiot there misplaces the paper work then it has to be resubmitted. But I am retiring at end of month last day to work is the 6-18 but that is government work. I worked for a private employer before AE took us over and when they said they were going to do something it got done then.

[redacted] the time has come. You do what has to be done. Enough is enough. It is sorta like if somebody slaps you in the face you come back and knock the [redacted] out of em. Least that's the way I was raised. O this is going to hurt them now that they are introducing the new Indian. Good luck [redacted]. They have awoken a sleeping giant and that's the Indian riders on here.

Posted 15 June 2013 - 03:18 PM

Wheres [redacted] on this ? Seem to recall him saying it WOULD be taken care of. Thought he knew something more than the rest of us shlubs.

Posted 15 June 2013 - 07:45 PM

I am no longer in this loop, removed myself.

Posted 16 June 2013 - 11:52 PM

sometimes its better to be left out of the loop!!!! kinda like it that way myself!

Posted 17 June 2013 - 01:54 AM

Ditto.

Posted 17 June 2013 - 02:40 AM

**[REDACTED]**, on 15 Jun 2013 - 14:45, said:

I am no longer in this loop, removed myself.

are you not on the advisory council with Polaris

Posted 17 June 2013 - 12:36 PM

**[REDACTED]**, on 15 Jun 2013 - 14:45, said:

I am no longer in this loop, removed myself.

This is one loop you should step back in if you can help. **[REDACTED]** is one of the good guys. He even talks to me.

Posted 17 June 2013 - 02:26 PM

**[REDACTED]**, on 17 Jun 2013 - 07:36, said:

This is one loop you should step back in if you can help. **[REDACTED]** is one of the good guys. He even talks to me.

Not all good guys are smart guys.... 🙄

Posted 17 June 2013 - 04:02 PM

Just give us 6 more weeks. We'll get back to you.... **[REDACTED]**

Posted 17 June 2013 - 05:25 PM

get a hold of the head cheese. He said in front of all of us "you WILL have it back for Sturgis". He also said he was pissed and he would stay on top of it. Lets see if he is a man of his word.

Posted 17 June 2013 - 06:16 PM

**[REDACTED]**, on 17 Jun 2013 - 09:26, said:

Not all good guys are smart guys.... 🙄

That's why I like you.

Posted 17 June 2013 - 06:47 PM

LOL

Posted 17 June 2013 - 06:56 PM

on 17 Jun 2013 - 12:25, said:

get a hold of the head cheese. He said in front of all of us "you WILL have it back for Sturgis". He also said he was pissed and he would stay on top of it. Lets see if he is a man of his word.  
he's just a mouth piece for Polaris.  
IMHO.

Posted 17 June 2013 - 07:09 PM

on 17 Jun 2013 - 13:56, said:

on 17 Jun 2013 - 12:25, said:

get a hold of the head cheese. He said in front of all of us "you WILL have it back for Sturgis". He also said he was pissed and he would stay on top of it. Lets see if he is a man of his word.

Posted 17 June 2013 - 09:18 PM

on 17 Jun 2013 - 13:16, said:

That's why I like you.

And this is why I likes you even though you have let it hang out. ☺

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#) →

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

# We Will Be Supported..... Until August!

Started by [redacted] Jun 20 2013 01:29 AM

Page 1 of 4

Posted 20 June 2013 - 01:29 AM

THIS IS THE  
BOAT OF  
EMOTIONAL  
ROLLER COASTER  
I HAVE BEEN  
ON FOR ALMOST  
A YEAR. IT HAS  
BEEN STRESSFUL  
+ I AM TIRED  
OF IT !!!

In between flights today I received a call from Fargo. Cool, this must be goods news I thought; surely I'm due for some by now.

So the parts for the fix are in and bike will be ready soon?

Nope. I'm afraid ladies and gentleman that the news is far worse and will affect ALL KM owners, not just the ones with bad bikes like mine. It will even affect the "insiders" as well as those who signed NDAs. Seems as though when Fargo called to check on the status of the fix, the conversation from the Polaris end took on a far more nefarious tone. My Fargo service person says they were being told that come August, parts for these bikes will become scarce if they are even available at all.

"!@# \$" but Mr. Mineto looked our entire group in the eye and said these bikes WOULD be supported. Apparently, in the Corporation's eye that meant until August at which point, WE ARE SCREWED!!!!!! You can call me a conspiracy theorist or a Chickin Little but I believe that in less than two months time I will be the proud owner of a \$32,000 albatross. Problem is, ALL KM owners will be in the same boat.

Fargo called several other dealers and they are being told the same thing.

Polaris: It's time to consider doing the right thing. If it will be too costly or too much hassle to fix and or support these bikes, fine. Buy us out with a trade. If the pricing is as good as you are advertising, we will all loose approximately 10 grand but at this point, I would consider that worth it.

You will also loose out for a few hundred bikes which you can promptly write off while basking in the glory of having done right by those of us who kept the fires of Indian burning while you got up and running.

IMHO, this will be FAR cheaper than the class action lawsuit that will ensue if this goes down as I envision it will.

Posted 20 June 2013 - 01:43 AM

So much for all the great things we've heard from Victory owners about the great dealer network and support that Polaris provides. Granted - [redacted] got a KM ride, but nonetheless, if what [redacted] describes comes to pass Polaris has a skewed interpretation of what "do the right thing" means.

Posted 20 June 2013 - 01:45 AM

MORE BAD  
PR →

Uh o. The fire has been lit and one way or another PI is going to burnt bad. I would assume it is like anything else they have to support it for so many years (can not remember how long at this moment). How in the "!@# " the big boys getting out of that? Something ugly is going to happen. ☹️ I want be buying anything that PI has there name on anymore? The company my son works for has several Polaris UTV so naturally I will tell him about this and maybe he can talk them into going with another manufacture of UTV and ATV's. Ya it is just starting.

Edited by [redacted] 20 June 2013 - 01:55 AM.

Posted 20 June 2013 - 02:16 AM

Polaris sent a mouth piece to branson as a publicity show IMHO.  
"!@#\$\$" everyone was all "!@#\$\$" and giggles that they were there.that really sucks for the km owners.

Good luck [redacted] with whatever u decide to do.....

Posted 20 June 2013 - 02:22 AM

Welcome to the crowd. You'll make it somehow. Good luck.

Posted 20 June 2013 - 03:11 AM

I was kinda trying to imply they were leading you along for some type of dead line. Some times patience is NOT a virtue. Corporations don't always care. But they sure are good at talking you into being strung along, just long enough. Very sorry Brother. I sure hope you get something done soon. Oh and I left a message on your cell.

Posted 20 June 2013 - 03:19 AM

[redacted] said:

The company my son works for has several Polaris UTV so naturally I will tell him about this and maybe he can talk them into going with another manufacture of UTV and ATV's. Ya it is just starting.

Like these that are being recalled? <http://news.yahoo.com/-180802044.html> (<http://news.yahoo.com/polaris-recalling-4-500-off-180802044.html>)

Posted 20 June 2013 - 03:55 AM

I've been given the "word-on-the street" regarding the matter by a very reliable source: [redacted] (i.e., this is actually all the doings of the [redacted]). Just saying what [redacted] told me..... LOL

Doesn't it seem a bit odd that PI would not support a motor vehicle that it produced shortly after the model year ends - even if it is a KM design? Maybe there is another angle (e.g., PI plans to outsource the spare parts sales to the respective tier one suppliers - PI guarantees certain sales volume). Just seems too Machiavellian and short sided for growing company like PI which is trying to relaunch the Indian brand.

Hopefully there is more to the story.

Posted 20 June 2013 - 04:53 AM

"!@#\$\$" that sucks, but....

Posted 20 June 2013 - 05:02 AM

[redacted] said:

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I DON'T HAVE

TIME ; TWO  
JOBS (BOTH OUT  
OF STATE) +  
FOUR HIDS...

Hopefully there is more to the story.

It does seem odd. I don't have time to make this stuff up, just reporting what I hear. I am starting to wonder if their expected sales are projected to be so large that they figure they can just eat some short term negative publicity and eventually make us all go away.

Posted 20 June 2013 - 05:07 AM

██████████ said:

Polaris sent a mouth piece to branson as a publicity show IMHO.  
" !@# "everyone was all !@# "and giggles that they were there, that really sucks for the km owners.  
Good luck ██████████ with whatever u decide to do....

I was excited that they were there too but that was no mouth piece; it was the Sr. Vice President. We all took him at his word.

Posted 20 June 2013 - 09:00 AM

A man is only as good as his word.....Well we know where he stands.

Posted 20 June 2013 - 09:00 AM

I love my Gilroys.

Posted 20 June 2013 - 11:53 AM

██████████ on 19 Jun 2013 - 22:55. said:

I've been given the "word-on-the street" regarding the matter by a very reliable source: ██████████ (i.e., this is actually all the doings of the ██████████). Just saying what ██████████ told me..... LOL

Doesn't it seem a bit odd that PI would not support a motor vehicle that it produced shortly after the model year ends - even if it is a KM design? Maybe there is another angle (e.g., PI plans to outsource the spare parts sales to the respective tier one suppliers - PI guarantees certain sales volume). Just seems too Machiavellian and short sided for growing company like PI which is trying to relaunch the Indian brand.

Hopefully there is more to the story.

██████████ on 20 Jun 2013 - 00:02. said:

It does seem odd. I don't have time to make this stuff up, just reporting what I hear. I am starting to wonder if their expected sales are projected to be so large that they figure they can just eat some short term negative publicity and eventually make us all go away.

Well, Scalper's theory is: NOW we know why "he who shall not be mentioned" is the only one listed as an "authorized" parts person for GILROY models. Maybe he will become the only authorized person for KM model parts as well ( !@# " we all know they're 99% the same). BUT, Indian's website only mentions that warranties will be honored on 09-12 models, nothing more. (though ██████████ definitely meets that criteria)

Posted 20 June 2013 - 12:17 PM

on 19 Jun 2013 - 22:55, said:

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Hopefully there is more to the story.

First off... " !@#%\$ " .....

that's all.....

Posted 20 June 2013 - 01:09 PM

on 20 Jun 2013 - 06:53, said:

Well, theory is: NOW we know why "he who shall not be mentioned" is the only one listed as an "authorized" parts person for GILROY models. Maybe he will become the only authorized person for KM model parts as well we all know they're 99% the same). BUT, Indian's website only mentions that warranties will be honored on 09-12 models, nothing more. (though definitely meets that criteria)

And it gets worse then as I heard it from John's own mouth that he is officially and completely out of the motorcycle business having sold off the Crazy Horse operation to someone else. Quite frankly he is simply a rider and nothing more. So the parts on these things have went from difficult to outright impossible.

If anyone were to purchase a KM at this point it would almost have to be for a museum piece and nothing more.

Really, really sorry for those of you who have plunked down this kind of cash and now have to deal with this.

Posted 20 June 2013 - 02:08 PM

Sorry to hear about all this " !@#%\$ " you're going through Brother

Posted 20 June 2013 - 03:32 PM

ARMY, LEGAL  
DISCOVERY +  
A FEW GOOD  
QUESTIONS FOR  
A GOOD LAWYER.

Anybody have any idea as to what the sudden significance and the availability of parts has to do with August? Is that simply because the unveil is then or is there a more nefarious legality involved whereby on some unknown to us date they can simply and legally say " !@#%\$ "

Also, I was pondering the issue of parts. IMHO, all the spare parts we could possibly hope to obtain were simply sent to Spirit Lake and assembled into new bikes. Indian NJ says brake caliper covers that were \$150 are now upwards of \$400 if you can find them (each). Another post here says he can't find grips. What if we need a cylinder or something major?

Anyone want to buy my Bomber? I will cut you one " !@# of a deal, PM me. Sure glad I never sold my Gilroy, it runs.

Posted 20 June 2013 - 04:28 PM

If all this is true, my Indian may also be for sale. I've always wanted a Ducati Sport touring bike, but this is not the way I imagined getting it. How sad for the brand. And to think I've been waving their flag only to find out they are going to bail. If I go to Sturgis, now it will be to be part of the crowd across the street, letting people know what they have done. I free lance for a motorcycle paper, I need to talk to the editor as this may be a good story. I'm sure even a half brain dead PR person at harley would take this story and run with it.



Posted 20 June 2013 - 04:29 PM



Perhaps this needs to be posed as a question on the Indian FB page?



Page 1 of 1

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) • [Next Unread Topic](#)

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)



## We Will Be Supported..... Until August!

Started by [Redacted] Jun 20 2013 01:29 AM

Page 2 of 4

Posted 20 June 2013 - 04:35 PM



[Redacted], on 20 Jun 2013 - 10:32, said:

Anybody have any idea as to what the sudden significance and the availability of parts has to do with August? Is that simply because the unveil is then or is there a more nefarious legality involved whereby on some unknown to us date they can simply and legally say " !@#\$\$ "

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Anyone want to buy my Bomber? I will cut you one " !@ " of a deal, PM me. Sure glad I never sold my Gilroy, it runs.



Considerin that the parts availability may be next to none, your Indian may be worth more in parts, than say as a whole.. Maybe consider pickin up a salvaged KM or two, N start stockin and, sellin parts..

Have yur own corner nitch, be the king of the KM parts market !!

Hhmmm,



Posted 20 June 2013 - 04:37 PM



I will cut you one " !@ " of a deal, PM me. Sure glad I never sold my Gilroy, it runs.

[Redacted], on 20 Jun 2013 - 10:32, said:



Can't help but wonder.... what's it'd take to rip out the ECM/BCM and replace it .. with 'something else' ... .. or .. what's it take to rip out the EFI and put a carb on these pigs?

Edited by [Redacted] 20 June 2013 - 04:44 PM.



[Redacted], on 20 Jun 2013 - 11:37, said:

Posted 20 June 2013 - 04:39 PM

I will cut you one " !@ " of a deal, PM me. Sure glad I never sold my Gilroy, it runs.

Can't help but wonder.... what's it take to rip out the ECM/BCM and replace it .. with 'something else' .... or .. what's it take to rip out the EFI and put a carb on these pigs?

Seems like the way to go....

Posted 20 June 2013 - 05:04 PM

on 20 Jun 2013 - 11:37, said:

I will cut you one "!" of a deal, PM me. Sure glad I never sold my Gilroy, it runs.  
Can't help but wonder.... what's it'd take to rip out the ECM/BCM and replace it .. with 'something else' .... or .. what's it take to rip out the EFI and put a carb on these pigs?

Sad indeed if this happens...

your post reminds me of my other garage queen. Same thing that most of us did to our 81-83 Chrysler Imperials - rip out the crap FI parts, wiring, and computer and retrofitted it with a nice 4bbl carb and standard electronic ignition. Chrysler paid for most all of those mods though....

Posted 20 June 2013 - 05:05 PM

After the bike is running reliable again, Might be able to come up with creative ideas to help out with the, reported, Bomber paint issue. Other than a complete new fuel tank paint? IMC dealer in N. Carolina appears to be competent and friendly. There's also the NJ dealer as another possible resource...to name just a couple. 2centz.

Posted 20 June 2013 - 05:52 PM

wow that seriously sucks. Was thinking of a new Indian but not if they "!" customers over like that. I will look at the triumph rockets now.

Posted 20 June 2013 - 06:41 PM

on 20 Jun 2013 - 12:52, said:

wow that seriously sucks. Was thinking of a new Indian but not if they "!" customers over like that. I will look at the triumph rockets now.

Rocket III is an awesome , incredible bike..... but .. not an Indian.

In all fairness, the Gen 4 Indians are a clean slate. Just sucks to feel the pain (KM/Polaris) the Gilroy owners felt back in '03/'04 time frame.. when the 'current' owner (Polaris) could do a better job . I've no doubts that the '14 and on bikes will rock... and Polaris will do great with them.. but when they are selling bikes.. TODAY .. that have known issues, and not making good on them... they are "!" up badly

Edited by 20 June 2013 - 06:43 PM.

Posted 20 June 2013 - 06:43 PM

██████████ said:

wow that seriously sucks. Was thinking of a new Indian but not if they customers over like that. I will look at the triumph rockets now.

██████████

Love the Rocket III, especially the tour version. That motor looks kind of like an inline four. At one point I seriously considered buying one and putting some skirted fenders on it.

██████████

Posted 20 June 2013 - 06:45 PM

██████████

██████████ on 20 Jun 2013 - 13:41, said:

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In all fairness, the Gen 4 Indians are a clean slate. Just sucks to feel the pain (KM/Polaris) the Gilroy owners felt back in '03/'04 time frame.. when the 'current' owner (Polaris) could do a better job. I've no doubt the '14 and on bikes will rock... and Polaris will do great with them.. but when they are selling bikes.. TODAY .. that have known issues..... they are up badly

I hear ya I just have problems with dealing with them if they would knowingly someone who is extremely loyal to the brand. They could make this all go away at minimal cost and it would recruit new buyers.

██████████

Posted 20 June 2013 - 06:46 PM

██████████

██████████ on 20 Jun 2013 - 13:43, said:

Love the Rocket III, especially the tour version. That motor looks kind of like an inline four. At one point I seriously considered buying one and putting some skirted fenders on it.

██████████

If and when you go and get it let me know. (the bomber that is)

██████████

Edited by ██████████ 20 June 2013 - 06:47 PM.

Posted 20 June 2013 - 06:46 PM

██████████

*\$32,700  
PURCHASE  
PRICE, PLUS  
UPGRADES. THE MOST EXPENSIVE VEHICLE MY FAMILY OWNS.*

I wonder with all this going on what the residual value of our KMs is. Probably less than a 2001 Gilroy. Who in there right state of mind would by a KM Indian, unless someone hasn't stumbled onto this forum. If there is such a person, I'll sell him my bike. Time for a Ducati, BMW or dare I say it a HD. But I love my bike

Has anyone spoken to Mark Moses and gotten his take on this?

Posted 20 June 2013 - 06:47 PM

██████████ on 20 Jun 2013 - 13:43, said:

At one point I seriously considered buying one and putting some skirted fenders on it.

man...that is so....wrong .. hehe ..

Posted 20 June 2013 - 06:54 PM

██████████, said:

I wonder with all this going on what the residual value of our KMs is. Probably less than a 2001 Gilroy. Who in there right state of mind would by a KM Indian, unless someone hasn't stumbled onto this forum. If there is such a person, I'll sell him my bike. Time for a Ducati, BMW or dare I say it a HD. But I " !@# \$" love my bike " !@# \$"

Has anyone spoken to Mark Moses and gotten his take on this?

██████████ was going to call him yesterday.

Posted 20 June 2013 - 07:17 PM

██████████, said:

I will cut you one " !@#" of a deal, PM me. Sure glad I never sold my Gilroy, it runs.

Can't help but wonder.... what's it'd take to rip out the ECM/BCM and replace it .. with 'something else' .... or .. what's it take to rip out the EFI and put a carb on these pigs?

I have thought of that too. Problem is what about basic " !@#" like a speedometer? It's all tied in to that ECM/BCM. Same with the fuel pump in the tank. You would have to change out the tank, speedo, dash, and what, go back to a Thunderheart module? A step back to the Gilroy days for sure. Not sure that's bad since my Gilroy runs and my Thunderheart module has never given me one lick of trouble but sad when we all spent the kind of money we have spent.

Posted 20 June 2013 - 07:50 PM

Since options are being brought up....have you seen the Moto Guzzi California. Big v-twin and like Indians, stand out a bit. They are the reliable versions of Italian bikes.

Posted 20 June 2013 - 08:27 PM

██████████ on 20 Jun 2013 - 07:17, said:

First off... " !@# \$"

that's all....

Geez [redacted] - glad to see that you haven't lost your sense of humor.

Posted 20 June 2013 - 08:50 PM

[redacted] on 20 Jun 2013 - 10:32, said:

Anybody have any idea as to what the sudden significance and the availability of parts has to do with August? Is that simply because the unveil is then or is there a more nefarious legality involved whereby on some unknown to us date they can simply and legally say " !@#\$\$ "

Also, I was pondering the issue of parts. IMHO, all the spare parts we could possibly hope to obtain were simply sent to Spirit Lake and assembled into new bikes. Indian NJ says brake caliper covers that were \$150 are now upwards of \$400 if you can find them (each). Another post here says he can't find grips. What if we need a cylinder or something major?

Anyone want to buy my Bomber? I will cut you one " !@# " of a deal, PM me. Sure glad I never sold my Gilroy, it runs.

[redacted]  
I said i would buy one when they get to 5000.00. Are we there??????

Posted 20 June 2013 - 08:58 PM

I really hope there is a part 2 of this story, it just doesn't make sense. I realize that we are not much of a customer base, but it's all they have. I wonder what kind of promises were made by the DEALERS when those last dozen or so leftover Chiefs went out the door?

Posted 20 June 2013 - 09:57 PM

i'm guessin the fat lady aint sung on this yet

i certainly dont condone the non-action taken to date

but  
in the grand scheme of things...

a 1000 bikes over 5 years is a gnat  
on a elephants " !@# " for a giant corp.

there's probably more lemons than that built every year

the flip side of coarse is how much could it cost them to fix  
the ones that are still under warranty? and why not do that?

especially if they sent a high profile suit to face  
a IRIP crowd and promise stuff that could show up on youtub...

and <btw>  
there are still 10millions of unknowing buyers for your KM/SL chief.

just like there are for my gilroys...

a middle aged gal at the DMV knew to ask  
was my '42 a chief or a scout  
and was savvy about bikes in general  
but had no idea they had ever been produced after springfield went " !@#\$\$ "

nor what is about to happen...

[REDACTED]

Posted 20 June 2013 - 11:45 PM

[REDACTED]

If this is true I'll put a Harley-Davidson engine on my KM and I'll attend every Indian event and visit every Indian dealership that I can and park it front and center.

Page 2 of 4

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#)

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

## We Will Be Supported..... Until August!

Started by [redacted] Jun 20 2013 01:29 AM

Page 3 of 4

Posted 20 June 2013 - 11:52 PM

[redacted]

are they not required to have parts available for so many years past their last model year? If that is the case there is no way they can KICK the bikes they sold this year (basically a KM bike just built in Spirit Lake)....the parts are all the same or improved so I doubt seriously they are going to pull the plug in August on anything that is NOT a 2014 Spirit Lake Indian Motorcycle or newer.

They cannot sell bikes this year and say they are not supported....now maybe officially they wont have any warranties to support KM built and sold bikes as the 2 years will be up...but any bikes sold this year would be warrantied until 2015 and their parts fit the KM bikes so should not be issue other than paying for the parts and service you need if you cant do it yourself.

I got to think the message told [redacted] was one born from frustration, emotions, and from getting jerked around over and over....I dont see them canceling everyone that is not riding a 2014 as of August 2013.

Posted 20 June 2013 - 11:58 PM

[redacted]

"!@#\$\$" [redacted] just when you think it can't worse.

Posted 20 June 2013 - 11:58 PM

[redacted]

"!@#\$\$" [redacted] just when you think it can't worse.

Posted 21 June 2013 - 12:18 AM

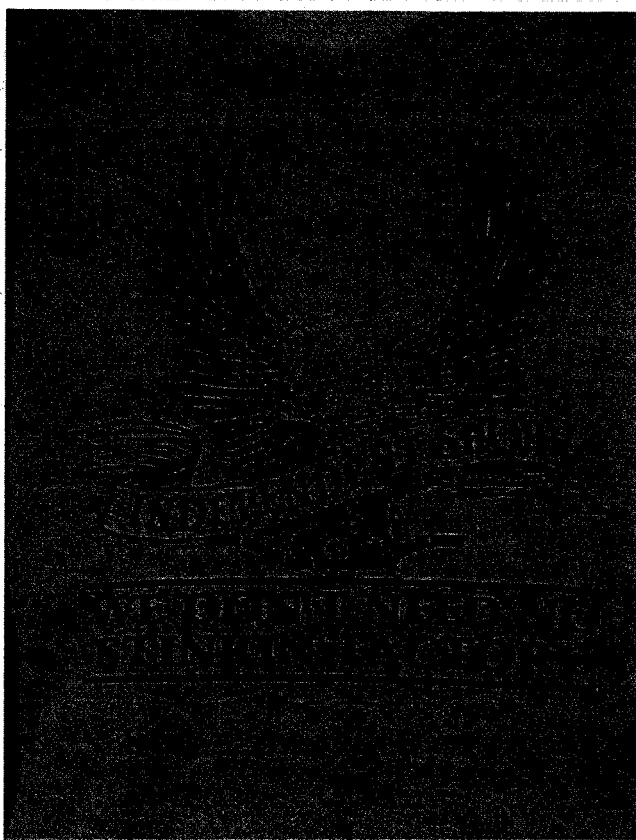
[redacted]

[redacted] on 20 Jun 2013 - 18:58, said:

"!@#\$\$" [redacted] just when you think it can't worse.

somebody starts stuttering.....

Posted 21 June 2013 - 12:45 AM



[Redacted]

Posted 21 June 2013 - 04:31 AM

A reliable dealer/service shop [closer than Fresno] would be nice.

[Redacted]

Posted 21 June 2013 - 05:09 AM

I AM THE  
FIRST TO  
CORRECT STUFF  
WHEN I AM  
WRONG BUT I  
SIMPLY REPAKED  
WHAT I WAS TOLD.

Well here's some more news, albeit this time better. Dr. Mark talked to Charlotte today and they have pretty much all parts we need. He also says that we will be able to get stuff in the future but it will be expensive because they will only make stuff in small amounts thereby driving up the price to make it worth the small runs.

Lastly, since he was a bigger dealer he was able to stockpile parts while they were readily available and still relatively cheap.

Still doesn't explain why Fargo and the others are being told differently but I guess it is just part of the Polaris enigma.

[Redacted]

Posted 21 June 2013 - 02:05 PM

enigma or enema ??? 😊

[Redacted]

Posted 21 June 2013 - 03:19 PM

Regarding the current KM bikes, does anyone know IF Polaris assumed the service and liability for the KM bikes? Most manufacturers will NOT take one any liability for design and manufacturing from a previous company. I'm sure they are covering the 2013 models. If Polaris is not legally obligated to address the KM bikes, any financial litigation will have be levied toward Stellican.

As [REDACTED] mentioned they will need to have parts for the limited number of 2013's to cover the warranty period, I suspect they will be available for at least a few years.

As [REDACTED] states, there will be a market for aftermarket parts that will be required by these bikes over the years, afterall I have friends that own 30's era Harley's and Indians and still are able to get parts for them and ride them regularly. Reality, Polaris is NOT looking in the rear view mirror on Indian. I suspect the 2014 will be the best ever with quality and engineering. They are not looking to sell a 1,000 bikes, they are looking at 100,000 bikes. If faced with a few KM owners making noise about their bikes problems, my response would be "we empathize" with the KM bike owners, Indian is an icon on America, that's why Polaris invested a substantial amount of capital and effort to build and grow Indian with an all new engine and design and we would be happy to provide them with a generous trade in allowance on a new Polaris built Indian".

Just my .02, best of luck to you all with KM's. I hope everything works out for the best.

Posted 21 June 2013 - 06:31 PM

[REDACTED] on 21 Jun 2013 - 09:05, said:

enigma or enema ???

LOL

Posted 21 June 2013 - 08:01 PM

[REDACTED] on 21 Jun 2013 - 13:23, said:

First off, looking over the threads it awful to read about what [REDACTED] is experiencing, this should have been resolved months ago by SOMEBODY. Polaris would be smart to take care of this BEFORE Sturgis and also make sure the Col compensated for a killer deal on a new bike if desired.

That being said, on a business stand point Polaris bought an iconic brand that will place them in a string position to gain a considerable market share from Harley Davidson, something they were not able to attain with Victory. Looking at the KM Indians, what negative aspects kept them from increasing market share?

- Cost prohibitive a large segment of the market
- Not competitively priced with similar cruisers
- "some" quality control issues
- Limited dealers and support throughout the country
- Limited brand awareness and marketing support

The above are just a few I can think of, Polaris has the resources and the ability to overcome all of these challenges. Now moving forward with a "new iconic brand" you WILL want to ensure that it becomes "yours" in respect to engineering and manufacturing and support. So far they have addressed this with the totally new and redesigned engine. You move forward with the new Polaris designed and built Indian. I suspect they built the 2013 bikes for only two reasons, to keep some bikes out there and keep an awareness of the brand and secondary to give their engineers the opportunity to evaluate the current KM bikes and look for improvements in design and cost effective alternatives.

Regarding the current KM bikes, does anyone know IF Polaris assumed the service and liability for the KM bikes? Most manufacturers will NOT take one any liability for design and manufacturing from a previous company. I'm sure they are covering the 2013 models. If Polaris is not legally obligated to address the KM bikes, any financial litigation will have be levied toward Stellican. As [REDACTED] mentioned they will need to have parts for the limited number of 2013's to cover the warranty period, I suspect they will be available for at least a few years.

As [REDACTED] states, there will be a market for aftermarket parts that will be required by these bikes over the years, afterall I have friends that own 30's era Harley's and Indians and still are able to get parts for them and ride them regularly. Reality, Polaris is NOT looking in the rear view mirror on Indian. I suspect the 2014 will be the best ever with quality and engineering. They are not looking to sell a 1,000 bikes, they are looking at 100,000 bikes. If faced with a few KM owners making noise about their bikes problems, my response would be "we empathize" with the KM bike owners, Indian is an icon on America, that's why Polaris invested a substantial amount of capital and

HERE, HERE!



the only good news for you is if they correct the problems you are having (and quit talking about what you are going to do and do it) are give you one "!" of a deal on a new Indian for all of the unnecessarily "!" you have been thru. If they want to make a name for themselves they best get to it. The clock is ticking. You know I just might go back to a Harley. That is good that Mark Moses has stockpiled some parts but to have to pay a ridiculous price on something that is already over priced ( my opinion the parts are overpriced like Harley). Well my mama did not raise no fool uh on second thought I guess she did I bought a Indian. From what I read on here it just makes me leery about getting out on the road on a trip.

Edited by [redacted], 21 June 2013 - 05:55 PM.

Posted 21 June 2013 - 04:21 PM

I agree w the above. To have to pay extra just because there's not enough stock is absurd. The fact that this is the most "reassuring" thing we've heard so far also "!" and is non-reassuring. I was hoping that Mark would say that everything was gonna be alright. I guess it ain't.

By the way, I don't know who mentioned it but that Moto Guzzi California is beautiful, and different from every other bike out there. I always had Victory as an alternative, but if Polaris "!" that hard, I'd rather ride a sweetpee scooter in pink...with flowers and a fairy.

Posted 21 June 2013 - 05:25 PM

I must be missing something, each and every time I need a part I call Charlotte. Mark has the part, and never overcharges.

Paying extra ?

This is America, there is a little deal called Supply and Demand.

Maybe instead of worrying about the sky falling, somebody should invest their money in producing American made parts for a few thousand "potential" customers.

It would not be an investment I would be interested in.

Edited by [redacted], 21 June 2013 - 05:26 PM.

Posted 21 June 2013 - 06:23 PM

First off, looking over the threads it awful to read about what [redacted] is experiencing, this should have been resolved months ago by SOMEBODY. Polaris would be smart to take care of this BEFORE Sturgis and also make sure the Col compensated for a killer deal on a new bike if desired.

That being said, on a business stand point Polaris bought an iconic brand that will place them in a string position to gain a considerable market share from Harley Davidson, something they were not able to attain with Victory. Looking at the KM Indians, what negative aspects kept them from increasing market share?

- Cost prohibitive a large segment of the market
- Not competitively priced with similar cruisers
- "some" quality control issues
- Limited dealers and support throughout the country
- Limited brand awareness and marketing support

The above are just a few I can think of, Polaris has the resources and the ability to overcome all of these challenges. Now moving forward with a "new iconic brand" you WILL want to ensure that it becomes "yours" in respect to engineering and manufacturing and support. So far they have addressed this with the totally new and redesigned engine. You move forward with the new Polaris designed and built Indian. I suspect they built the 2013 bikes for only two reasons, to keep some bikes out there and keep an awareness of the brand and secondary to give their engineers the opportunity to evaluate the current KM bikes and look for improvements in design and cost effective alternatives.

effort to build and grow Indian with an all new engine and design and we would be happy to provide them with a generous trade in allowance on a new Polaris built Indian".

Just my .02, best of luck to you all with KM's, I hope everything works out for the best.

Yeah what he said..

.Thanks [redacted] that's why I just post pics! I don't speak so well, especially after 10 days of pain meds!

..... sucks for our brother [redacted]...though.

Posted 21 June 2013 - 08:32 PM

[redacted] gotta disagree here, they bought the KM and cloned it. If the KM bikes are off warranty then that's one thing. [redacted] had bought the extended warranty. Polaris should fix his bike. If others have the same problem but are off warranty they should be provided with [redacted] remedy but on there nickel. That is how I see it and that is what would give Polaris some credibility in my eyes. If they chose not to help then " !@#\$\$ " ;

Posted 21 June 2013 - 08:47 PM

[redacted] on 21 Jun 2013 - 15:32, said:

[redacted] gotta disagree here, they bought the KM and cloned it. If the KM bikes are off warranty then that's one thing. [redacted] had bought the extended warranty. Polaris should fix his bike. If others have the same problem but are off warranty they should be provided with [redacted] remedy but on there nickel. That is how I see it and that is what would give Polaris some credibility in my eyes. If they chose not to help then " !@#\$\$ " ;

[redacted] One catch. I bought an extended warranty as well. However, it was a third party company. I'm 99% sure his is as well; which means it doesn't force Polaris's hand..... again.. assuming his extended warranty was third party

Posted 21 June 2013 - 08:55 PM

[redacted] You guys with the 105.s, welcome to Gilroy land. Why do you guys think Polaris gives a " !@#\$\$ "??

Posted 21 June 2013 - 09:08 PM

[redacted] on 21 Jun 2013 - 15:55, said:

[redacted] You guys with the 105.s, welcome to Gilroy land. Why do you guys think Polaris gives a " !@#\$\$ "??

[redacted] Never said they give a " !@#\$\$ " just saying they SHOULD care about there customers. My take is they feel they can sell enough riding the back of the Indian name that we don't mean " !@#\$\$ " to them. Eventually somebody somewhere will figure out a conversion back to plain old carburation. I don't think it would be that difficult. Manifold, carb, loose the fuel pump make tanks gravity feed again. Doesn't sound that hard. [redacted] if they fail you bring it up here and I bet we could figure it out over a couple cases of beer.

[REDACTED]

[REDACTED]

Posted 21 June 2013 - 09:19 PM

[REDACTED] on 21 Jun 2013 - 16:08, said:

bet we could figure it out over a couple cases of beer.

Just curious, what do you think those cases of beer will cost?

[REDACTED]

Posted 21 June 2013 - 09:44 PM

[REDACTED] on 21 Jun 2013 - 16:19, said:

Just curious, what do you think those cases of beer will cost?

In Canada we are used to paying \$100 bucks for a beer. ☺

[REDACTED]

Page 3 of 4

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) - [Next Unread Topic](#) →

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)



## We Will Be Supported..... Until August!

Started by [Redacted] Jun 20 2013 01:29 AM

Page 4 of 4

Posted 21 June 2013 - 09:59 PM

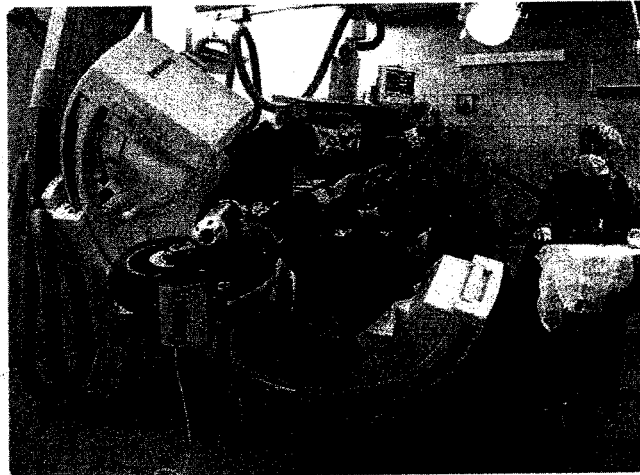


[Redacted] on 21 Jun 2013 - 15:55, said:  
You guys with the 105.s, welcome to Gilroy land. Why do you guys think Polaris gives a " !@# \$"?  
Because Polaris sold me a 105 with their 2 year warranty ... that's why ☺

Posted 21 June 2013 - 10:00 PM



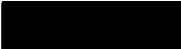
" Nurse .. it's a KM... I don't think it's going to make it"



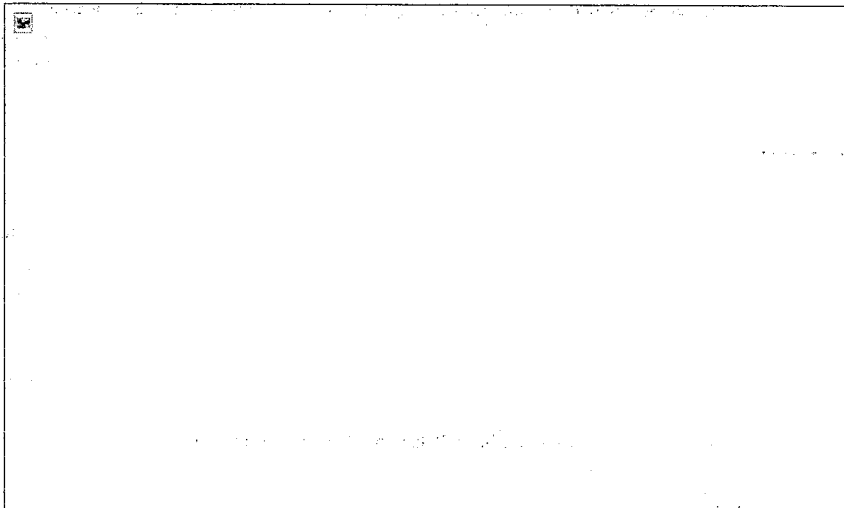
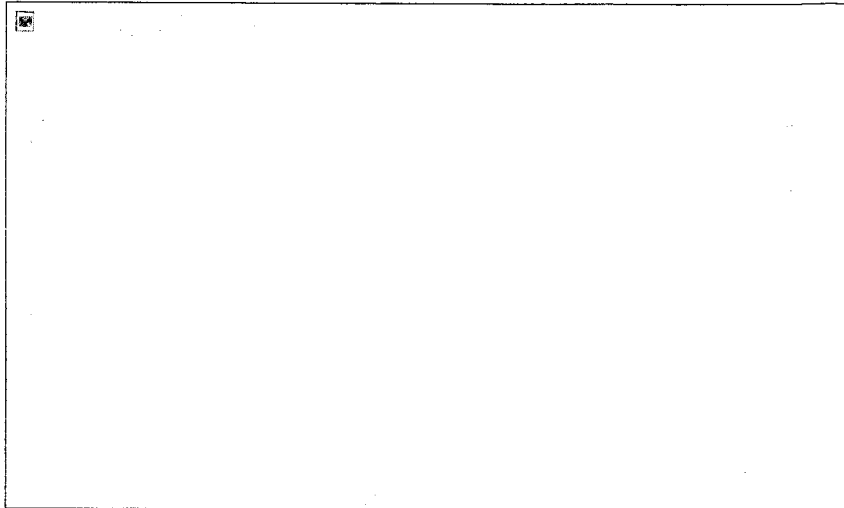
Posted 21 June 2013 - 10:29 PM



Motorcycle surgery...not rocket science. ☺



Posted Yesterday, 12:11 AM



██████████

Posted Yesterday, 12:51 AM

if you believe that Polaris is in this game with The Indian Brand for the long haul, then you should expect them to want to see all of us upgrading to their product. I am quite certain that they are not enjoying the ██████ situation.

██████████ busted Menneto's balls ( VP of Indian) pretty good in Branson, witnessed by many here. We'd all like to see it resolved. I would of taken my chances with a replacement bike from Polaris if it was me.

I will use the IIRA forum and this site to keep my Gilroy on the Road for sure....the relationships found here are more important to me than any " !@# \$" motorcycle....

██████████ is a brother, but I'll be riding a Spirit Lake Built Chief at IRIP next year....

Edited by ██████████, Yesterday, 02:46 AM.

Posted Yesterday, 01:39 AM

██████████

██████████, on 21 Jun 2013 - 16:44, said:

In Canada we are used to paying \$100 bucks for a beer. ☹

Some Canadian friends that come down here to camp over the winter were telling me about the high cost of booze up there. They sure make up for it when they're here. LOL One thing that is cheap up there is the meat, like T-bone for \$3 something a pound.  
Sorry, back to topic.

Posted Yesterday, 02:14 AM

██████████

██████████, on 21 Jun 2013 - 12:25, said:

I must be missing something, each and every time I need a part I call Charlotte. Mark has the part, and (☹) never overcharges.

I did not mean it to come across that Mark is overcharging. Never thought that. Indian has got like Harley on there pricing well its all bikes now. If one gets it then the others are gonna get there money too. If you want something you gonna pay the price. Hope Mark continues his discount to the ones that bought bikes from him. I drove over a 1000 miles to buy from Mark and I would do it again.

Posted Yesterday, 02:25 AM

██████████

All I know is I've be looking for a KM waiting for when they get into my price range, maybe much sooner now that later. I've got a great wrench that can convert the ECM, install the mech speedo etc. etc. I've seen this guy work miracles on new HD's that the dealer can't even figure out, wire up a harness from scratch, and the list goes on. I personally like carbureted over Fuel Injection so this isn't a problem for me.

I still and will always feel they are works of art and they ARE were priced out of my range.

On a serious note I will never buy a Polaris product after hearing this.

Mark

Edited by ██████████, Yesterday, 02:30 AM.

██████████

██████████, said:

██████████ the only good news for you is if they correct the problems you are having (and quit talking about what you are going to do and do it) are give you one " !@# " of a deal on a new Indian for all of the unnecessarily " !@# \$ % " you have been thru. If they want to make a name for themselves they best get to it. The clock is ticking. You know I just might go back to a Harley. That is good that Mark Moses has stockpiled some parts but to have to pay a ridiculous price on something that is already over priced ( my opinion the parts are

Posted Yesterday, 06:52 AM

overpriced like Harley). Well my mama did not raise no fool uh on second thought I guess she did I bought a Indian. ☺ From what I read on here it just makes me leery about getting out on the road on a trip.

Yep, I'm an idiot twice over, bought two "I@#S" Indians.

Posted Yesterday, 04:44 PM

NOT an idiot. Just slight miss judgement due to passion for the brand. I bought my Gilroy with a passion for the brand, only later after several thousand dollars did it become an obsession.

Posted Yesterday, 06:00 PM

I guess just some thoughts going through my head.....

1st I know I posted a while ago that I didn't believe Polaris gave a crap about any bike they didn't make & would stop worrying about the KM style bikes ASAP.....The Huze blog just put up an article about PI & Indian. Their goal is to get to 5% of the American cruiser market. The new Steve stated this was needed to just BREAK EVEN.

<http://cyrilhuzeblog.com/id/#more-121730> (<http://cyrilhuzeblog.com/2013/06/20/the-new-indian-motorcycles-rumble-is-sweet-music-for-bikers-around-the-world/#more-121730>)

So needing to capture that much of the market to just not lose money means 1 thing.....they MUST get all KM & Gilroy owners off their bikes & onto Spirit Lake bikes.

However, I have already stated, the outcome of this will go along way as to whether I put a penny in Polaris' pocket for a bike. & it isn't just this. It's their entire thought process. I have heard horror stories from Victory owners about getting service & it is mainly a parts issue. I know the Victory honks who have infiltrated our forum will try to debate it, but they are out there. Not every bike rolls off the line trouble free. Whether you like Harley or not (heh [REDACTED]), fact is they have parts aplenty all over their dealerships & there is a HUGE aftermarket for their product as well. I guess that is 1 of the good things to staying in buisness for an actual 110 years instead of claiming a brand's history. [REDACTED] called his bike an Albatross, but the fact is, Kings Mountain bikes will be Spirit Lake's albatross. & then there is this entire dealer network that is supposed to explode. To my knowledge, NOTHING is going on in Wisconsin. There isn't any dealership adding the brand or converting to it & there aren't any new buildings going up signifying an Indian dealership being built. Then there is also the fact, if you go to the website to do an app to be a dealer....one of the questions they ask is location & are there any other dealerships around you? I take it to mean, most likely they want you dropping anchor as close to an HD dealer as possible. They want to have the Indian sign visible right by the HD sign off the highway. Well, Vandervest, the "new" Green bay dealer just put up a palace. The place that was there was called the Black Forest supper club. It was kind of log cabin looking & they had a banquet hall upstairs. Don't know what they paid for the building & land, but I do know they spent over \$7 Million to ADD ON to the existing building & they about doubled the size of what was there, if not more.



So if you are wanting someone to come in & compete with that & knowing the recent history of the brand as Green Bay did have a Gilroy owner.....not sure how many people are just chomping at the bit to jump aboard. Even Victory...there is 1 dealer in Manitowoc which is 35 minutes south of Green Bay, 1 dealer in DePere which is pretty much Green Bay & 1

dealer in Marinette, which is 1 hour north of Green Bay.....the dealer in Manitowoc is also a Harley dealer & the one in DePere is a BMW dealer.....so there is not a stand alone Victory dealer near Green Bay. Which to me means to get Indian in town, we need someone to add the brand, which I do not think Polaris is looking for.

Another thought.....as soon as I heard the main guys were jumping ship In Fargo, I would have gotten my bike out of there the next day. Nothing against the current owner, but this is something way over his head. He's also new to the game & I'm sure not going to be pushing any corporate buttons. The cash paid for this bike also wasn't put into the new Fargo owner's pocket. Another reason he wouldn't push as hard as another owner.

To me this entire thing sounds like a dealer issue.

Answer this for me as maybe I'd don't understand the BCM, ECH, ECU what the "I@#" ever....why could Fargo not take 1 out of a bike on their floor & swap it for the bad one in [redacted] & then let the dealer deal with Polaris to get the bike on their floor ready to go, or why not get one from Charlotte & then file a claim for the cost of it against the warranty? Again I am just going off what I know from my current bikes, so maybe the BCM can't just get swapped like that, but that seems like it would have been the best & fastest route to resolve this.

THIS WAS THE 1ST THING DONE

MONTHS AGO. EVEN SWAPPED WITH A "PRE-RECALLED" BCM AFTER MUCH TRISSLE

Posted Yesterday, 06:13 PM

[redacted], said:

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[img=[http://www.dealernews...N/IMG\\_1406.jpg](http://www.dealernews...N/IMG_1406.jpg)]  
([http://www.dealernews.com/sites/dealernews/files/imagecache/dealer\\_slideshow\\_image/top100images/VANDERVESTHARLEYDAVIDSD](http://www.dealernews.com/sites/dealernews/files/imagecache/dealer_slideshow_image/top100images/VANDERVESTHARLEYDAVIDSD))

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Good questions. To re-iterate, the bike would go dead for no reason after riding then stopping. Dead, zero, zilch, nada. Turn the key, no speedo test, no fuel pump noise, nothing. I sent it up there with Snow who was going to comply with all recalls and "make it right". One of the recalls was a new update to the BCM. After that recall, mine and several others began having a new problem whereby the starter will not disengage. They have swapped with new BCMs and even were sent a pre-recalled BCM (after much delay) and we are still having the problem with the starter. The fix mainly addresses the starter issue and as previously stated, I fear that the fix will not take care of the original problem. The fix was supposedly finalized last Friday with the first one guaranteed to have someone flown in to personally install on my bike. Obviously, since we can't even get word as to what the fix entails, we have no people flying in and no parts.

[REDACTED]

Posted Yesterday, 06:49 PM

The write-up in [REDACTED] blog is pretty impressive. You wonder, with PI's assets and engineering/designers, they couldn't fix [REDACTED] bike on a moments notice. Something else is hiding in the bushes. This definitely shouldn't have gone on for this long. Good luck.

Posted Today, 01:11 AM

hell i got old friends on acid that could get that thing running in no time, i just dont think they want too!!!!!!!!!!!!!!!!!!!!!!

Posted Today, 04:28 AM

I got a feeling there is more to the story as it relates to the relationship between Fargo Indian and Polaris...I am just guessing here...and maybe that is the rub.

Posted Today, 04:55 AM

If that is the case, my bike is being held hostage because of some dysfunctional back room family "1@#\$\$". This saga may never end without legal help.

[REDACTED]

Posted Today, 05:27 AM

I was hoping you would get this settled without bringing lawyers into this but looks like you don't have not much choice but to do just that!!How long has it been since all this "1@#\$\$" has been going on?A year? Or close to a year?Nobody can say that [REDACTED] is an impatient man.You have wayyyyy more patience than me sir!!Hope it works out for ya soon.

Posted Today, 08:40 AM

[REDACTED], said:

Good questions. To re-iterate, the bike would go dead for no reason after riding then stopping. Dead, zero, zilch, nada. Turn the key, no speedo test, no fuel pump noise, nothing. I sent it up there with Snow who was going to comply with all recalls and "make it right". One of the recalls was a new update to the BCM. After that recall, mine and several others began having a new problem whereby the starter will not disengage. They have swapped with new BCMs and even were sent a pre-recalled BCM (after much delay) and we are still having the problem with the starter. The fix mainly addresses the starter issue and as previously stated, I fear that the fix will not take care of the original problem. The fix was supposedly finalized last Friday with the first one guaranteed to have someone flown in to

personally install on my bike. Obviously, since we can't even get word as to what the fix entails, we have no people flying in and no parts.

Remember these bikes were all hand built.

The ECM & BCM etc came off an assembly line, they are silicon and some programming. If these units (the ECM & BCM) work in other bikes, which they do, then the likely culprit is the wiring, not the silicon. What I am suggesting is that the problem is more likely in the assembly rather than a computer chip that works fine in other bikes.

Now I've had a look at the wiring harness on my bike, and it looks like something designed by a high schooler and installed by a third grader.... That's not really fair, not to the high school or third grader because it looks worse than that. Mine at least is a nightmare of a mess. So I believe that is the first place anyone should look for trouble.

Look for the most obvious stuff before you start blaming an expensive piece of silicon.

SOUNDS  
EXPENSIVE +  
THAT IS  
WHY I  
STILL DON'T  
HAVE A SATISFACTORY RESOLUTION.

Posted Today, 12:38 PM

on 22 Jun 2013 - 23:28, said:

I got a feeling there is more to the story as it relates to the relationship between Fargo Indian and Polaris...I am just guessing here...and maybe that is the rub.

I have to agree with you on this. Don't think all of this would be taking place if [redacted] would of went to Mark Moses in the first place.

Posted Today, 12:47 PM

Recall on a wiring harness...and throw in some new silicon. Sounds like a PI nightmare; and would explain their dysfunctional behavior over the whole matter.

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

## We Will Be Supported..... Until August!

Started by [redacted] Jun 20 2013 01:29 AM

Page 5 of 6

Posted 23 June 2013 - 10:39 PM

[redacted] on 22 Jun 2013 - 01:52, said:

Yep, I'm an idiot twice over, bought two "1@#\$\$" Indians.

Ditto..... By the way [redacted], I talked to Andrew and Henry on Friday when I was in Fargo. Henry was really confident that they HAVE to and WILL get the issue resolved. They just want to make sure it's right. Although I think 1 yr. is long enough also. Andrew was - is sincerely frustrated.

On another issue, I didn't know KM scrounged on the starters and put cheap ones in like the Gilroys. I have to put another \$600 into the bike before I can ride it. "1@#\$\$" .....

Edited by [redacted] 23 June 2013 - 10:41 PM.

Posted 24 June 2013 - 12:55 AM

[redacted] on 23 Jun 2013 - 07:38, said:

I have to agree with you on this. Don't think all of this would be taking place if [redacted] would of went to Mark Moses in the first place.

Agree also.

Posted 24 June 2013 - 01:14 AM

[redacted] said:

Ditto..... By the way [redacted] I talked to Andrew and Henry on Friday when I was in Fargo. Henry was really confident that they HAVE to and WILL get the issue resolved. They just want to make sure it's right. Although I think 1 yr. is long enough also. Andrew was - is sincerely frustrated.

On another issue, I didn't know KM scrounged on the starters and put cheap ones in like the Gilroys. I have to put another \$600 into the bike before I can ride it. "1@#\$\$" .....

Was there something else used besides Tech Tornados on Gilroys? Tech are supposed to be very good and they dealt with my issue fast & cheap

Posted 24 June 2013 - 02:16 AM

Gilroy PP100s (at least 2002 models like mine) came with Compufire starters originally....the Tech Tornado was one of the approved warranty replacements...as also I think was the ALL BALLS or something.

Compufire was underpowered and early PP motors were higher compression as well...the tech tornado was able to spin the motor over past the compression stroke without kicking back and breaking itself to pieces like compufire did twice. The Tech Tornado was flawless the next 7 years.

Posted 24 June 2013 - 03:57 AM

compufire on mine lasted for about 700 miles replaced it with tec tornado going on 22,000 miles

Posted 24 June 2013 - 04:35 AM

I think somebody is full of " !@#" That's what I think.

Posted 24 June 2013 - 04:54 AM

My 03' came with a Tech 3-engines, 5-sets of fork seals & 140K miles ago, it's never been taken apart or messed with...

Posted 24 June 2013 - 01:42 PM

**on 22 Jun 2013 - 13:13. said:**  
The fix was supposedly finalized last Friday with the first one guaranteed to have someone flown in to personally install on my bike. Obviously, since we can't even get word as to what the fix entails, we have no people flying in and no parts.

" !@#" you're a pilot. Offer to pick the " !@#" up and deliver him personally to your bike!! (seriously, this has to come to an end and hopefully for the better for you)

Posted 24 June 2013 - 05:56 PM

Should post all this on [redacted] Blog as well.

Posted 24 June 2013 - 06:10 PM

Ah almost forgot.

The "Icing on the Cake" and the "Cats Meow" would be to trailer your Bomber to Sturgis with a huge "INDIAN LEMON" sign and park next to the IMC truck. Tell potential buyers & everyone you meet at Sturgis that is looking at the new Indians your story, give them the IIRA Business Cards and ask them to logon and read all about it here.

Posted 24 June 2013 - 08:11 PM

**[redacted], said:**  
I guess just some thoughts going through my head.....  
1st I know I posted a while ago that I didn't believe Polaris gave a crap about any bike they didn't make & would stop worrying about the KM style bikes ASAP.....The Huze blog just put up an article about PI & Indian. Their goal is to get to 5% of the American cruiser market. The new Steve stated this was needed to just BREAK EVEN.  
<http://cyrilhuzeblog...ld/#more-121730> (<http://cyrilhuzeblog.com/2013/06/20/the-new-indian-motorcycles-rumble-is-sweet-music-for-bikers-around-the-world/#more-121730>)

So needing to capture that much of the market to just not lose money means 1 thing.....they MUST get all KM & Gilroy owners off their bikes & onto Spirit Lake bikes.

However, I have already stated, the outcome of this will go along way as to whether I put a penny in Polaris' pocket for a bike. & it isn't just this. It's their entire thought process. I have heard horror stories from Victory owners about getting service & it is mainly a parts issue. I know the Victory honks who have infiltrated our forum will try to debate it, but they are out there. Not every bike rolls off the line trouble free. Whether you like Harley or not (heh [REDACTED]), fact is they have parts aplenty all over their dealerships & there is a HUGE aftermarket for their product as well. I guess that is 1 of the good things to staying in buisness for an actual 110 years instead of claiming a brand's history. [REDACTED] called his bike an Albatross, but the fact is, Kings Mountain bikes will be Spirit Lake's albatross. & then there is this entire dealer network that is supposed to explode. To my knowledge, NOTHING is going on in Wisconsin. There isn't any dealership adding the brand or converting to it & there aren't any new buildings going up signifying an Indian dealership being built. Then there is also the fact, if you go to the website to do an app to be a dealer...one of the questions they ask is location & are there any other dealerships around you? I take it to mean, most likely they want you dropping anchor as close to an HD dealer as possible. They want to have the Indian sign visible right by the HD sign off the highway. Well, Vandervest, the "new" Green Bay dealer just put up a palace. The place that was there was called the Black Forest supper club. It was kind of log cabin looking & they had a banquet hall upstairs. Don't know what they paid for the building & land, but I do know they spent over \$7 Million to ADD ON to the existing building & they about doubled the size of what was there, if not more.

[img=http://www.dealernews...N/IMG\_1406.jpg]

([http://www.dealernews.com/sites/dealernews/files/imagecache/dealer\\_slideshow\\_image/top10oimages/VANDERVESTHARLEYDAVIDSD](http://www.dealernews.com/sites/dealernews/files/imagecache/dealer_slideshow_image/top10oimages/VANDERVESTHARLEYDAVIDSD))

So if you are wanting someone to come in & compete with that & knowing the recent history of the brand as Green Bay did have a Gilroy owner.....not sure how many people are just chomping at the bit to jump aboard. Even Victory...there is 1 dealer in Manitowoc which is 35 minutes south of Green Bay, 1 dealer in DePere which is pretty much Green Bay & 1 dealer in Marinette, which is 1 hour north of Green Bay.....the dealer in Manitowoc is also a Harley dealer & the one in DePere is a BMW dealer....so there is not a stand alone Victory dealer near Green Bay. Which to me means to get Indian in town, we need someone to add the brand, which I do not think Polaris is looking for.

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To me this entire thing sounds like a dealer issue.

Answer this for me as maybe I'd don't understand the BCM, ECH, ECU what the "!"@#"\$" ever....why could Fargo not take 1 out of a bike on their floor & swap it for the bad one in [REDACTED] & then let the dealer deal with Polaris to get the bike on their floor ready to go, or why not get one from Charlotte & then file a claim for the cost of it against the warranty? Again I am just going off what I know from my current bikes, so maybe the BCM can't just get swapped like that, but that seems like it would have been the best & fastest route to resolve this.

I just have to ask how you can live in Green Bay and be a Detroit Lions Fan? You live in a small town that houses one of the greatest football teams of all time and root for the Lions? Perhaps your brother plays for them or something? You must be a lonely man come football season?

Having got that off my chest my suggestion to Polaris is this:

If you don't intend to support the KM bikes make that known and offer owners of them a one time chance to trade their bikes in on a new 2014 on an even trade. Make it for a comparable bike, standard for standard, vintage for vintage, or as close as they can come with their new line-up. That would give about 1000 owners a HUGE incentive to put a new Indian on the road and possibly jump start the brand. Anyone who chose to keep their KM bike could do so at their own peril and would have nothing to "!"@#"\$" about down the road. Give us say a 90 day window and I bet 75% if not more KM bikes would be off the road and Polaris would not have to deal with the headache nor would we. I have to admit if I am going anywhere much more than 50 miles I take my HD. My Indian has just over 8000 miles and has been relatively problem free, but with essentially no dealer network I don't want to chance breaking down too far from home. There may be zero % chance of Polaris actually doing this, but if you think about it it does not sound that far fetched. The gesture of good will would pay dividends far greater than the initial cost for years to come.

Posted 24 June 2013 - 08:25 PM

[REDACTED] on 24 Jun 2013 - 08:42, said:

!@#\$, you're a pilot. Offer to pick the "!" up and deliver him personally to your bike!! (seriously, this has to come to an end and hopefully for the better for you)

Then when you get at 30k + feet open the door and give him YOUR options 🍌🍌🍌🍌🍌

Posted 24 June 2013 - 08:39 PM

If y'all will bite on this " !@#\$\$", you will bite on anything. Seriously. Geez people.

Posted 24 June 2013 - 09:07 PM

on 24 Jun 2013 - 15:39, said:

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What "!" you talking about? I'm all for helping get his bike fixed or atleast get answers. Maybe your meaning that Polaris never said that to Fargo? That may be I don't know what is happening between PI and Fargo all I know is aint getting anywhere with either.

Posted 24 June 2013 - 09:36 PM

on 24 Jun 2013 - 16:07, said:

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[img=http://www.dealernews.com/IMG\_1406.jpg]  
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Posted 24 June 2013 - 08:25 PM

[REDACTED] on 24 Jun 2013 - 08:42. said:

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The word is that parts will be harder and more expensive to come by because not as many will be made and there aren't many sitting on PT's shelf. As for service, that should not be an issue IMO . . . but finding and paying for parts will be. That is pretty much what dealers have been told, and I guess it kinda makes sense, whether peeps like it or not.

Posted 24 June 2013 - 10:08 PM

on 24 Jun 2013 - 15:25, said:

Then when you get at 30k + feet open the door and give him YOUR options 🙄🙄🙄🙄🙄

hay i like that should ask for the bike back, then put it in a C 140 an DROP IT ON THE NEW FACTORY!!!! think they,ll get the hint then!

Posted 24 June 2013 - 10:17 PM

on 24 Jun 2013 - 16:36, said:

The topic of this thread. That Polaris will no longer support KM bikes after August. I think it is a complete fabrication at worse. Wreckless at best. EVEN if it were true, Polaris would not be telling some dude at the North Dakota dealership. I think whoever told this to needs to put up or shut up. If it's true, let's hear where he got the info. If not, Polaris needs to know who is blabbing their mouth. Just sounds like "!" stirring to me. I mean...what would Polaris stand to gain? The bikes they have produced for the last two years used the exact same components as the KM sans a few little details. All of which are interchangeable. NOW...if Polaris is not going to give away freebies to non-warranted KM bikes... That's a different story. All the KM bikes are pretty much out of warranty now anyway. Polaris is legally obligated to supply service parts for the bikes they built for X number of years. It's the same parts as the KM bikes. Where is the issue?

Gotcha, That I for sure know nothing about All I do know is is getting a huge runaround that could be easily rectified if polaris would talk to him.

Posted 24 June 2013 - 10:42 PM

on 21 Jun 2013 - 21:25, said:

..... I've got a great wrench that can convert the ECM, install the mech speedo etc. etc. I've seen this guy work miracles on new HD's that the dealer can't even figure out, wire up a harness from scratch, and the list goes on. I personally like carbureted over Fuel Injection so this isn't a problem for me.....

I'd be interested in any info on your wrench? Haven't found anyone I truly trust yet to work on mine....

Posted 24 June 2013 - 11:37 PM

on 24 Jun 2013 - 16:40, said:

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Where did you get that "word"? Of course they will be limited and expensive. They will servicing less than 1000 bikes. That is NOT what was said anyway. Polaris will not support the KM bikes after August..... That was what was said. I want to know if it is a fact or a guess or a fabrication. If it is anything other than fact, it pisses me off. Should piss everybody off.

Page 5 of 6

[Back to PowerPlus 105 Chiefs \(09 - 13\) - Next Unread Topic](#) →

[Indian Motorcycle Community](#) → [Motorcycles](#) → [PowerPlus 105 Chiefs \(09 - 13\)](#)

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

## We Will Be Supported..... Until August!

Started by [REDACTED] Jun 20 2013 01:29 AM

Page 6 of 6

Posted Yesterday, 01:30 AM

[REDACTED] on 24 Jun 2013 - 17:42, said:

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PM sent

Posted Today, 03:48 AM

[REDACTED] on 24 Jun 2013 - 16:36, said:

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Posted 21 June 2013 - 05:09 AM

Well here's some more news, albeit this time better. [REDACTED] talked to Charlotte today and they have pretty much all parts we need. He also says that we will be able to get stuff in the future but it will be expensive because they will only make stuff in small amounts thereby driving up the price to make it worth the small runs.

Lastly, since he was a bigger dealer he was able to stockpile parts while they were readily available and still relatively cheap.

Still doesn't explain why Fargo and the others are being told differently but I guess it is just part of the Polaris enigma.

[REDACTED]

I put this up a few days ago and will put it up again. I reported exactly what was told to me by Fargo, period, dot. Again, I received a message to call, did, and was told about parts and nio fix. It almost sounds as though Polaris has someone on the inside who is just as frustrated as us and spoke to Fargo out of frustration.

Posted Today, 02:25 PM

[REDACTED] on 25 Jun 2013 - 22:48, said:

Posted 21 June 2013 - 05:09 AM

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Thanks. I don't think even Polaris knows exactly how many parts they need to stock or what parts or what price. Like I said...They still have warranty obligations to the customers who's bikes are still under warranty. They also have an obligation to continue to service the bikes with parts for some time. They're are only a few hundred of these bikes out there. There will never be an increasing market for the parts. Except for some engine parts, basic frame and sheet metal, ALL of the parts are off the shelf or can be replaced with off the shelf items. So basically Polaris has to figure out how many of the special parts they need to stock to service these bikes. They won't be cheap. The bikes weren't cheap to begin with and the engines and their parts cost KM a lot to build. As far as future parts availability...it's a guess. You can put a little logic into it and look at it from Polaris' point of view and draw some conclusions. It's not feasible to do a run of 6 castings, so I would guess Polaris will run up a small supply that they think will fulfill their obligations, add some padding and when they are done, they are done. Nobody in there right mind would try to reproduce the 105 for the sole reason to service a few hundred bikes. Worst case scenario, any HD aftermarket clone engine will bolt right in. Including Crazy Horse. I think the whole thing was just somebody flapping their jaws about something they know nothing about, just for the sake of stirring the "##". In the end, it won't make any difference. People that want to keep the bikes on the road will find a way. With or without Polaris. Just like we have did with the Gilroys. Just like people have done with Springfields for decades.

Posted Today, 02:38 PM

[REDACTED] 26 Jun 2013 - 09:25, said:

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So if I understand your post, you are really saying; "we don't need no stinking factory!"

Posted Today, 04:45 PM

I do know for a fact that if the wire feeding the solenoid is less than 12 gage, starter run on can occur as well as failures to start due to resistance and heat build up in thin wire.

Still suspect the BCM canbus circuitry may not be up to the task.

This is a recall issue that PII is attempting to avoid.

[REDACTED] and others effected should look into lawyer'n up together for a class action suit.

"!@#\$\$" Run Amuk!!!

Posted Today, 05:03 PM

on 26 Jun 2013 - 09:38, said:

So if I understand your post, you are really saying, "we don't need no stinking factory!"

Exactly

Posted Today, 05:09 PM

on 26 Jun 2013 - 11:45, said:

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"!@#S" Run Amuk!!!

You mean the cable that runs the starter motor is less than 12 gauge? Or the wire that energizes the coil is less than 12 gauge? Or the wire that energizes the starter solenoid?

Posted Today, 05:23 PM

on 26 Jun 2013 - 12:09, said:

You mean the cable that runs the starter motor is less than 12 gauge? Or the wire that energizes the coil is less than 12 gauge? Or the wire that energizes the starter solenoid?

The small wire that plugs into the solenoid with the female spade connector.

It needs to be at least 12 gage primary wire, or problems will develop.

This is a problem that HD had in the early days of the 5 speed transmission style Hitachi (obsolete) and more modern (what we have now) Nippondenso starters.

Posted Today, 06:57 PM

Yeh. What he said.

Posted Today, 07:28 PM

[REDACTED], on 26 Jun 2013 - 12:23, said:

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This is a problem that HD had in the early days of the 5 speed transmission style Hitachi (obsolete) and more modern (what we have now) Nippondenso starters.

Tech Tornado starters for the Power Plus 100 are actually Nippondenso's as well. Just a little tidbit of information.

Page 6 of 6

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) - [Next Unread Topic](#) →

[Indian Motorcycle Community](#) → [Motorcycles](#) → [PowerPlus 105 Chiefs \(09 - 13\)](#)

## Let The Negative Legal Waves Begin!

Started by [REDACTED] Jun 24 2013 03:27 PM

Page 1 of 4

Posted 24 June 2013 - 03:27 PM

Last week, I was informed by Andrew from Fargo that he was no longer allowed to provide any more updates and specifically any update that contains a timeline to me. Apparently, he got his <sup>10</sup> chewed out by their regional Polaris representative and that they have been embarrassed by this whole episode. Excuse me? Andrew (God Bless Him!) kindly pointed out that it is Fargo and I that are embarrassed by the fact my bike is still not fixed after over 10 months.

Yesterday, I went back to Pg. 4 of this 105 forum section. I began with my Sturgis trip report and started printing all of the threads pertaining to my bike. I broke out a highlighter to highlight key points. This file, printed front and back in very small font, is close to one inch thick.

One inch thick of delays, stringing along, incompetence, buffoonery, and in my opinion, outright lies. I have used this forum as not only a place to vent but also as an online journal. I often wrote and shared more than I was comfortable with because, although I had hoped for the best, I expected the worst and wanted to document it.

The worst has arrived in that this file as well as copies of my previous two certified letters to Polaris has been given to my legal council.

One inch thick of missed opportunities from Polaris.

One inch thick of bad publicity.

One inch thick of good faith, trust, and immense patience on my part.

One inch thick of trying to be a good steward for The Brand.

One inch thick of much negative energy in my life.

One inch thick of stress, anger, and at this point I would say "pain and suffering".

One inch thick of mental anguish.

One inch thick of time spent away from my children documenting all of this.

One inch thick of not being able to take my children for a spin around the neighborhood.

One inch thick of making excuses and covering up to my friends and neighbors when asked "When is the Bomber coming back"?

One inch thick of embarrassment.

One ENTIRE YEAR of my riding life gone.

52,000 miles on my 2011 Ford's odometer, half of which should have been on this bike.

Let the legal battle begin.

[Redacted] Posted 24 June 2013 - 03:44 PM

Oh yeah, 10 months of payments and insurance on a bike not seen since last August.

[Redacted] Posted 24 June 2013 - 03:58 PM

Very wrong and very sad indeed. Good luck to you my brother.

[Redacted] Posted 24 June 2013 - 04:06 PM

In the Spirit of the Birth of The IIRA, good luck [Redacted]

Those who know how and why The Iron Indian Riders got started, understand how crazy your situation is.

I wish someone or something associated with our IIRA family could provide a resolution other than an online journal for your legal position.

Best of Luck

Find a good contingency Attorney, he will go for maximum damages rather than blow up your retainer !

Edited by [Redacted] 24 June 2013 - 07:54 PM.

[Redacted] Posted 24 June 2013 - 04:18 PM

I think that starting now will you begin to make progress and get results. Best of luck as you proceed down the legal path. Polaris can and has shined you on as a private citizen but they know that they can't do that with your attorney.

[Redacted] Posted 24 June 2013 - 04:24 PM

PayPal acct to donate to and help you with your impending legal fees? I know for certain almost 100%. would want to support you financially in your fight with Polaris. Really sorry it has come to this.

[Redacted] Posted 24 June 2013 - 05:21 PM

whatever you need brother just ask. Legal fee's could be up there so I will donate to a paypal fund. let me know where.

[Redacted] Posted 24 June 2013 - 05:22 PM

About " !@#\$\$ " time. They could've fixed a " !@#\$\$ " nuclear submarine by now. Good luck brother.

[Redacted] Posted 24 June 2013 - 05:44 PM

Ya the time has come for this. If it would of been me this would of not gone on this long. I do not have the patience you do Frank. They think they are embarrassed now he he he they have turned over the outhouse and they got on them. If they don't think they are going to lose sales over this then they are just " !@#\$\$ " Dumb. Well I had thought about one of the 2014 Indians but no more. I will spread the word around down in this part of the country. PI is going down. They ain't that big that a little man can not take this part of there business down. Back in the ole wild days I seen a few

fighters where a little man just beat the "!"@#" out of big man. [REDACTED] I am ashamed of PI just like I am ashamed of what our government has turned into.

Edited by [REDACTED] 24 June 2013 - 05:59 PM.

Posted 24 June 2013 - 05:46 PM

[REDACTED] best wishes to you as you move into this new chapter, hopefully the final one, with a good ending.. I hate to see the kindness and, good will you have exhibited be taken for granted and, probably even worst, looked upon as a weakness.. (BIG MISTAKE BY THEM) It pisses me off to no end to witness a person's struggle, such as yours or, anyone's, "!"@#" this could of been me.. I definety won't be buyin a KM now and, am seriuosly considerin not buying a 14 now and, may wait to see how many warranty issues there are with em before decidin..

Best of luck,



Posted 24 June 2013 - 09:25 PM

I think the Paypal account is a good idea and I will push and prod to donate to it to help you along my friend. I'm sorry it came to this also [REDACTED] and hope it turns out well for you Brother...

Posted 24 June 2013 - 10:28 PM

Well maybe if none of us bought a new Indian until they fix [REDACTED] or give him a anew one !

Posted 24 June 2013 - 10:36 PM

[REDACTED], said:  
Oh yeah, 10 months of payments and insurance on a bike not seen since last August. [REDACTED]  
Other than the impact on your credit it may be fun to stop making payments and have the bank pick it up in Fargo. wonder what they would do with it?

Posted 24 June 2013 - 10:41 PM

Well maybe if none of us bought a new Indian until they fix [REDACTED] or give him a anew one !  
  
The only thing I can figure is if they plan on selling 100,000 Indians a year the several hundred they won't sell to people who read this forum won't matter. They probably figure it will cost them less in the long run to lose the business of this

forum than deal with the headache of all of our bikes. In their mind Indian will become just another mainstream bike and plenty of other forums will pop up. They could be wrong, but that is probably their bet.

Posted 24 June 2013 - 10:46 PM

on 24 Jun 2013 - 17:41, said:

The only thing I can figure is if they plan on selling 100,000 Indians a year the several hundred they won't sell to people who read this forum won't matter. They probably figure it will cost them less in the long run to lose the business of this forum than deal with the headache of all of our bikes. In their mind Indian will become just another mainstream bike and plenty of other forums will pop up. They could be wrong, but that is probably their bet.

My thoughts exactly. As much as they'd like to appease folks here, if every single one of us told them to get they'd be laughing about it over a cold beer. IMO, They are trying to do the 'right thing' to some degree, purely because they are currently selling warranted bikes on the old architecture.

In the near future, they'll be going 100MPH, and the KM legacy will disappear in their rear view mirror, and all this some are going through will be zilch in the big picture...

Posted 24 June 2013 - 11:50 PM

It's possible that suddenly Polaris will see the light and make things right with at any moment now that lawyers are involved. Stranger things have happened.

Posted Yesterday, 01:26 AM

With all the publicity of Indian Bikes being a P.O.S. from the manufactures over the last 14 years I doubt they will sell Many new bikes when the word gets out what the people on this forum think about polaris ethics--- The public in general is now computer and research-savy before they buy.

Put that bike on a trailer with A P.O.S. sign on it in front of the Indian display at sturgis

Edited by Yesterday, 01:30 AM.

Posted Yesterday, 01:44 AM

on 24 Jun 2013 - 17:46, said:

My thoughts exactly. As much as they'd like to appease folks here, if every single one of us told them to get they'd be laughing about it over a cold beer. IMO, They are trying to do the 'right thing' to some degree, purely because they are currently selling warranted bikes on the old architecture.

In the near future, they'll be going 100MPH, and the KM legacy will disappear in their rear view mirror, and all this some are going through will be zilch in the big picture...

Completely disagree here. If anything they have done a remarkable job keeping this pushed off of the table of public view. Pretty much when says he is going to open the can of discontent all over the place, there will be plenty of people standing in his corner ready to back his play - me being one of them. It is clown of them to screw this dude over like he has been. I think they had best take their feet off of the table, wipe the smile off of their faces, and put a cork in their cold beer.

could really hit the fan over this one.

And you thought Art trying to and instead banged her garage was a mess - watch this one go down.

Posted Yesterday, 02:40 AM

I wish I was going to Sturgis this year to see the faces of the Sr. vice president and the rest of the "10" monkeys when [REDACTED] bomber is unveiled.

Posted Yesterday, 03:00 AM

Man, this doesn't give me the warm fuzzies about getting onto a Polaris bike.....Obviously it is possible we haven't gotten the whole story, but I take [REDACTED] word as we have heard nothing from Polaris about it & since some who were "on the inside" & trying to help & then removed themselves from it.....makes me believe they found out the corporate way is not what people on here are used to.

Basically as I have said, all Polaris cares about is getting asses onto 2014 Chiefs. If you are sticking with a Gilroy or KM, well the last few months have been nice, but they no longer have use for you.

Everything now with Indian is the bottom line which is cash. Just like every business. All the talk about they will do this or that with the brand is actually, if they get Indian to their needed 5% share of the market, then you will see Indian stick around for a while longer.

They did what they wanted, they got the word out to NON Indian owners & the interest is there. Enough where the few here mean little unless we get loud enough. If we don't get loud, Indian just moves on with a new crowd. You either jump on a 2014 or get left behind.

If [REDACTED] needs it, I am ready to get loud 🗣️

Page 1 of 4

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#) →

[Indian Motorcycle Community](#) → [Motorcycles](#) → [PowerPlus 105 Chiefs \(09 - 13\)](#)

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)



## Let The Negative Legal Waves Begin!

Started by [redacted], Jun 24 2013 03:27 PM

Page 2 of 4

Posted Yesterday, 03:49 AM



Ya'll notice how certain people are not commenting on this topic anymore. Do I have to name names? You know who they are. Hmmm makes a person wonder.

Posted Yesterday, 03:56 AM



Isn't [redacted] difficulty the kind of raw deal the public forum was set up to fight in the first place?

Posted Yesterday, 05:34 AM



[redacted] on 24 Jun 2013 - 20:44, said:

Completely disagree here. If anything they have done a remarkable job keeping this pushed off of the table of public view. Pretty much when [redacted] says he is going to open the can of discontent all over the place, there will be plenty of people standing in his corner ready to back his play - me being one of them. It is "!"@#\$" clown of them to screw this dude over like he has been. I think they had best take their feet off of the table, wipe the smile off of their faces, and put a cork in their cold beer.

[redacted] could really hit the fan over this one.

Guessing you misunderstood me. As an owner of a KM, I want to see this resolved. I believe we'll all benefit from it. That being said, i also believe the only reason it will be resolved is because they are pushing '12s and '13s out the door with a warranty, with a similar potential problem. if not, [redacted] would probably be royally "!"@#\$" figuring out what one does with an extended third party warranty to fix a nightmare design problem? My sarcastic remarks are based on simple financials. Within a year or two, they'll have new owners that most likely out number all existing Gilroy and KM owners and.... they'd most likely sweep the [redacted] issues aside if they could; which I don't believe they can. "!"@#\$" they could easily write off every KM bike with a crazy trade in value as others have hinted at, which I don't believe they will. , I wouldn't trade mine in so I have even more reasons to see this all resolved.

However, from what I've read here .. their actions to date haven't met expectations they set at IRIP 10 .. which, has lessened my .... for no better word.. Respect.... for Polaris's ability to work with existing Indian owners..

Deep down I hope they (PI) get their "!"@#\$" together to side track a spectacle that is brewing that detracts from their big reveal . If not, at least I'll know where to find everyone?

Edited by [redacted], Yesterday, 05:36 AM.

Posted Yesterday, 05:35 AM



Face book sure gets a lot of people talking. Has any one posted on Indians new web site to get comment from them ?

Posted Yesterday, 05:48 AM



Yea, I hear no support for the apparent mess left to them from the Kings mountain bikes either. Pity, this kind of negative publicity could really hurt a company trying to get some legs under it. Sure hope it's just a roomer. Seems the company would want to start off in a more positive light.

Posted Yesterday, 06:02 AM

on 25 Jun 2013 - 00:35, said:

Face book sure gets a lot of people talking. Has any one posted on Indians new web site to get comment from them ?

Hmmm what kind of comments?

Posted Yesterday, 06:06 AM

Ya know, like Oops we over looked something, let us reopen our thought process on taking care of some of the bikes that are in the public that aren't quite up to snuff, so people don't ya know, talk bad about us, right when were getting ready to make a new big splash.

Posted Yesterday, 06:15 AM

I'm sure someone from this community has asked a question or two. I assume if they get an answer from Polaris Injun they would let us know on here.

Posted Yesterday, 06:29 AM

I can't help but think that if [redacted] bike was at NC, New Jersey or any other dealership, he would've been riding his bike a long time ago. Someone in Fargo can't fix bikes.

Posted Yesterday, 06:37 AM

on 24 Jun 2013 - 22:56, said:

Isn't [redacted] difficulty the kind of raw deal the public forum was set up to fight in the first place?

110%

Posted Yesterday, 02:28 PM

Good luck [redacted]. As I have said I would have taken this route a lot earlier. I was thinking about a 2014 but seeing the customer relations, I have to step back and reevaluate the purchase. It's more or less like us not having the factory support for the Gilroy's. I could at least understand that, but this makes no sense at all.

Posted Yesterday, 03:20 PM

Agreed [redacted] I'd have plopped a down payment down and joined the infamous lists each dealer has, if Polaris was a notch more on their game

Now I waste my time in a wait state seeing what they do next. Maybe their marketing dept should be tasked. They've got their "!" together

Posted Today, 02:46 AM

With the Facebook.....many have already posted asking questions. Everyone who has, got the same "corporate" response...something along the lines of "please send a message here with more info so we can look into this for you"

Basically they give the impression to the public they are doing something, but in reality, the private message most likely gets deleted the second they get it.

Posted Today, 03:40 AM

That's my problem with these guys. I feel like a dog chasing my tail and I have had it. The audacity to tell my shop that they are not to provide me any updates is beyond comprehension. Hello, but that is my \$32,000 vehicle sitting up there sight unseen for almost a year, complete with payments, insurance, and tags. I have every right to not only ask questions but demand answers. The fact that they are suddenly feeling a bit "embarrassed" over this whole ordeal is also laughable; I am embarrassed and tired of making excuses when asked "when is the Bomber coming back".!@#\$\$ my kids are even starting to ask questions; even they sense something ain't quite right.

Posted Today, 03:53 AM

PI= embarrassed laughable ya they getting off to a good start. I think well I know the ones on here are anybody that knows what you are going thru might just start having second thoughts about a new Indian. And the word spreads around. Mouth to mouth is the best advertising.

Posted Today, 03:57 AM

Maybe its been asked and answered... Why didn't you take the Lemon Law route? In most states, there is little or no cost and a fast time line that would have likely resolved this months ago.

Posted Today, 04:36 AM

PayPal?....

Account?....

Posted Today, 05:01 AM

on 25 Jun 2013 - 22:40, said:

That's my problem with these guys. I feel like a dog chasing my tail and I have had it. The audacity to tell my shop that they are not to provide me any updates is beyond comprehension. Hello, but that is my \$32,000 vehicle sitting up there sight unseen for almost a year, complete with payments, insurance, and tags. I have every right to not only ask questions but demand answers. The fact that they are suddenly feeling a bit "embarrassed" over this whole ordeal is also laughable; I am embarrassed and tired of making excuses when asked "when is the Bomber coming back".!@#\$\$, my kids are even starting to ask questions; even they sense something ain't quite right.

this whole situation could have been avoided IF Polaris had just stood up and done what's right. Ethics does affect the bottom line. Without it you can get short term profits, but in the end stories like this make the rounds and customers will shy away. A bad reputation with dealing with customers, does not do well for profits in the long run.

Just my opinion though.

Posted Today, 10:02 AM

"!@#%" I was thinking of trading in the vic cross country and I have had no issues with it at all! IN fact I almost have to say it is the best bike I have ever bought off a floor! I have a polaris card with 3ok available on it and I am saying hmmmmmmmmmmmm



**on 25 Jun 2013 - 09:28, said:**

Good luck [redacted] As I have said I would have taken this route a lot earlier. I was thinking about a 2014 but seeing the customer relations, I have to step back and reevaluate the purchase. It's more or less like us not having the factory support for the Gilroy's. I could at least understand that, but this makes no sense at all.

Posted Today, 11:19 AM

**on 24 Jun 2013 - 12:22, said:**

About "!@#%" time. They could've fixed a "!@#%" nuclear submarine by now. Good luck brother.



Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

# Let The Negative Legal Waves Begin!


Started by [redacted] Jun 24 2013 03:27 PM

Page 3 of 4

Posted Today, 11:22 AM

[redacted] on 24 Jun 2013 - 11:24, said:

PayPal acct to donate to and help you with your impending legal fees? I know for certain almost 100%. would want to support you financially in your fight with Polaris. Really sorry it has come to this.

great idea,,,,,, 

Posted Today, 12:53 PM

[redacted] on 25 Jun 2013 - 22:40, said:

That's my problem with these guys. I feel like a dog chasing my tail and I have had it. The audacity to tell my shop that they are not to provide me any updates is beyond comprehension. Hello, but that is my \$32,000 vehicle sitting up there sight unseen for almost a year, complete with payments, insurance, and tags. I have every right to not only ask questions but demand answers. The fact that they are suddenly feeling a bit "embarrassed" over this whole ordeal is also laughable; I am embarrassed and tired of making excuses when asked "when is the Bomber coming back".!@#\$\$ my kids are even starting to ask questions; even they sense something ain't quite right.

File the paperwork [redacted] but, I recommend you hit both PI and Fargo. Unless you're absolutely positive Fargo did all they could do.

Posted Today, 03:03 PM

After all this "!@#\$\$" there's guys out here that are considering buying the new 14 model ?????????????????? "!@#\$\$" POLARIS, "!@#\$\$" INDIAN !!!!!!!!!!!!! I sold both my Indians and i will NEVER buy another.... Im with you [redacted]

Posted Today, 03:28 PM

[redacted] on 26 Jun 2013 - 10:03, said:

After all this "!@#\$\$",there's guys out here that are considering buying the new 14 model ?????????????????? "!@#\$\$" POLARIS, "!@#\$\$" INDIAN !!!!!!!!!!!!! I sold both my Indians and i will NEVER buy another.... Im with you [redacted]

You going to go buy a Moped?

Posted Today, 03:34 PM

Sure hope things go your way for a change [redacted].Semper Fi!

Posted Today, 04:03 PM

on 26 Jun 2013 - 10:03, said:

After all this " !@# \$" there's guys out here that are considering buying the new 14 model ??????????????? " !@# \$" POLARIS, " !@# \$" INDIAN !!!!!!!!!!!!! I sold both my Indians and i will NEVER buy another.... Im with you

yeah, but Polaris has got nothing to do with either the Gilroy or Springfield bikes.  
just sayin'

Posted Today, 04:08 PM

on 26 Jun 2013 - 10:28, said:

You going to go buy a Moped?

yes , if the alternative is a Hideous Polaris built POS

Posted Today, 04:09 PM

on 26 Jun 2013 - 11:03, said:

yeah, but Polaris has got nothing to do with either the Gilroy or Springfield bikes.  
just sayin'

Yeah, but they absolutely have everything to do with the Kings Mountain bikes. When they continued to release the same model - nut for nut - they were acknowledging that they would support their customers. When they bought the company from the Steve's - they didn't just buy the leather jackets and flashy chrome - they took on the poop toilets and paperwork as well.

Posted Today, 04:50 PM

Current 2009/2013 owners afflicted with these lemons should band together in class action lawsuit to force a recall once and for all.

Letters written to NTSB feds may also provoke a government ordered recall and permanent fix on these dangerous, negligently prepared vehicles sold to unsuspecting riders at ridiculously exorbitant prices.

Posted Today, 05:11 PM

on 26 Jun 2013 - 10:03, said:

After all this " !@# \$" there's guys out here that are considering buying the new 14 model ??????????????? " !@# \$" POLARIS, " !@# \$" INDIAN !!!!!!!!!!!!! I sold both my Indians and i will NEVER buy another.... Im with you:

Why are you here?

Posted Today, 08:13 PM

on 26 Jun 2013 - 11:09, said:

Yeah, but they absolutely have everything to do with the Kings Mountain bikes. When they continued to release the same model - nut for nut - they were acknowledging that they would support their customers. When they bought the company from the Steve's - they didn't just buy the leather jackets and flashy chrome - they took on the poop toilets and paperwork as well.

I get that, but he had sold both his Gilroy Indians, and says "Indian I'll never buy another. Hence my comment.

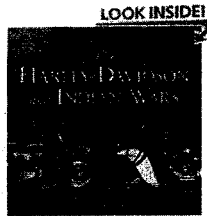
Posted Today, 08:16 PM

Sorry - feeling a little sloooooowwww today.

Totally missed that one.

Posted Today, 08:44 PM

Let the Wars continue!



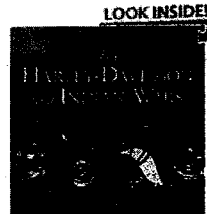
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Posted Today, 09:01 PM

on 26 Jun 2013 - 15:44, said:

Let the Wars continue!



[http://www.amazon.com/Harley-Davidson-Indian-Wars-Allan-](http://www.amazon.com/Harley-Davidson-Indian-Wars-Allan-Girdler/dp/0785830170/ref=sr_1_4/190-1712508-9405704?s=books&ie=UTF8&qid=1372275604&sr=1-4&keywords=the+indian+wars)

[Girdler/dp/0785830170/ref=sr\\_1\\_4/190-1712508-9405704?s=books&ie=UTF8&qid=1372275604&sr=1-4&keywords=the+indian+wars\)](http://www.amazon.com/Harley-Davidson-Indian-Wars-Allan-Girdler/dp/0785830170/ref=sr_1_4/190-1712508-9405704?s=books&ie=UTF8&qid=1372275604&sr=1-4&keywords=the+indian+wars)

I have that book & actually when you read it, around the 50's is when alot of what Indian did seemed alot like what [REDACTED] is going through now & it led to their demise. Everyone until now was in it for the Indian name to make a quick buck & they put out bad products. Polaris might be the change, but [REDACTED] issue sure leaves a bad taste.

Posted Today, 09:03 PM

[REDACTED] on 26 Jun 2013 - 09:03, said: (http://www.indianmotorcyclecommunity.com/forum/index.php?app=forums&module=forums&section=findpost&pid=564668)

After all this " !@#\$\$%" there's guys out here that are considering buying the new 14 model ?????????????????? " !@#\$\$%" POLARIS, " !@#\$\$%" INDIAN !!!!!!!!!!!!! I sold both my Indians and i will NEVER buy anothe

[REDACTED] on 26 Jun 2013 - 12:11, said:

Why are you here?

I was going to ask him the same question..

Assuming some folks are bipolar... someone should put his confused " !@#%" in the Drunk Tank ? :) He may be cousins with [REDACTED] .. just sayn'

Posted Today, 09:06 PM

[REDACTED] on 26 Jun 2013 - 16:01, said:

I have that book & actually when you read it, around the 50's is when alot of what Indian did seemed alot like what [REDACTED] is going through now & it led to their demise. Everyone until now was in it for the Indian name to make a quick buck & they put out bad products. Polaris might be the change, but [REDACTED] issue sure leaves a bad taste.

Yep, Limey wankers ruined the company more than once!

Posted Today, 09:26 PM

When KM came out, lot of folks threw them under the bus because they didn't support the old Gilroy stuff... pointing out they were 'essentially the same bikes'. If Polaris inada a mistake, it may have been pushing the 12s and 13s out the door.... now they are feeling the same heat.... it's most likely going to haunt them for a few years.... one would hope they have a small team dedicated to fixing current/future issues for the next two years ...( starting from the date of the last bike sold with the warranty that forces their hand)

No doubt they are attempting to go with a clean slate ... and move forward with a solid design / product. I'm not happy with their apparent handling of the current situation (s) .. but ... we've got a 'clean slate' coming with the new model... IMHO ... it is what it is.. and what they do moving forward should be isolated from their KM ( 09-13) fiasco.

I for one am looking forward to that demo ride and seeing if the new TS111/ bike lives up to the hype...

Edited by [REDACTED] Today, 09:42 PM.

Posted Today, 09:49 PM

I'm sure PII pays their legal staff much more than it would cost to issue a recall on the lemons and provide a permanent remedy.

How much would it cost to send the problem bikes to Charlotte for improvements, for that matter?

Edited by [REDACTED] Today, 09:51 PM.

Posted Today, 10:00 PM

Yup.

Posted Today, 10:01 PM

[REDACTED] on 25 Jun 2013 - 21:46, said:

With the Facebook.....many have already posted asking questions. Everyone who has, got the same "corporate" response...something along the lines of  
"please send a message here with more info so we can look into this for you"

Basically they give the impression to the public they are doing something, but in reality, the private message most likely gets deleted the second they get it.

That's not totally true, we had a problem with Victory and followed that path and it got resolved.

Page 3 of 4

[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#) →

[Indian Motorcycle Community](#) → [Motorcycles](#) → [PowerPlus 105 Chiefs \(09 - 13\)](#)

Indian Motorcycle Community → Motorcycles → PowerPlus 105 Chiefs (09 - 13)

## Let The Negative Legal Waves Begin!

Started by [REDACTED] Jun 24 2013 03:27 PM

Page 4 of 4

Posted Today, 10:02 PM

[REDACTED] on 26 Jun 2013 - 16:49, said:

I'm sure PII pays their legal staff much more than it would cost to issue a recall on the lemons and provide a permanent remedy.

How much would it cost to send the problem bikes to Charlotte for improvements, for that matter?

Agreed... \$100k in R&D, \$1k shipping for each bike to/from, \$500 in parts, \$500 in labor (yes, i'm pulling those numbers out of my "1@"). 1,000 bikes (worst case)... \$2.1M, and this would all be in the rear view mirror.... ?

chump change for a company doing in excess of \$2B in revenue

Posted Today, 10:34 PM

"please send a message here with more info so we can look into this for you"-----from a previous quote in this thread.

Interesting. I keep the cent factory stock unless, I judge, absolutely necessary to make a change. It will be likewise for any new TS111 in the future.

When customers at my father's factory, located near new york city for over fifty years, send our electronic products in for service any modifications made in the field often become a major issue. However, we don't make \$30K products. Just say'n.

[REDACTED]  
<cheers>

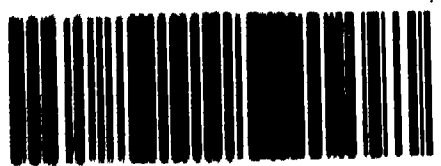
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[Back to PowerPlus 105 Chiefs \(09 - 13\)](#) · [Next Unread Topic](#) →

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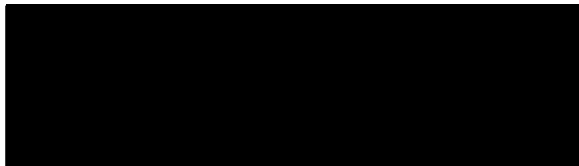
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WEST BLDG.  
WASHINGTON, DC 20590

Country of destination: Pays de destination:

20590

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