

FUN BIKES: INDIAN eFTR JR. | BY JEFF KOCAN

My boys are city kids—or at least they were, until the fall of 2020, when we relocated to the rural hilltowns of Western Massachusetts and found ourselves, for the first time ever, with an actual backyard. In terms of wheeled transport, we'd previously been limited to what we could carry up two flights of stairs—namely, Micro scooters—but out here, with room to roam, a small motorcycle wasn't out of the question. Leo, my 8-year-old, had mastered the BMX bike pretty quickly after we moved, and when Indian announced the eFTR Jr., I knew I'd found his next ride.

Modeled on Indian's iconic FTR750 flat tracker, the eFTR Jr. is manufactured by Razor USA, whose reputation in this area is pretty solid. Now, this isn't a bike we'll be taking down the road to Southwick anytime soon; that's not what Indian was looking to make here. This is a backyard ripper, a transitional ride between bicycle and real-deal racer. More than a toy, less than a PW50. And in that context? It's just about perfect.

Indian recommends this bike for kids 8 and up, although you can judge your child's readiness based on their skill and experience. (They also list a

maximum rider weight of 175 lbs., but that hasn't stopped me and literally every dad who's visited the house from putting it through its paces.) Features include a retractable kickstand, folding footpegs, and 10" wire wheels. Two modes let your youngster ease into the machine, with Low Power topping out at 10 mph and High hitting 15 mph. Indian says High Power mode is for kids 14 and up, but Leo was ready to move up after a couple sessions in Low and has been comfortably cruising there ever since. (And no matter the setting, as always, make sure your kids are sporting the appropriate safety gear.)

The bike assembles with some basic wrenches and a screwdriver, and the tires inflate via standard Schrader valves. The 36-volt rechargeable battery will run for a projected 65 minutes in High Power mode and two hours in Low; a full recharge can take up to 12 hours.

Indian works pretty closely with the folks over at Cardo Systems, who were kind enough to hook us up with a couple units and a pair of Packtalk headphones so Leo and I could stay in contact while he got used to the bike. It was exceptionally useful to be able to offer real-time advice and support, and

the Cardo unit will easily snap out of the headphones and into my helmet so we can chat during future, farther-ranging father-son rides.

Indian also recently expanded the eFTR line to include the Mini, a smaller (20 percent smaller and 50 percent lighter), more affordable sibling to the Jr. with the same classic styling. Still recommended for 8 and up, it features a rigid frame (no inverted front fork), rear brakes only, and a less-powerful 350W/24V battery (compared to 500W/36V for the Jr.) At \$514.99, it's a good bit more affordable and might be a great alternative, especially for smaller kids or more limited riding spaces. ■

FEATURES:

Frame: Steel
Seat Height: 23.5"
Max Weight: 175 lbs.
Suspension: Telescopic front fork, mono-shock rear
Brakes: Front and rear disc

indianmotorcycle.com

MSRP: \$824.99

