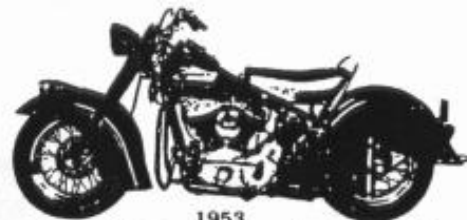




1901

The Indian Motorcycle



1953

New styling gives the Indian the appearance of a modern machine. The sturdy steel tank on Chromalloy steel frame design. Clifford says not how place but how comfortably on the ground.

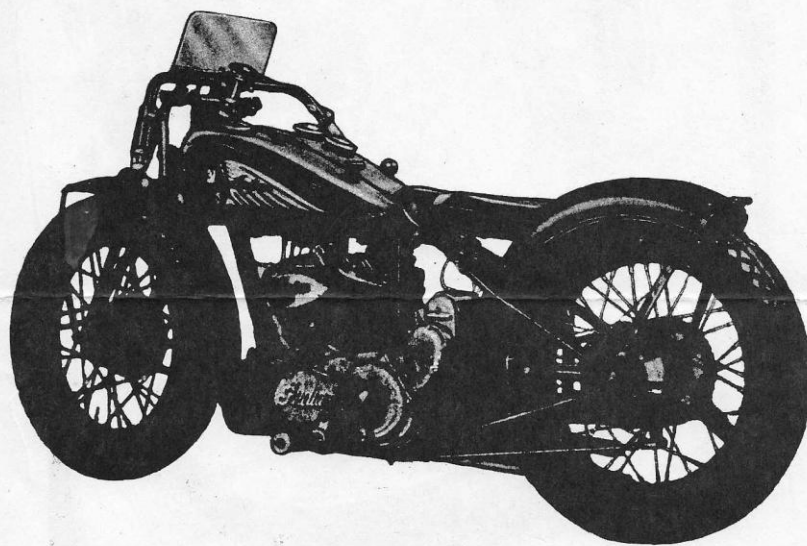
ALL-AMERICAN *Indian* MOTORCYCLE NEWS

Winter 2015

Charter No. 1132

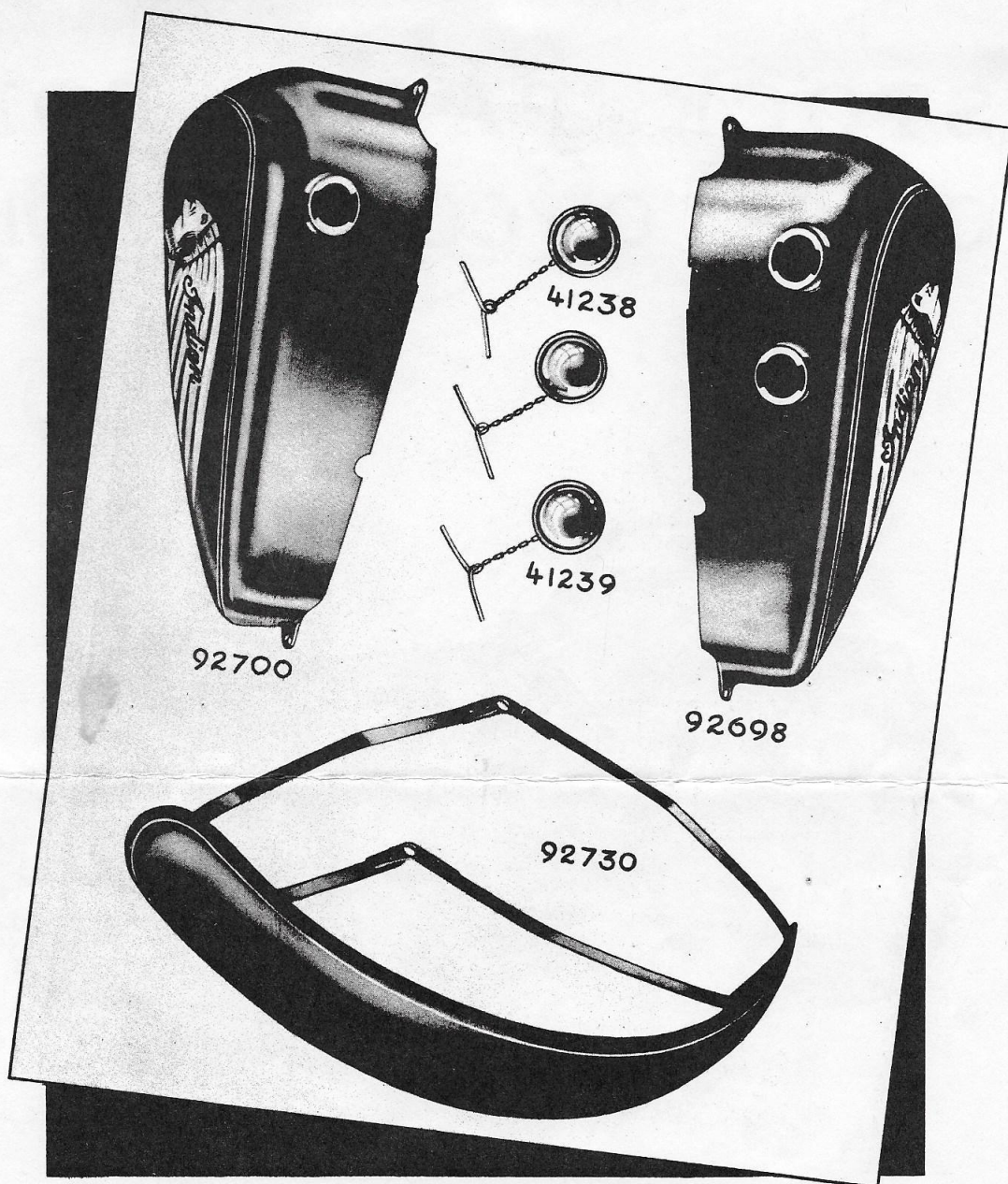
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STOCK PARTS FOR CLASS "C" COMPETITION

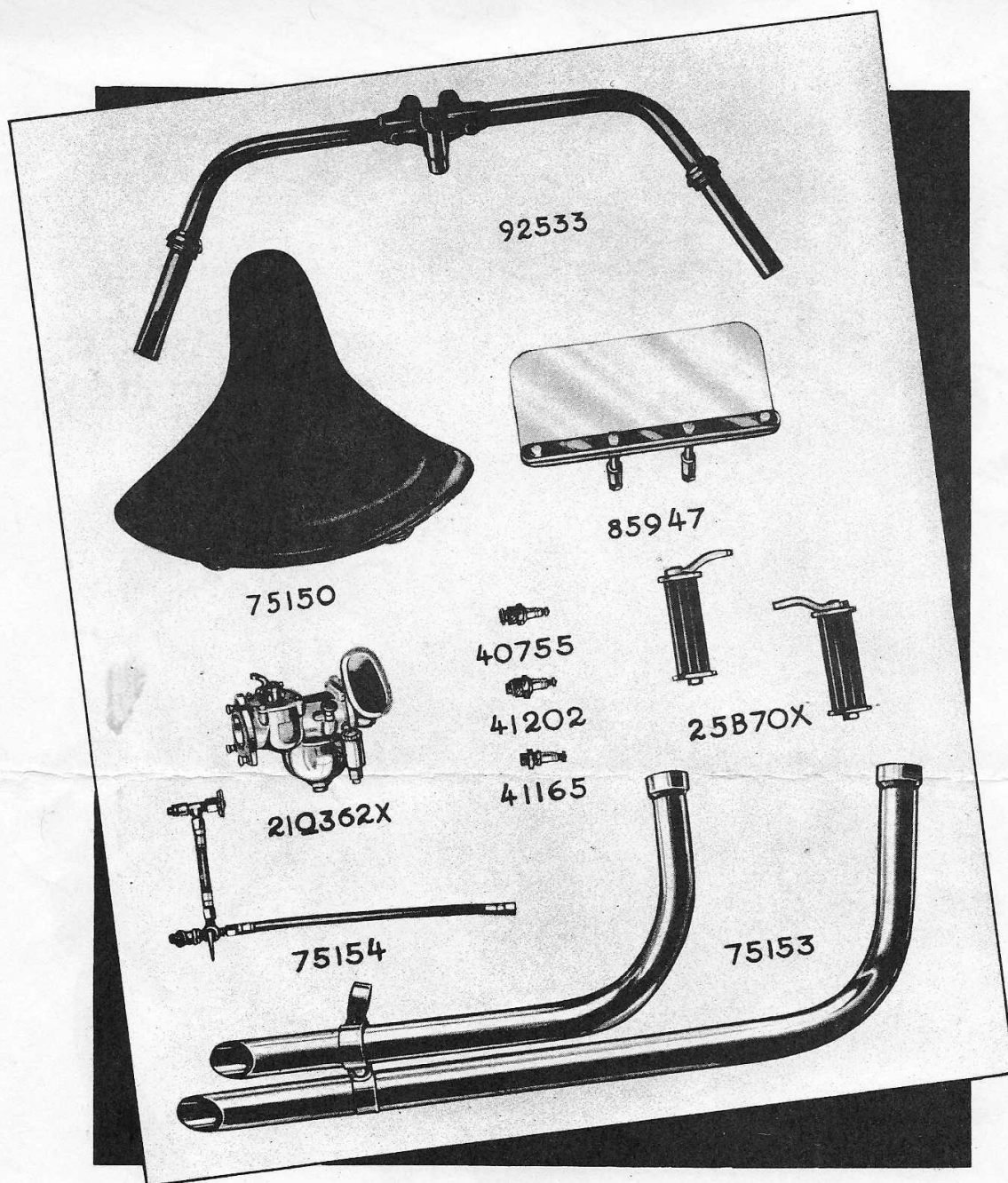


Left view—Indian Sport Scout "45" equipped with Special
Accessories for Class "C" Competition

INDIAN MOTORCYCLE COMPANY
SPRINGFIELD, MASS., U. S. A.



Number	Description	List Price	Discount
92700	Special Gasoline Tanks, Left Side, {	29.70	Reg.
92698	Special Gasoline Tanks, Right Side, }		
	Pairs only.....	Plus 8.00	Net
41238	Gasoline Tank Cap55	B
41239	Oil Tank Cap.....	.55	B
92730	Front Fender	4.00	B



Number	Description	List Price	Discount
92533	Handle Bars	\$10.00	Reg.
75150	"Terry-type" Saddle	12.00	B
85947	Laminated Windshield	3.50	B
21Q362X	"Barrel-type" Carburetor	27.50	Reg.
40755	14mm No. JA-12 Spark Plugs90	B *
41202	14mm No. JA-11 Spark Plugs90	B *
41165	10mm No. C Spark Plugs with 14mm Adapter90	A K **
25B70X	Foot Rest "Spools"	1.25 Ea.	Reg.
75154	Flexible Gas line (complete)	2.00	B
75153	Chrome Exhaust Pipes	12.00 Set	B

* Minimum order—10 Spark Plugs

** Minimum order—25 Spark Plugs

No Surcharge on These Accessories

President's Page



Craig Wykoff, President

Hi Everyone!

The snow has hit the ground, so that means my Indian is on the bike lift, getting a well deserved rebuild. (I haven't touched it two years, so she is due!)

It also means it's time for the Dux Club X-mas dinner. More good food, great people, and prizes! I wasn't going to do a tech chat at the x-mas meet, not enough time... We'll do it again at the Father's Day meet.

I hope everyone enjoyed the Hartman/Wellington meet (I love it). I didn't hear any complaints-Great food, great people, and a neat place to have a meet. We had good comments about the Tech chat, and I want to thank everyone that participated. It's good info from people that are riding the bikes a lot.

Ok...I need to find out why my 4sp transmission is making metal (it comes out with the oil!)

Hope to see you all at the Dux on the 6th of Dec. for the X-ma dinner –

Craig

MARK THESE DATES ON YOUR CALENDAR:
Dec. 6 Christmas Brunch at DUX Club

ALL AMERICAN INDIAN MOTORCYCLE CLUB

Celebrating our 50th year!

Established April 25, 1965; Incorporated in the State of Michigan, Nov. 4, 1971; Charter Number 1131.

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517-795-9754

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For Information & Club Applications: Write to Jaci and Berland Sullivan., President AAIMC, 26048 Brush, Madison Heights MI 48071. Or check our web page.

Web Page: <http://www.allamericanindianmotorcycleclub.com>. Dennis Bozung, Webmaster.

Pictures Articles & Want Ads - AAIMC Newsletter: Send to Teri Clement, 140 N. Centennial Rd., Holland OH 43528, or e-mail to paulteri@bex.net

Back Issues of AAIMC Newsletters: Write to Jaci/Berland Sullivan, 26048 Brush, Madison Heights, MI, 48071, and phone 248-399-5193. Make check payable to AAIMC. Please indicate issue(s) wanted. (Back issues are \$3.00 pp.).

NOTE FROM EDITOR.....

Please send me your stories and/or pictures of your motorcycles or projects (no matter how big or small) for future issues of our newsletters. We all love to read about the travels and experiences of our motorcycle friends. Please send them to: Teri Clement, 140 N. Centennial Rd., Holland Ohio 43528 or email: paulteri@bex.net



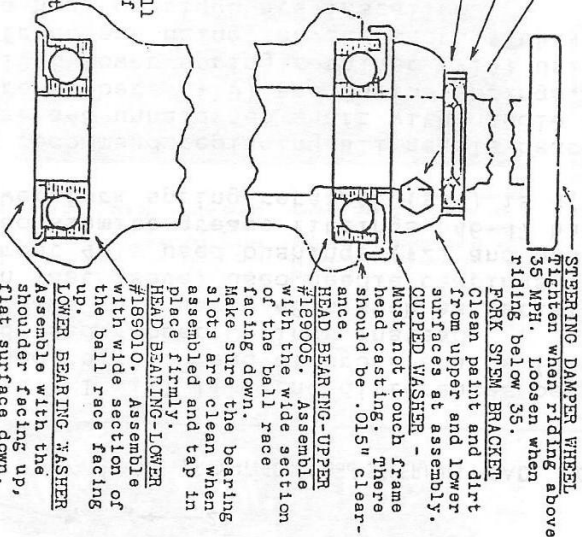
Service Shots

Number 166
October 28, 1946

MODEL 346 STEERING HEAD BEARING ASSEMBLY AND ADJUSTMENT

TO ADJUST:

1. Loosen bracket pinch bolt.
2. Loosen and remove fork stem lock nut.
3. Tighten fork stem nut firmly to make sure that bearings are drawn in place.
4. Jack off fork stem nut 1/6 of a turn and tap end of fork stem. There should be a slight drag when the front end is turned from side to side.
5. Tighten lock nut and pinch bolt.



1. A loose steering head bearing adjustment will affect the handling of the machine at speeds above 35 MPH. The front end will be unstable and difficult to control on rough roads and on turns. It will have a tendency to weave.
2. A tight steering head bearing adjustment will affect the handling of the machine at low speeds. It will have a tendency to sway. There also is danger of the ball bearings pitting the bearing cone and race when it is adjusted too tight.

STEERING DAMPER WHEEL
Tighten when riding above 35 MPH. Loosen when riding below 35.

FORK STEM BRACKET
Clean paint and dirt from upper and lower surfaces at assembly.

CUPPED WASHER
Must not touch frame head casting. There should be .015" clearance.

HEAD BEARING-UPPER #169005
Assemble with the wide section of the ball race facing down.

HEAD BEARING-LOWER #169010
Assemble with wide section of the ball race facing up.

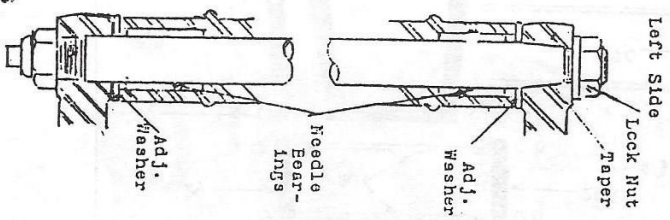
LOWER BEARING WASHER
Assemble with the shoulder facing up, flat surface down.

346 MODEL FORK SHACKLE CROSS SHAFT ADJUSTMENT

The fork shackle cross shafts on new motorcycles should be inspected and adjusted if necessary on the 500 and 1000 mile service checks.

TO ADJUST:

1. Loosen cross shaft lock nuts at both ends.
2. Free the left side shackle by tapping the shaft lightly to break it loose from the taper.
3. Adjust the clearance by turning the shaft, from the right end, a quarter turn at a time until the adjusting washer "just" turns free. (The cross shafts are threaded in to the fork shackles on the adjusting side.)
4. After adjustment is made, tighten the left side shackle back onto the tapered shaft and recheck the clearance.
5. Tighten lock nut on right end of cross shaft.



IMPORTANT NOTE:

1. Fork shackle cross shafts with over .005" side clearance at the knurled washers will cause the fork to shift from one side to the other when the front end is turned from side to side. When this shifting action takes place while riding around turns, the front end has a tendency to feel unstable.
2. Fork link cross shafts that are adjusted with less than .001" clearance or too tight at the knurled washers will retard the spring action and result in a hard riding front end.

It's a strange world. We've got mobile homes that don't move, sports clothes to work in, junk food that costs more than the real thing and sweatshirts to loaf in.

WALTER BROWN
Service Manager

SWAP SHOP ADS

BUY, SELL, TRADE - Vintage/Antique motorcycle plates....contact Rich Watson 734-595-0914

TRADE ONLY- 1947 Indian Chief power plant rebuilt less carb & distr. Bob Lamb Ph. 616-784-4388

Parting out- 1971 BMW 60/5: NOS parts include mufflers, headlight rim, front wheel rim, turn signals. Original parts include frame, fenders, fuel tank, seat, saddlebags and most anything else you'll need. Call E. Kelsey at 440-943-0358.

For Sale- Indian Sport Scout pistons and pins, new, 0.10 over, \$100. 1939 Indian Four parts: crankshaft \$600; flywheel \$100; front crankshaft gear \$100. Gerry Andriashek, Edmonton, Canada, Ph. 780-456-4800 or gerr@telus.net.

Wanted- 101 Scout, restored or unrestored, but complete and rideable. Also, Wall of Death bike in any condition. Please call Ray in Columbia, SC at 803-256-3466.

Wanted to Buy- 1943 Indian 741 parts: Front fender, rear section of rear fender, complete taillight, chain guard, generator chain guard, side rails for footboards, ammunition box, blackout lights, plates for saddlebags, scabbard bracket. Gerry Andriashek, Edmonton, Canada, Ph. 780-456-4800 or gerr@telus.net.

Wanted- Indian Four Cylinder in good running condition. Prefer older restoration or original condition. Will consider unit in need of repair. Please call Art Bulmann at 708-534-6693 (Monee, IL).

Wanted: 100 MPH Corbin Speedo. Mike Kaspar, Cologne, Germany. mkaspar@gmx.net or phone 0049-221-619536.

Repair, Rebuilding and Full Restorations of all pre-1954 Indian motorcycles. Specializing in precision-built engines and transmissions and show-quality paintwork. Contact Andy Anderson of Honest Injun Restorations. Phone 586-784-8813.

Wanted: Parts for ACE or early Indian 4. Cylinders, crankshaft etc. Or complete engine. I have Ace parts for trade. Theo at 0031-572-352526 Holland or email theo.ans.cents@hotmail.net

For Sale: Indian military motorcycle Model 741-B Feb. 20, 1942 Parts List Book from Paul Pearce Collection Orig. VGC \$35 + shpg Jim 440-452-1329

For Sale: Carburetor cover (air cleaner) for 1928-1933 Scouts & Chiefs and for 1927-1931 Harley Davidson twins. Quality brass repro. \$22.50 pp. Corbin Speedo head mounting bracket for 101 Scouts or Four. Specify left for Scout or right for Four. Quality brass repro. \$35.00 pp. Jim Tagaris, 14543 Fenton Rd., Broomfield, CO 80020. Call 303-466-2845.

For Sale: Indian Chief motors/crankcases. New replacement parts, crankcase to complete assembled motor. Crankcases available with optional machining to accommodate use of either an ignition coil or a magneto. Also, matching cam case cover machined to accept either an aluminum or cast iron oil pump. Our goal is to duplicate original 1948 style crankcases with no added embellishments. "Starklite Cycle" and "Chief Crankcase Company" 262-331-4300, Roger Glodowski & James Solberg email at chiefcrankcase@yahoo.com.

For Sale: Postage paid in North America. 1940-45 Chief and 4 Cylinder rear shock upper springs #42596, 1946-53 Chief rear shock upper springs #809015, \$25 a pair, plus postage. All springs are repro. Wally Krzyzanowski, 574-896-2695 after 6 pm (Indiana).

Wanted- Indian Lance manufactured by Enfield England 1957-58. 150cc two-cycle. Please call Art Bulmann at 708-534-6693 (Monee, IL).

For Sale: 1940-42 Four-Cylinder Indian center stand and side stand brackets. Weld/braze onto frame. Steel castings. Right or left side. \$100.00 each + shipping. All the castings for late model 4 cylinder frames. Other frame castings, too. Bill Miller. Perrysburg, OH, (419) 666-3375.

Wanted: 1940-53 Indian Chief to ride. Older restoration or excellent original. **To Trade:** 1948 Pontiac Coupe. A sharp very presentable older restoration. Looks stock/original, but has updated driveline and more. A dependable "driver" with no assembly required! Appraised at \$13,900. Call Jerry Ratkowski at 330-725-4260 in Medina, OH.

For Sale/Trade: N.O.S. items: The last power plant to leave Indian factory, still on shipping pallet. Complete: '80 Chief engine/trans/primary/coil/dist/ special Bonn. Carb! Documented – museum quality. NO V.I.N. ever. + '46 – '47 Chief frame still in shipping wrapping (civilian) perfect + pair '42 –'46 chief tanks(civilian) skirted Chief or Four road fender (civilian) + late Chief initial frame(for behind headlight) in original, unopened, factory box + original Easy Rider Rides Again movie poster (not folded) beautiful + 100's of H.D. enthusiasts mags, '20 –'58 plus cases of literature Danny McCoy leave message 740-862-4141

Looking For: Knuckle Head & pre '58 Pan Head - Danny McCoy leave message 740-862-4141

For Sale: 1940 Canadian Military Indian Scout with original sidecar. Restoration has been started. Some new parts, tires, tubes and seat. Sidecar is complete but tub needs work. Comes with another Scout that is missing front part of frame. Both have matching numbers. Some parts are missing, but a good working base. These are 2 of 1500 produced for the Canadian Army. No titles. Have some history of military career. Asking \$18,000. I live in Carlisle ONT Canada. Contact Bryce Huntington 519-269-9850 or judyandbryce@hotmail.com.

For Sale: Solo seat cover – For Indian or Harley- high quality sail cloth held on with heavy elastic cord, brown or black, beautiful , new \$40.00 Danny McCoy leave message 740-862-4141

For Sale: It's finally here! A newly designed Indian 4 Cylinder side stand leg that will fit 1932-39 models. It will give you 2" less lean to the left, make it stand taller and more correct. Now you will not be crashing your pedal into the pavement and it will also allow for a more complete follow through on your kicking. \$80.00 plus shipping. Also, still have #42596 1940-45 rear shock upper springs for 4-cylinder Chiefs at \$20.00/pair and 1946-53 Chief #809015 rear shock upper springs at \$20.00/pair plus shipping. All parts are repro. Wally Kryzanowski 574-896-2695 or wjkindian@hughes.net

Wanted For Indian 841: 1 pc. 45174 Pawl finger and ratchet lever stud, 2 pc. 43944 Gear shifter pawl finger, 1 pc. 44326 Shifter pawl spring, 1 pc. 43904 Kickstarter cluth, 1 pc. 43693 Kickstarter segment gear. Jan Lund-Joergensen, Klodskov Strandvej 4, DK-4800 Nykoebing F, Denmark. Ind-jan@live.dk

**** For any additions or deletions please contact Teri Clement @419-897-0397 or email to paulteri@bex.net**
