For Maintenance and Safety

INDIAN SCOUT OWNER'S MANUAL

2024

WARNING

Read, understand, and follow all of the instructions and safety precautions in this manual and on all product labels.

Failure to follow the safety precautions could result in serious injury or death.

WARNING

Operating, servicing, and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle.

For more information go to www.P65Warnings.ca.gov/passenger-vehicle.

Indian MOTORCYCLE

2024 Rider's Manual

Scout
Scout Sixty

All information contained within this publication is based on the latest product information available at the time of publication. Product improvements or other changes may result in differences between this manual and the motorcycle. Depictions and/or procedures in this publication are intended for reference use only.

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Congratulations on your purchase of a new INDIAN MOTORCYCLE. You have joined an elite family of motorcycle riders who have acquired a celebrated piece of American history by choosing to own an INDIAN MOTORCYCLE.

Your new motorcycle is the end result of true dedication and craftsmanship by our engineering, design and assembly teams. It was designed and manufactured to meet our goal of providing you with a high quality motorcycle that you can ride trouble-free for many years to come. We hope you will take as much pride in riding your new motorcycle as our team did in building it for you.

We urge you to read this rider's manual thoroughly. It contains information essential to safe riding and proper maintenance of your motorcycle.

Your authorized INDIAN MOTORCYCLE dealer knows your motorcycle best and should be consulted for service and assistance. Skilled technicians using advanced equipment and methods are best qualified to perform all major repairs and service your motorcycle may require.

INDIAN MOTORCYCLE complies with all federal, state and local safety and emission regulations for the area of intended sale.

SAFETY SYMBOLS AND SIGNAL WORDS

The following signal words and symbols appear throughout this manual and on your vehicle. Your safety is involved when these words and symbols are used. Become familiar with their meanings before reading the manual.

⚠ DANGER

DANGER indicates a hazardous situation which, if not avoided, WILL result in death or serious injury.

⚠ WARNING

WARNING indicates a hazardous situation which, if not avoided, COULD result in death or serious injury.

⚠ CAUTION

CAUTION indicates a hazardous situation which, if not avoided, COULD result in minor to moderate injury.

NOTICE

NOTICE provides key information by clarifying instructions.

IMPORTANT

IMPORTANT provides key reminders during disassembly, assembly, and inspection of components.

Introduction **7**
Safety **9**
Reporting Safety Defects 17
Features and Controls **19**
Pre-Ride Inspections **39**
Operation **49**
Maintenance **59**
Cleaning and Storage **117**
Specifications **125**
Warranty **131**
Maintenance Log **145**

INTRODUCTION

SERVICE AND WARRANTY INFORMATION

Some procedures are beyond the scope of this manual. See your dealer to purchase an *INDIAN MOTORCYCLE Service Manual*. Some procedures provided in the service manual require specialized knowledge, equipment, and training. Be sure you have the required technical skills and tools that are needed before you attempt ANY service on your motorcycle. Please contact your authorized dealer before attempting any service work that is beyond your level of technical knowledge or experience, or if the work requires specialized equipment.

OPERATING MOTORCYCLE OUTSIDE THE U.S.A.

If you plan to operate your motorcycle in countries other than the USA and Canada:

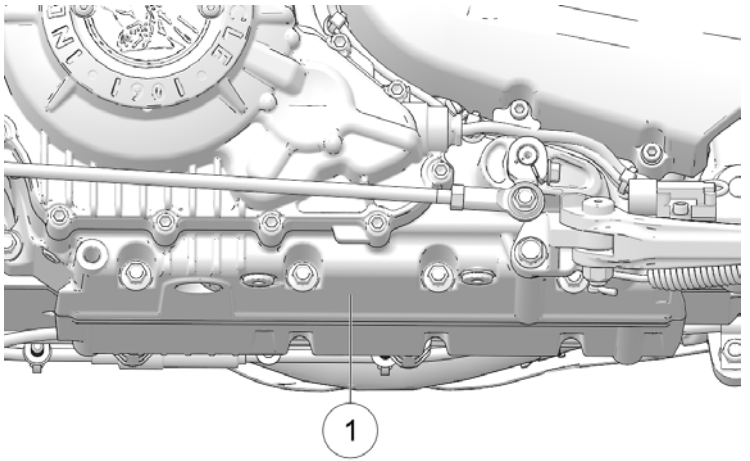
- Service facilities or replacement parts may not be readily available.
- Unleaded gasoline may not be available. The use of leaded fuels will cause engine damage, damage to your emissions systems and voiding of your warranty.
- Gasoline may have a considerably lower octane rating. Improper fuel can cause engine damage.

IDENTIFICATION NUMBER RECORD

RECORD IMPORTANT IDENTIFICATION NUMBERS BELOW.	
Vehicle Identification Number (VIN) (see page 18)	
Engine Identification Number (see page 8)	
Ignition Key Number (see page 8)	

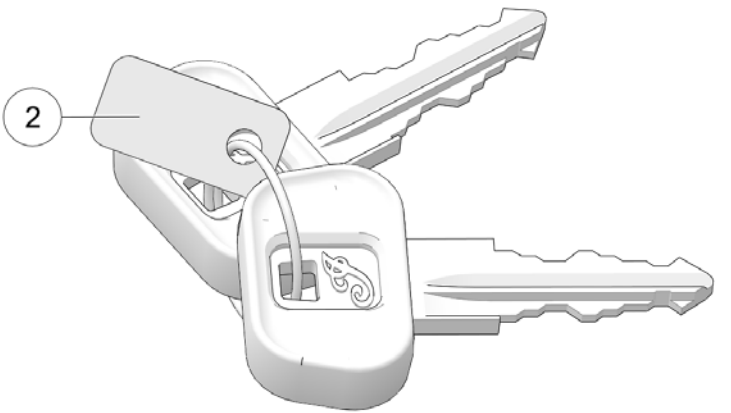
ENGINE IDENTIFICATION NUMBER

The engine number ① is stamped into the bottom of the left crankcase near the side-stand.



KEY IDENTIFICATION NUMBER

The key identification number ② is stamped on the metal key tag attached to the key ring. If it becomes necessary to replace the ignition key for any reason, provide the key number to your INDIAN dealer.



For International Models Only: If you need to replace the ignition key for any reason, order Kit Part Number 4016936 from your INDIAN dealer.

SAFETY

ABOUT THE RIDER'S MANUAL

⚠ WARNING

Failure to follow all recommended precautions and procedures could result in serious injury or death. Always heed all safety precautions and follow all operation, inspection and maintenance procedures outlined in this manual.

All references to RIGHT, LEFT, FRONT or REAR are from the operator's perspective when seated in a normal riding position. If you have questions about the operation or maintenance of your motorcycle after you've read this manual, please see your authorized dealer. To locate the nearest authorized INDIAN MOTORCYCLE dealer, visit the INDIAN MOTORCYCLE web site at ***www.indianmotorcycle.com***.

Carefully read and understand the information found in the *Safety* section beginning on this page. To keep your motorcycle in peak condition on the road or in storage, understand and follow the procedures outlined in the *Maintenance* section beginning on page 60.

Bring the manual along when you ride. Following the precautions and procedures in the manual will add to your enjoyment and help keep you safe. If you lose or damage this manual, please purchase a new one through any authorized INDIAN MOTORCYCLE dealer. This rider's manual should be considered part of the motorcycle and should remain with the motorcycle when ownership changes.

SAFE RIDING PRACTICES

⚠ WARNING

Improper use of this motorcycle can result in serious injury or death. To minimize the risk, read and understand the information contained in this section before operating the motorcycle. This section contains safety information specific to the INDIAN MOTORCYCLE, as well as information about general motorcycle safety. Anyone who rides the motorcycle (operators and passengers) must follow these safety precautions.

MOTORCYCLING HAS INHERENT RISKS

You can minimize those risks, but you can't eliminate them completely. Even if you're an experienced motorcycle operator or passenger, read all of the safety information in this manual before operating the motorcycle.

- Take a rider education course from a qualified instructor. The course will help you develop or refresh your expertise in safe riding habits through instruction and riding.
- Read and understand all information in this rider's manual.
- Observe all maintenance requirements specified in this manual. See the *INDIAN MOTORCYCLE Service Manual* or an authorized INDIAN MOTORCYCLE dealer.

DESIGN CHARACTERISTICS AFFECT HOW YOU SHOULD RIDE THE MOTORCYCLE

- The motorcycle is designed for on-road use with one rider (and one passenger if the motorcycle is equipped with a passenger seat and pegs). *Never exceed the GVWR or the GAWR*. Refer to the *Specifications* chapter, or the Manufacturing Information/VIN label on the motorcycle frame for model-specific information.
- Riding off-road, riding with more than one passenger, or carrying weight exceeding the maximum weight rating can make handling difficult, which could cause loss of control.
- During the first 500 miles (800 km) of operation, follow all break-in procedures as outlined on page 49. Failure to do so can result in serious engine damage.
- If your motorcycle is equipped with saddlebags, a windshield or a passenger backrest, be prepared to reduce operating speed to maintain stability.

FOLLOW THESE GENERAL SAFE RIDING PRACTICES

- Before each ride, perform the pre-ride inspections. Failure to do so may result in damage to the motorcycle or an accident.
- Until you're thoroughly familiar with the motorcycle and all of its controls, practice riding where there is little or no traffic. Practice riding at a moderate speed on various road surfaces and in different weather conditions.
- Know your skills and limits, and ride within them.
- Allow only licensed, experienced operators to ride your motorcycle, and then only after they have become familiar with its controls and operation. Make sure all riders read and understand this rider's manual before riding.
- Do not ride when you're fatigued, ill or under the influence of alcohol, prescription drugs, over-the-counter drugs or any other drugs. Fatigue, illness, alcohol and drugs can cause drowsiness, loss of coordination and loss of balance. They can also affect your awareness and judgment.
- If your motorcycle operates abnormally, correct the problem immediately. See the *INDIAN MOTORCYCLE Service Manual* or an authorized INDIAN MOTORCYCLE dealer or other qualified dealer.
- Ride defensively, as if you are invisible to other motorists, even in broad daylight. *A motorist's failure to see or recognize a motorcycle is the leading cause of automobile/motorcycle accidents*. Ride where you're clearly visible to other motorists, and observe their behavior carefully.
- Be especially cautious at intersections, as these are the most likely places for an accident.
- To prevent loss of control, keep your hands on the handlebars and your feet on the footrests.
- Be aware that a highway bar is not designed to protect the rider from injury in a collision.
- Obey the speed limit and adjust your speed and riding technique based on road, weather and traffic conditions. As you travel faster, the influence of all other conditions increases, which can affect the motorcycle's stability and increase the possibility of losing control.

- Do not move or operate the motorcycle with the steering locked (if equipped), as the severely restricted steering could result in loss of control.
- Reduce speed when:
  - The road has potholes or is otherwise rough or uneven.
  - The road contains sand, dirt, gravel or other loose substances.
  - The road is wet, icy or oily.
  - The road contains painted surfaces, manhole covers, metal grating, railway crossings or other slippery surfaces.
  - The weather is windy, rainy or otherwise causing slippery or rapidly changing conditions.
  - Traffic is heavy, congested, not allowing sufficient space between vehicles or otherwise not flowing smoothly.
  - You are being passed in either direction by a large vehicle that may produce a wind blast in its wake.
- When approaching a curve, choose a speed and lean angle that allows you to pass through the curve in your own lane without applying the brakes. Excessive speed, improper lean angle or braking in a curve can cause loss of control.
- Ground clearance is reduced when the motorcycle leans. Do not allow components to contact the road surface when leaning the motorcycle in a curve, as this could cause loss of control.
- Do not tow a trailer. Towing a trailer can make the motorcycle hard to handle.
- Retract the sidestand fully before riding. If the sidestand is not fully retracted, it could contact the road surface and cause loss of control.
- To maximize braking effectiveness, *use the front and rear brakes together.* Be aware of the following braking facts and practices:
  - The rear brake provides 40% of the motorcycle's stopping power, at most. Use the front and rear brakes together.
  - To avoid skidding, apply the brakes gradually when the road is wet or rough, or contains loose or other slippery substances.
  - If possible, avoid applying the brakes while making a turn. Motorcycle tires have less traction during turns, so braking will increase the possibility of skidding. Bring the motorcycle to the upright position before applying the brakes.
  - With new pads and rotors, allow up to 250 miles (500 km) of operation in urban driving conditions (not highway cruising) to allow pads to mate with new rotors. Brakes should be used frequently. During this time brake performance will be less effective. Avoid using brakes harshly unless in an emergency. Brake efficiency will gradually increase during this seating period.

CARRYING A PASSENGER

⚠ WARNING

Do not carry a passenger unless the motorcycle is equipped with passenger seat and passenger footrests.

- Do not exceed the GROSS VEHICLE WEIGHT RATING (GVWR) or the GROSS AXLE WEIGHT RATING (GAWR) for your motorcycle.. Refer to the *Specifications* section of this manual or the Manufacturing Information/VIN label on the motorcycle frame for model-specific information.
- Direct the passenger to hold onto you or to the passenger hand strap with both hands and to keep both feet on the passenger footrests. Do not carry a passenger who cannot place both feet firmly on the passenger footrests. A passenger who is not holding on properly, or who cannot reach the passenger footrests, can shift their body erratically, which can make the motorcycle hard to handle and cause loss of control.
- Before riding, be sure your passenger knows safe riding procedures. Discuss any safety information unfamiliar to your passenger. A passenger who is unaware of safe riding procedures may distract you or make movements that make the motorcycle hard to handle.
- Adjust your riding style to compensate for the differences in handling, acceleration and braking caused by the additional weight of the passenger. Failure to do so can cause loss of control.
- For riding comfort and to ensure proper ground clearance, adjust rear shock preload.

ANTI-LOCK BRAKE SYSTEM RESPONSE (IF EQUIPPED)

When the anti-lock brakes engage during a braking event, the rider will feel pulsing at the brake levers. *Continue to apply steady pressure to the brakes for the best stopping performance.*

PROTECTIVE APPAREL

IMPORTANT

Wear protective apparel to decrease the risk of injury and increase riding comfort.

- Always wear a helmet that meets or exceeds established safety standards. Approved helmets in the USA and Canada bear a U.S. Department of Transportation (DOT) label. Approved helmets in Europe, Asia and Oceania bear the ECE 22.05 label. The ECE mark consists of a circle surrounding the letter E, followed by the distinguishing number of the country which has granted approval. The approval number and serial number will also be displayed on the label. Laws in some areas *require* that you wear an approved helmet. Head injuries are the leading cause of fatalities in accidents involving motorcycles. Statistics prove that an approved helmet is the most effective protection in preventing or reducing head injuries. The helmet should fit snugly, be securely fastened, have no obvious defects, and have not previously been involved in an accident/crash.
- Wear eye protection to protect eyes from wind or airborne particles and objects. Wearing a face shield can help protect your face in an accident/crash and protect face from wind or airborne particles or objects. Laws in some areas *require* that you wear eye protection. We recommend that you wear approved Personal Protective Equipment (PPE) bearing markings such as VESC 8, V-8, Z87.1, or CE. Make sure protective eyewear is kept clean.
- All riders should wear bright or light-colored and/or reflective clothing to improve visibility to other motorists. *A motorist's failure to see or recognize a motorcycle is the leading cause of automobile/motorcycle accidents.*
- Wear gloves, a jacket, heavy boots and long pants to prevent or reduce injury from abrasions, lacerations or burns should the motorcycle fall. Wear boots with low heels, as high heels can catch on pedals or footrests. The combination of boots and pants should completely cover legs, ankles and feet, protecting skin from engine and exhaust system heat.
- Do not wear loose, flowing clothing or long boot laces, as they can catch on handlebars, levers or footrests, or they can become entangled in the wheels, causing loss of control and serious injury.

USE OF ACCESSORIES

Because INDIAN MOTORCYCLE cannot test and make specific recommendations concerning every accessory or combination of accessories sold, the operator is responsible for determining that the motorcycle can be safely operated with any accessories or additional weight. Use the following guidelines when choosing and installing accessories:

- Do not install accessories that impair operator visibility or the stability, handling or operation of the motorcycle. Before installing an accessory, be sure that it does not:
  - reduce ground clearance when the motorcycle is either leaned or in a vertical position;
  - limit suspension or steering travel or your ability to operate controls;
  - displace you from your normal riding position;
  - obscure lights or reflectors.
- Bulky, heavy or large accessories can cause instability (due to the lifting or buffeting effects of wind) and loss of control.

- Do not install electrical accessories that exceed the capacity of the motorcycle's electrical system. Never install higher wattage light bulbs than those supplied as original equipment. An electrical failure could result and cause hazardous loss of engine power or lights, or damage to the electrical system. See the Electrical Precautions section for details.
- Use only genuine INDIAN MOTORCYCLE accessories designed for your model.
- Do not exceed the GROSS VEHICLE WEIGHT RATING (GVWR) or the GROSS AXLE WEIGHT RATING (GAWR) for your motorcycle.

MODIFICATIONS

Modifying the motorcycle by removing any equipment or by adding equipment not approved by the manufacturer may void your warranty. Some modifications may not be legal in your area of operation. If in doubt, contact your authorized INDIAN MOTORCYCLE dealer.

⚠ CAUTION

Modifications could make the motorcycle unsafe to ride and could result in serious injury to operator or passenger, as well as damage to the motorcycle.

PARKING THE MOTORCYCLE

When leaving the motorcycle unattended, turn the engine off. If your motorcycle is equipped with a keyed ignition, remove the ignition key to prevent unauthorized use.

Park the motorcycle where people are not likely to touch the hot engine or exhaust system or place combustible materials near these hot areas. Do not park near a flammable source such as a kerosene heater or an open flame, where hot components could ignite combustible materials.

Park the motorcycle on a firm, level surface. Sloped or soft surfaces may not support the motorcycle. If you must park on a slope or soft surface, follow the precautions outlined on page 58.

SADDLEBAGS

Whenever operating with saddlebags or while carrying cargo:

- Never ride at excessive speeds. Saddlebags and cargo, combined with the lifting or buffeting effects of wind, can make the motorcycle unstable and cause loss of control.
- Distribute weight evenly on each side of the motorcycle.
- Do not exceed the individual weight limit of each saddlebag.
- NEVER EXCEED GROSS VEHICLE WEIGHT RATING (GVWR) or the GROSS AXLE WEIGHT RATING (GAWR), regardless of whether or not the saddlebags are loaded to capacity. Exceeding the weight rating can reduce stability and handling and cause loss of control.

CARRYING CARGO

Use the following guidelines when attaching cargo or accessories to the motorcycle. Where applicable, these guidelines also refer to the contents of any accessories.

- Keep cargo and accessory weight to a minimum, and keep items as close to the motorcycle as possible to minimize a change in the motorcycle's center of gravity. Changing the center of gravity can cause loss of stability and handling and could cause loss of control.
- Do not exceed the GROSS VEHICLE WEIGHT RATING (GVWR) or the GROSS AXLE WEIGHT RATING (GAWR) for your motorcycle.
- Distribute weight evenly on both sides of the motorcycle. Maintain even weight distribution by checking accessories and cargo to make sure they're securely attached to the motorcycle before riding and whenever you take a break from riding. Uneven weight distribution or sudden shifting of accessories or cargo while you're riding may cause difficult handling, loss of control and driving hazards for other motorists (if cargo falls from the motorcycle).
- For riding comfort and to ensure proper ground clearance, adjust rear shock preload. See the Rear Shock Preload (Ride Height) Inspection section for details.
- Do not attach large or heavy cargo such as sleeping bags, duffle bags or tents to the handlebars, front fork area or front fender. Cargo or accessories placed in these areas can cause instability (due to improper weight distribution or aerodynamic changes) and could cause loss of control.
- Do not exceed the maximum cargo weight limit of any accessory (see accessory instructions and labels). Do not attach cargo to an accessory not designed for that purpose. Either circumstance could result in an accessory failure that could cause loss of control.
- Always obey posted speed limits.
- Do not attach anything to the motorcycle unless specifically designed for that purpose by INDIAN MOTORCYCLE.

TRANSPORTING THE MOTORCYCLE

If you must transport the motorcycle:

- Use a truck or trailer. Do not tow the motorcycle with another vehicle, as towing will impair the motorcycle's steering and handling.
- Position and restrain the motorcycle in an upright position.
- Do not restrain the motorcycle using the handlebars.
- Loop tiedown straps (from the front) up and over the lower triple clamp, using care to not interfere with wiring and brake lines. Place tiedowns as wide apart as possible on the truck or trailer bed for best stability.
- Do not engage the side stand during truck or trailer transportation.

FUEL AND EXHAUST SAFETY

Always heed these fuel safety warnings when refueling or servicing the fuel system.

⚠ WARNING

Gasoline is highly flammable and explosive under certain conditions.

- Always exercise extreme caution whenever handling gasoline.
- Always turn off the engine before refueling.
- Always refuel outdoors or in a well-ventilated area.
- Open the fuel cap slowly. Do not overfill the tank. Do not fill the tank neck.
- Do not smoke or allow open flames or sparks in or near the area where refueling is performed or where gasoline is stored.

⚠ WARNING

Gasoline and gasoline vapors are poisonous and can cause serious injury.

- Do not swallow gasoline, inhale gasoline vapors, or spill gasoline. If you swallow gasoline, inhale more than a few breaths of gasoline vapor, or get gasoline in your eyes, see a physician immediately.
- If gasoline spills on your skin or clothing, immediately wash it off with soap and water and change clothing.
- Exhaust gases contain carbon monoxide, a colorless, odorless gas that can cause loss of consciousness or death in a short time.
- Never start the engine or let it run in an enclosed area.
- Never inhale exhaust gases.

SAFETY MAINTENANCE

⚠ WARNING

Failure to perform safety maintenance as recommended can result in difficult handling and loss of control, which could result in serious injury or death. Always perform the safety maintenance procedures as recommended in this manual. Perform maintenance and repairs promptly. See the INDIAN MOTORCYCLE Service Manual or an authorized INDIAN MOTORCYCLE dealer or other qualified dealer.

- Before each ride, perform the *Pre-Ride Inspections*.
- Perform all periodic maintenance at the recommended intervals outlined in the *Periodic Maintenance* section.
- Always maintain proper tire pressure, tread condition and wheel and tire balance. Inspect tires regularly and replace worn or damaged tires promptly. Use only approved replacement tires. See the *Specifications* section.
- Always ensure proper steering head bearing adjustment. Regularly inspect the rear shock absorber and the front forks for fluid leaks or damage. Make any necessary repairs promptly. See page 85.
- Clean the motorcycle thoroughly to reveal items in need of repair.
- Fasteners must meet original specifications for quality, finish and type to ensure safety. Use only genuine INDIAN MOTORCYCLE replacement parts, and ensure that all fasteners are tightened to the proper torque.

ELECTROMAGNETIC INTERFERENCE

This vehicle complies with UNECE Regulation No. 10 requirements, which is equivalent to Canadian ICES-002.

GROSS VEHICLE WEIGHT RATING (GVWR)

⚠ WARNING

Exceeding the gross vehicle weight rating of your motorcycle can reduce stability and handling and could cause loss of control. NEVER exceed the GVWR of your motorcycle.

The *maximum load capacity* of your motorcycle is the maximum weight you may add to your motorcycle *without exceeding the GVWR*. This capacity is determined by calculating the difference between your motorcycle's GVWR and wet weight.

Refer to the *Specifications* section of this manual or the Manufacturing Information/VIN label on the motorcycle frame for model-specific information.

When determining the weight you will be adding to your motorcycle, and to ensure you do not exceed the maximum load capacity, include the following:

- Operator body weight
- Passenger body weight
- Weight of all rider's apparel and items in or on apparel
- Weight of any post-production accessories and their contents
- Weight of any additional cargo on the motorcycle

REPORTING SAFETY DEFECTS

If you believe that your vehicle has a defect that could result in a crash or cause injury or death, you should immediately inform the National Highway Traffic Safety Administration (NHTSA) in addition to notifying INDIAN MOTORCYCLE in writing.

If NHTSA receives similar complaints, it may open an investigation, and if it finds that a safety defect exists in a group of vehicles, it may order a recall and remedy campaign. However, NHTSA cannot become involved in individual problems between you, your INDIAN MOTORCYCLE dealer or INDIAN MOTORCYCLE.

To contact NHTSA, or obtain other information about motor vehicle safety, you may either call the Vehicle Safety Hotline toll-free at 1-888-327-4236 (TTY: 1-800-424-9153), visit the NHTSA website at www.safercar.gov, or write to:

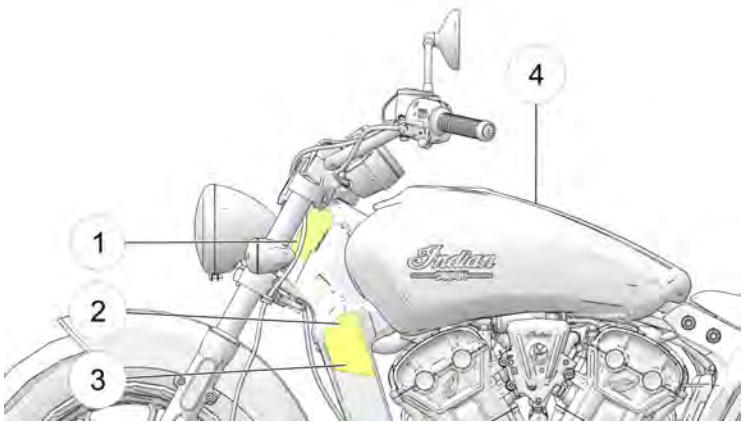
ADMINISTRATOR, NHTSA
1200 New Jersey Avenue, SE
West Building
Washington, DC 20590

REPORTING SAFETY DEFECTS (CANADA)

To report a safety defect to Transport Canada, you may either fill out an online defect complaint form at their website (English: http://www/tc/gc/ca/recalls, French: http://www.tc.gc.ca/rappels) or contact their Defect Investigations and Recalls Division by calling toll-free 1-800-333-0510 (Canada) or 819-994-3328 (Ottawa-Gatineau area / International).

SAFETY AND INFORMATION LABELS

Labels are model-specific and market-specific. Your motorcycle may not contain all of the labels shown.



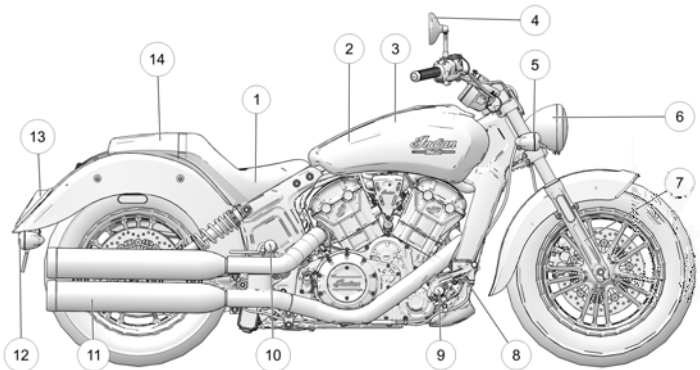
① Vehicle Identification Number (VIN) (on side of steering head)

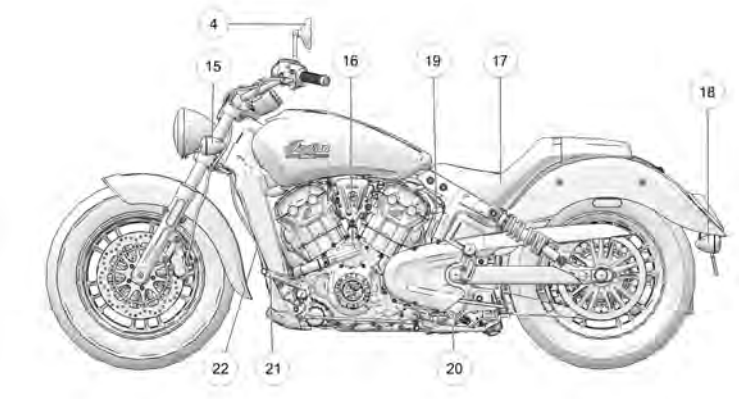
② Vehicle Emission Control Information (VECI)

③ Noise Emission Control Information (NECI)

④ Operator Warning/Fuel Recommendation

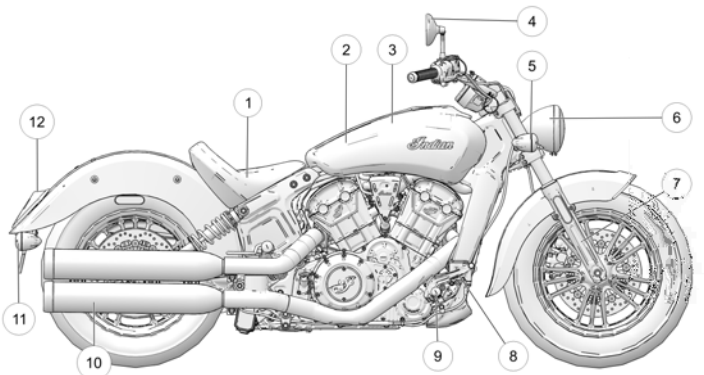
FEATURES AND CONTROLS
INDIAN SCOUT

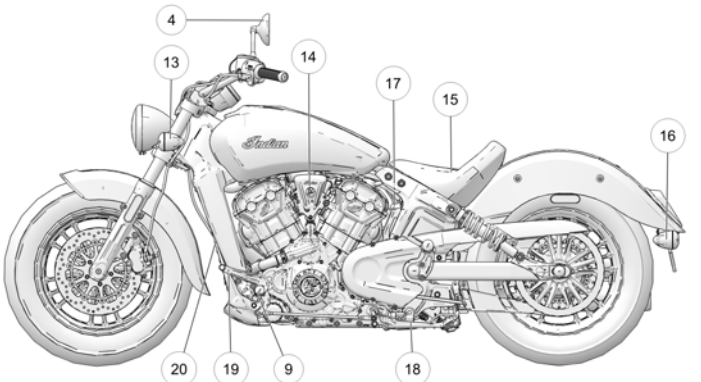




① Driver's Seat
② Air Box (under fuel tank)
③ Fuel Tank
④ Mirror
⑤ Right Front Turn Signal
⑥ Headlight
⑦ Front Fork
⑧ Rear Brake Pedal
⑨ Driver's Footrest
⑩ Passenger's Footrest
⑪ Mufflers
⑫ Rear Right Turn Signal
⑬ Tail and Brake Light
⑭ Passenger's Seat
⑮ Left Front Turn Signal
⑯ Ignition Switch
⑰ Battery (under seat)
⑱ Left Rear Turn Signal
⑲ Coolant Recovery Bottle
⑳ Side-stand
㉑ Gear Shifter
㉒ Radiator

INDIAN SCOUT SIXTY





① Driver's Seat

② Air Box (under fuel tank)

③ Fuel Tank

④ Mirror

⑤ Right Front Turn Signal

⑥ Headlight

⑦ Front Fork

⑧ Rear Brake Pedal

⑨ Driver's Footrest

⑩ Mufflers

⑪ Rear Right Turn Signal

⑫ Tail and Brake Light

⑬ Left Front Turn Signal

⑭ Ignition Switch

⑮ Battery (under seat)

⑯ Left Rear Turn Signal

⑰ Coolant Recovery Bottle

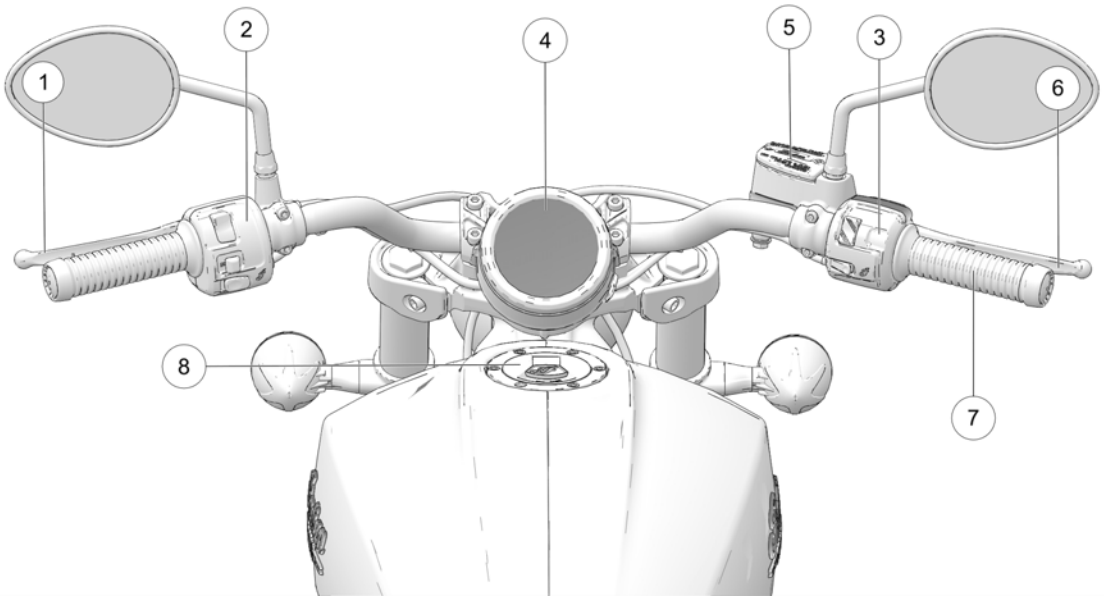
⑱ Side-stand

⑲ Gear Shifter

⑳ Radiator

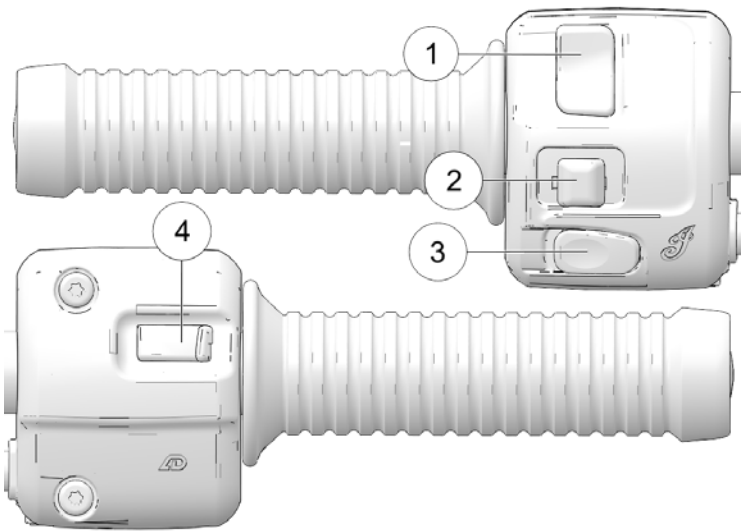
CONSOLE

① Clutch Lever
② Left Control
③ Right Control
④ Instrument Cluster
⑤ Front Brake Cylinder
⑥ Front Brake Lever
⑦ Throttle Grip
⑧ Fuel Cap



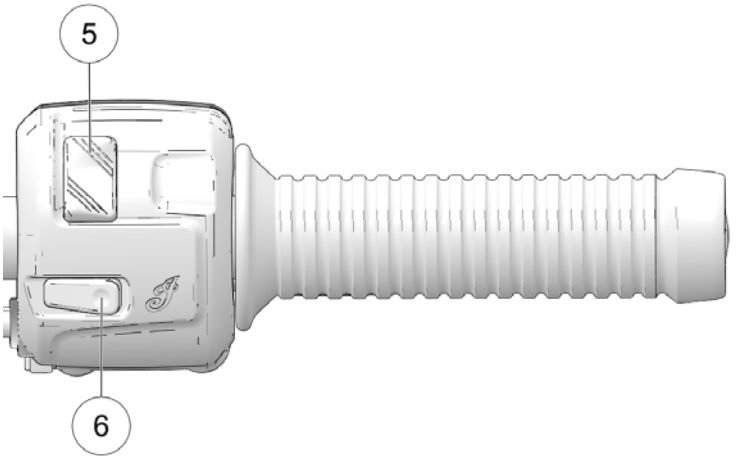
SWITCH LOCATIONS

LEFT CONTROL



① High/Low Light Switch
② Turn Signal/Hazard Warning Switch
③ Horn Switch
④ Mode Button

RIGHT CONTROL



⑤ Engine Stop/Run Switch
⑥ Engine Start Switch

SWITCH SYMBOLS

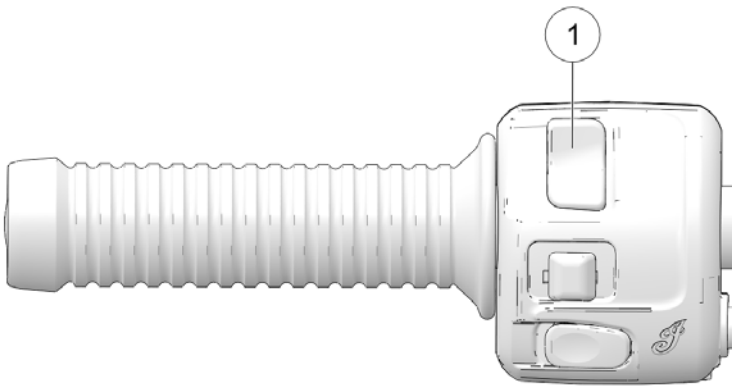
SYMBOL	SWITCH	DESCRIPTION
	Hazard Warning Flashers Switch	The hazard warning flashers switch activates and cancels the hazard warning flashers. See the **Switch Functions** section for details.
	High/Low Headlight Beam Switch	The high/low headlight beam switch toggles the headlight between high beam and low beam. See the **Switch Functions** section for details.
	Horn Switch	To sound the horn, press the horn switch.
	Turn Signal Switch	Move the switch to the left to activate the left turn signals. Move the switch to the right to activate the right turn signals. A signal will deactivate automatically when speed or distance reach predetermined levels. To cancel a signal manually, move the switch to the center position and push it inward. Momentary Feature: Move the turn signal switch left or right and hold it in that position for at least one second. The momentary feature will activate and the signal will then cancel when the switch is released. If a bulb fails, the lamp flashes at more than twice the normal rate.

SYMBOL	SWITCH	DESCRIPTION
	Stop/Run Switch	Press the bottom of the switch (RUN) to allow the engine to start and run. Press the top of the switch (STOP) to stop the engine. See the **Switch Functions** section for details.
	Starter Switch	Use the starter switch to start the engine. The engine stop/run switch must be in the RUN position. See the **Switch Functions** section for details.

SWITCH FUNCTIONS

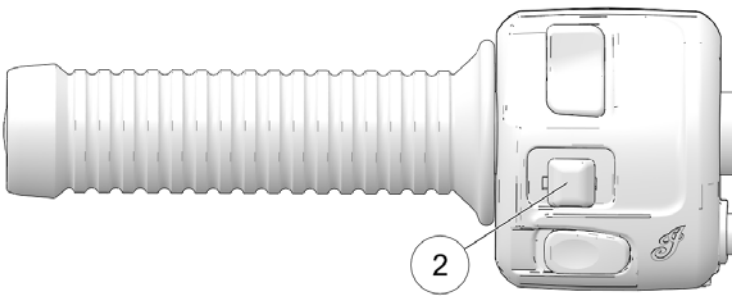
HIGH/LOW HEADLIGHT BEAM SWITCH

The high/low headlight beam switch ① toggles the headlight between high beam and low beam. To activate the high beam, press the upper portion of the switch. To activate the low beam, press the lower portion of the switch.



HAZARD SWITCH

The power switch must be ON to activate the flashers. When the flashers are active, all four turn signals flash. Flashers will continue to operate whether the power switch is in ON or PARK.

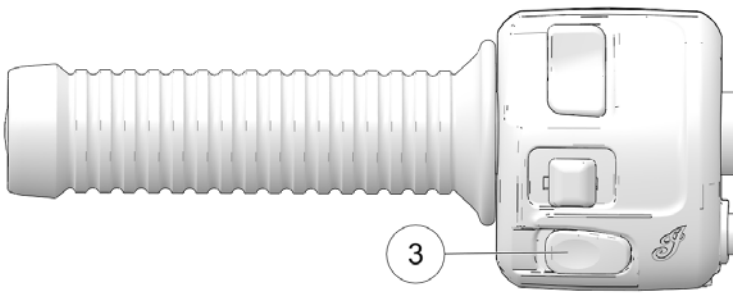


To activate the hazard switch, press on the center of the turn signal switch ②.

- Press and hold the switch to activate the flashers.
- Press the switch again to cancel the flashers.

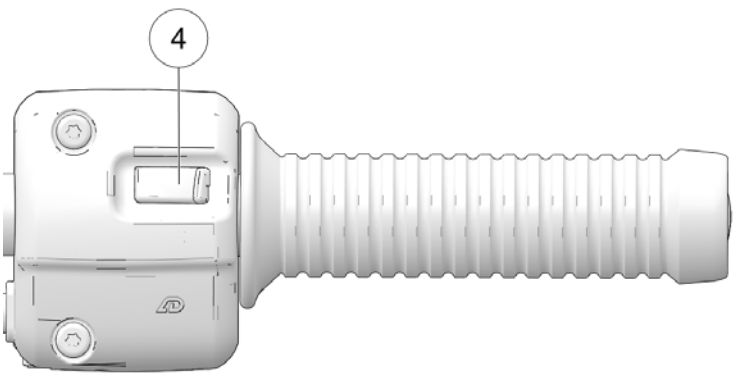
HORN SWITCH

Press the horn switch ③ to sound the horn.



MODE SWITCH

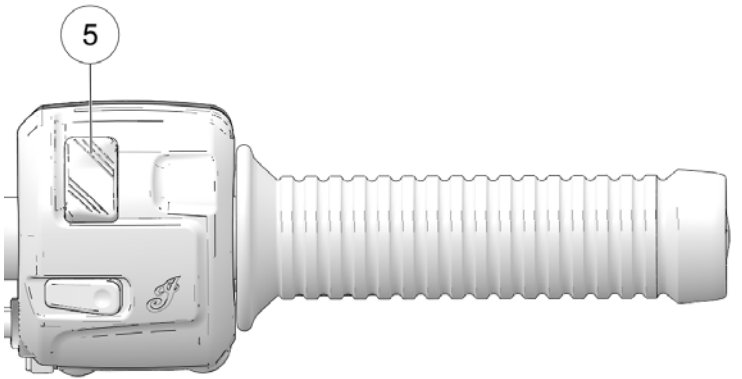
The Mode switch④ is located on the front side of the left handlebar controls. With the ignition switch on, use the MODE button to toggle through the modes of the multi-function display.



Use the Mode switch to set the display units to either standard or metric units of measurement. See the *Multi-Function Display (MFD)* section for details.

ENGINE STOP/RUN SWITCH

Use the engine stop/run switch ⑤ to turn the engine off quickly.



- Press the top of the switch (STOP) to interrupt the circuits and stop the engine. The engine should not start or run when the switch is in the STOP position.
- Press the bottom of the switch (RUN) to complete the circuits and allow the engine to start and run.

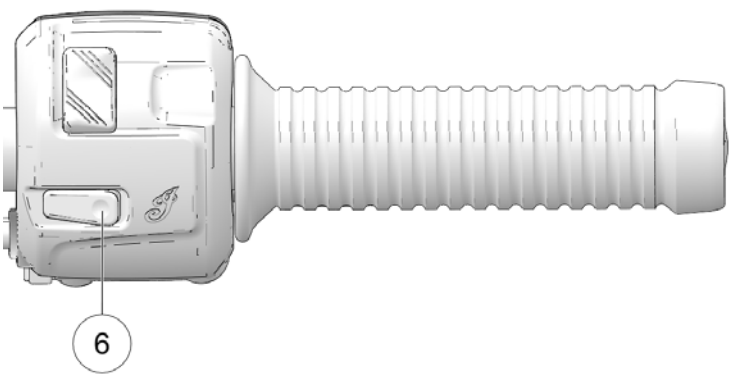
TIP

The headlights and any accessories plugged into power ports will remain on until the power switch is turned off.

ENGINE STARTER SWITCH

Read the engine starting procedures before starting the engine. See page 50.

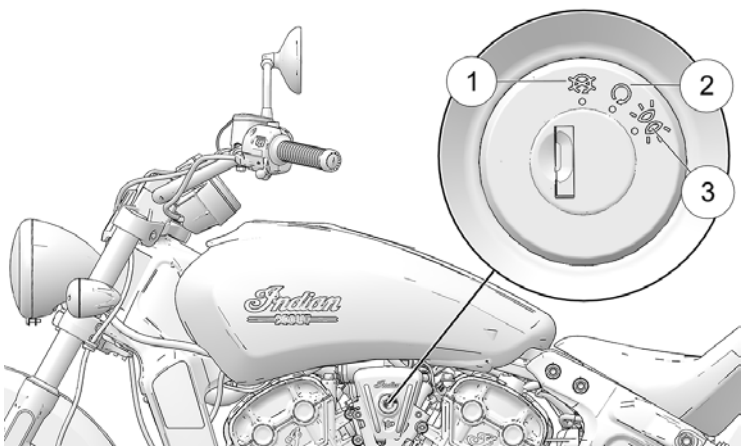
Press and release the starter switch ⑥ to start the engine. The engine stop/run switch must be in the RUN position and the transmission must be in neutral, or the clutch must be disengaged.



IGNITION/LIGHT KEY SWITCH

Motorcycle riders must remain as visible as possible at all times. To aid in this, the headlight must be on at all times while operating. The headlights automatically operate when the engine is running. Do not modify the ignition/light switch wiring to circumvent the automatic headlight feature.

The ignition/light key switch controls the electrical functions of the motorcycle. The switch is located on the ignition cover on the left side of the motorcycle.



Before starting the engine , read the instructions for starting the engine. See page 52.

Turn the ignition switch to the OFF position and remove the ignition key when leaving the motorcycle unattended.

Push the key into the ignition switch while turning it to the PARK position. In PARK, the taillight, indicator lights and license plate light illuminate. Vehicle powered accessories (if equipped) can be operated and the instrumentation is active. The ignition key can be removed.

SYMBOL	DESCRIPTION
①	OFF
②	RUN
③	PARK

INSTRUMENT CLUSTER

The instrument cluster includes the speedometer, indicator lamps and Multi-Function Display (MFD).



① Speedometer

② Indicator Lamps

③ Multi-Function Display (MFD)

SPEEDOMETER

The speedometer displays forward vehicle speed in either miles per hour or kilometers per hour.

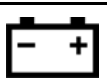
INDICATOR LAMPS

LAMP	INDICATES	CONDITION
	High Beam	The headlight switch is set to high beam. This indicator will flash if there is a problem with the low or high beam light.
	Chassis Fault	The alert symbol illuminates if a chassis fault occurs.
	Turn Signals	One arrow flashes when the corresponding turn signal is activated. Both arrows flash when the hazard signal is activated. *If there is a problem in the signal system, the lamps will flash at twice the normal rate.*
	ABS Not Activated	The indicator remains on until the anti-lock system activates, which occurs when vehicle speed exceeds 6 mph (10 km/h). When the lamp is illuminated, the anti-lock brakes will not

LAMP	INDICATES	CONDITION
		activate, but the conventional brake system will continue to operate normally.
N	Neutral	The transmission is in neutral and the power switch is ON.
	Low Fuel	This lamp illuminates when 0.5 gal (1.9 L) of fuel remains in the tank.
	Check Engine	*If this lamp illuminates while the engine is running, see your dealer promptly.* The light will remain on if the tilt sensor shuts down the engine. If abnormal sensor or engine operation is detected the light will remain on as long as the fault condition exists. Retrieve the error codes for diagnosis. See page 31.
	Engine Overheat	The engine overheat light will illuminate when the engine temperature exceeds normal operating temperature.

LAMP	INDICATES	CONDITION
MPH	Vehicle Speed	When standard mode is selected, speed displays in miles per hour.
km/h		When metric mode is selected, speed displays in kilometers per hour.

MFD TELL-TALES

LAMP	INDICATES	CONDITION
	Low Oil Pressure	The Low Oil Pressure lamp illuminates when oil pressure drops below a safe operating pressure while the engine is running. If this lamp illuminates while the engine is running above idle speed, turn the engine off as soon as safely possible and check the oil level. *If the oil level is correct and the lamp remains on after the engine is restarted, turn the engine off immediately. See your dealer.*
	Battery Voltage	The Battery Voltage lamp illuminates if high or low battery voltage is detected, or if there is a charging system fault. Turn non-essential accessories off to

LAMP	INDICATES	CONDITION
		conserve power. Make sure the charging system is operating properly. See page 116.
MPH	Vehicle Speed	When standard mode is selected, speed displays in miles per hour.
km/h		When metric mode is selected, speed displays in kilometers per hour.

MULTI-FUNCTION DISPLAY MODES

With the ignition switch on, use the right-hand trigger switch to toggle through the modes of the multi-function display and to change settings in the display.

The following display modes are available:

- Odometer
- Trip Odometer
- Engine Speed
- Gear Indicator
- Battery Voltage
- Engine Error Codes

ODOMETER

The odometer displays total distance traveled.

TRIP ODOMETER

The trip odometer displays total distance traveled since being reset. To reset, toggle to the trip odometer, then press and hold the MODE button until the trip odometer resets to zero.

ENGINE SPEED

Engine speed displays in revolutions per minute (RPM).

GEAR INDICATOR

The vehicle's current gear position is displayed on the MFD.

BATTERY VOLTAGE

Battery voltage displays real-time, regulated charge voltage supplied to the battery. The voltage level may fluctuate depending on electrical load and engine RPM.

DISPLAY UNITS (STANDARD / METRIC)

The display can be changed to display either standard or metric units of measurement.

	STANDARD DISPLAY	METRIC DISPLAY
Distance	Miles	Kilometers
Temperature	Fahrenheit	Celsius
Time	12-Hour Clock	24-Hour Clock

1. Turn the ignition off.
2. Wait 10 seconds.
3. Press and *hold* the left-hand trigger switch while turning the key to the ON or PARK position.
4. When the display flashes the distance setting, tap the left-hand trigger switch to advance to the desired setting.
5. Press and *hold* the left-hand trigger switch to save the setting and advance to the next display option.
6. Repeat the procedure to change remaining display settings.

CLOCK

NOTICE

The clock must be reset any time the battery has been disconnected or discharged.

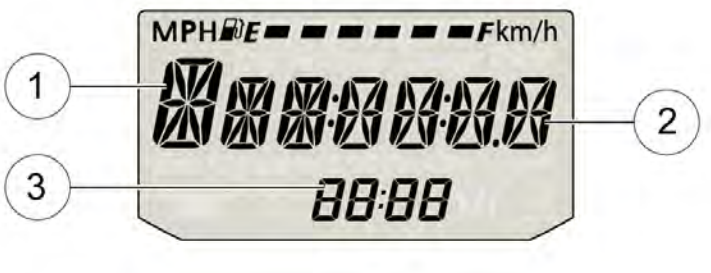
1. Use the left-hand trigger switch to toggle to the odometer display.
2. Press and *hold* the left-hand trigger switch until the hour segment flashes. Release the switch.
3. With the segment flashing, tap the left-hand trigger switch to advance to the desired setting.
4. Press and *hold* the left-hand trigger switch until the next segment flashes. Release the switch.
5. Repeat steps 3 and 4 twice to set the 10-minute and 1-minute segments. After completing the 1-minute segment, step 4 will save the new settings and exit the clock mode.

ENGINE ERROR CODES

The error screen displays only when the CHECK ENGINE light is on or when it goes on and off during one ignition cycle. Error codes display only during the current ignition cycle. When the ignition switch is turned OFF, the code and message is lost, but will reappear if the fault reoccurs after restarting the engine.

If the CHECK ENGINE indicator lamp illuminates, retrieve the error codes from the display.

1. If the error codes are not displayed, use the left-hand trigger switch to toggle until "Ck ENG" displays on the main line of the display.
2. Press and hold the left-hand trigger switch to enter the diagnostics code menu.
3. Record the three numbers displayed in the gear position, clock and odometer displays.
4. See an authorized dealer for code details and diagnosis.



① Error Code Number (0–9)

② Suspect Parameter Number (SPN)

③ Failure Mode Indicator (FMI)

DIAGNOSTIC FUNCTIONALITY

Certain conditions will cause the battery indicator to illuminate and an error message to display in the screen. If this occurs, please see your authorized dealer.

MESSAGE	LOCATION	INDICATES
LO	DC Voltage Screen	Voltage remains below 11.0 volts for more than 10 seconds
OV	DC Voltage Screen	Voltage remains above 15.0 volts for more than 10 seconds
ERROR	All	Checksum error (gauge malfunction)

OVER TEMPERATURE DISPLAY AND WARNING INDICATOR

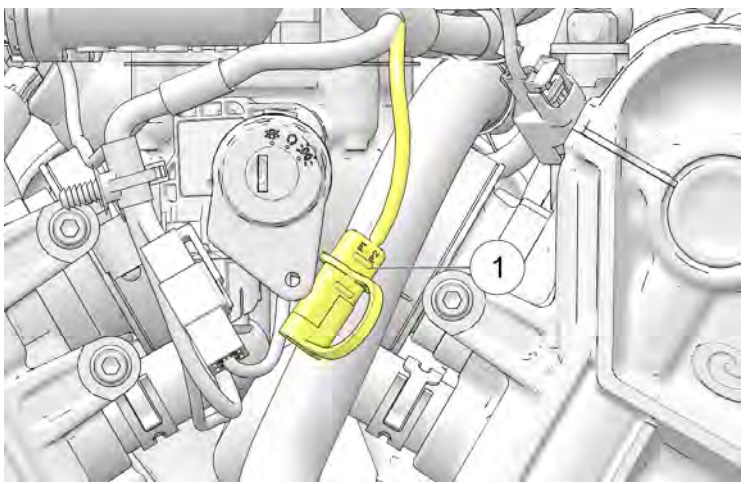
If the engine coolant temperature approaches unsafe operating conditions while the engine is running, the engine overheat indicator will illuminate and the current engine coolant temperature will display on the MFD. Stop the engine as soon as safely possible. Check the coolant level. Check the radiator for debris. Check cooling fan operation. If the warning continues to display after restarting the engine, stop the engine immediately

BATTERY CHARGE PORT/HEATED GEAR PLUG

The Battery Charge Port/Heated Gear plug① is located behind the ignition switch cover.

⚠ CAUTION

Wait until engine components have cooled before handling the gear plug.



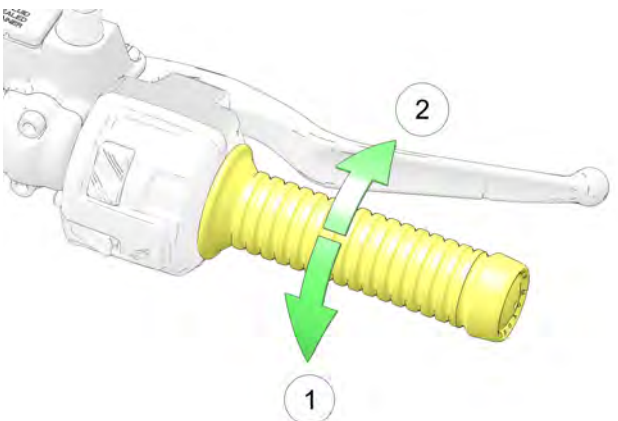
THROTTLE CONTROL GRIP

The throttle control grip is located on the right handlebar. Use the throttle control grip to control engine speed.

While seated in the proper riding position:

- Roll the grip rearward ① to open the throttle (increase engine speed and power).
- Roll the grip forward ② to close the throttle (decrease engine speed and power).

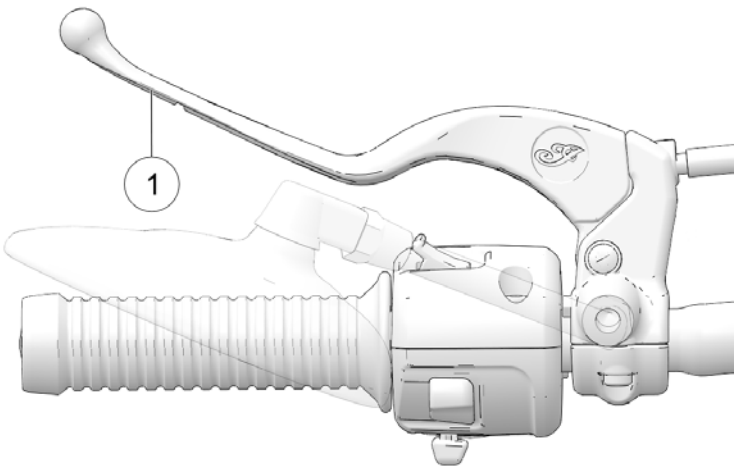
The control grip is spring loaded. When you release the grip, the throttle returns to the idle position.



CLUTCH LEVER

The clutch lever ① is located on the left handlebar. Disengage the clutch before shifting gears. For smooth clutch operation, pull the lever quickly and release it in a brisk but controlled manner.

- To disengage the clutch, pull the lever toward the handlebar.
- To engage the clutch, release the lever in a brisk but controlled manner.



MIRRORS

IMPORTANT
Repositioning the side mirrors to the "down" position may result in scratching or damage to fuel tank/badge finish if not properly adjusted.

Your vehicle is equipped with convex mirrors. Objects seen in a mirror may be closer than they appear. Always adjust mirrors before riding.

To adjust the mirrors, sit on the motorcycle in the anticipated riding position. Adjust the mirrors so that you can see a small portion of your shoulders in each mirror.

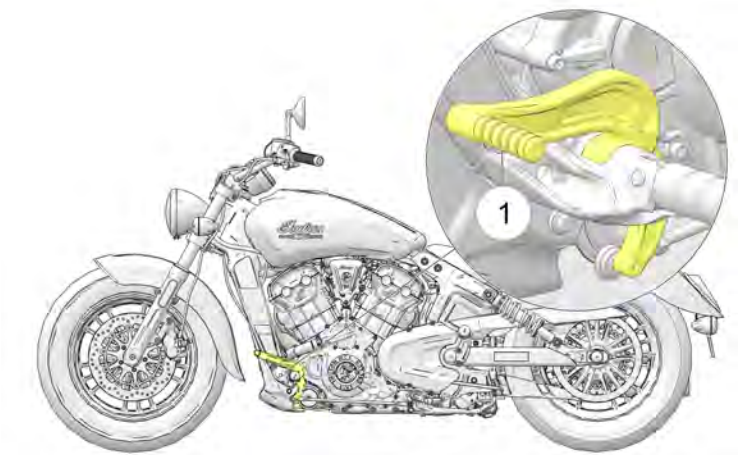
FEELER PEGS

Your bike is equipped with small feeler pegs extending from the end of both footpegs to help protect against damage. A wear notch has been etched near the base of both feeler pegs. Once either feeler peg has been eroded up to the wear notch, a replacement feeler peg is recommended.

GEAR SHIFT LEVER

The gear shift lever ① is located on the left side of the motorcycle. Operate the lever with your foot.

- Press downward on the toe lever to shift to a lower gear.
- Lift upward on the toe lever to shift to a higher gear.
- Release the lever after each gear shift.
- See page 54 for gear shifting procedures.



SIDESTAND

International models have been equipped with sidestands that have safety switches to prevent operation of the motorcycle if the sidestand is deployed.

⚠ WARNING

An improperly retracted sidestand could contact the ground and cause a loss of control resulting in serious injury or death. Always retract the sidestand fully before operating the motorcycle.

To park the motorcycle, swing the end of the sidestand downward and away from the motorcycle until it is fully extended. Always turn the handlebars to the left for maximum stability. Lean the motorcycle to the left until the sidestand firmly supports the motorcycle.

⚠ CAUTION

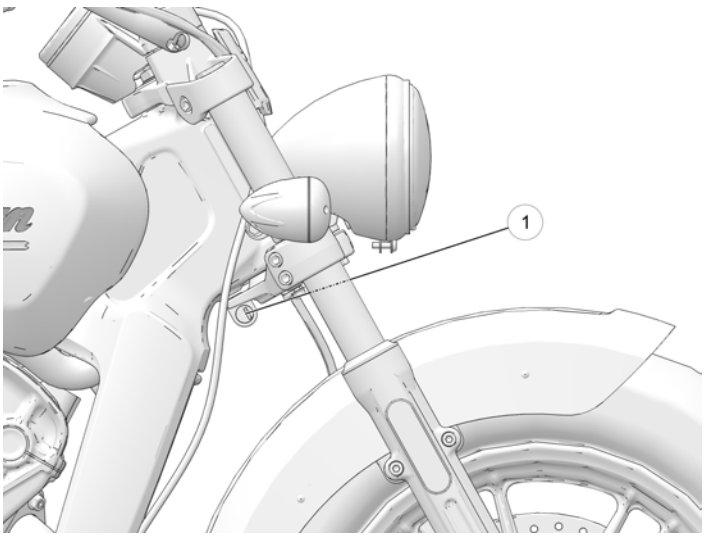
If the motorcycle weight is not resting on the sidestand, it will not lock. In this situation, any movement of the motorcycle could cause the sidestand to retract slightly. If the sidestand is not in the full forward position when the motorcycle weight is rested on it, the motorcycle could fall over, possibly causing injury and damage to the motorcycle.

To retract the sidestand, straddle the motorcycle and bring it to the fully upright position. Swing the end of the sidestand upward and toward the motorcycle until it is fully retracted.

See page 58 for parking instructions, including parking on slopes and soft surfaces.

STEERING LOCK (IF EQUIPPED)

To lock the steering, park the motorcycle and turn the engine off. Turn the handlebars fully to the left. Place the ignition key in the steering lock ① and turn the key counter-clockwise to lock the forks. Remove the key.



⚠ WARNING

Do not move or operate the motorcycle with the steering locked, as the severely restricted steering could result in loss of control.

BRAKES

ANTI-LOCK BRAKE SYSTEM (ABS) (IF EQUIPPED)

The anti-lock brake system automatically reduces or increases brake pressure as needed to provide optimum braking control, reducing the chance of wheel lock-up during hard braking events or when braking on rough, uneven, slippery or loose surfaces. See the Safe Riding Practices starting page 9.

The anti-lock brake system cannot be turned off. The ABS indicator always illuminates when vehicle power is turned on. It remains illuminated until the anti-lock system activates, which occurs when vehicle speed exceeds 6 mph (10 km/h). When the lamp is illuminated, the anti-lock brakes will not activate, but the conventional brake system will continue to operate normally. When the anti-lock brakes engage during a braking event, the rider will feel pulsing at the brake levers. *Continue to apply steady pressure to the brakes for the best stopping performance.*

NOTICE

If the ABS light does not come on when the key is turned to the ON or PARK position, see your authorized INDIAN MOTORCYCLE dealer for service.

NOTICE

If the lamp continues to illuminate after vehicle speed exceeds 6 mph (10 km/h), the ABS system is not functioning. See your INDIAN MOTORCYCLE dealer promptly for service.

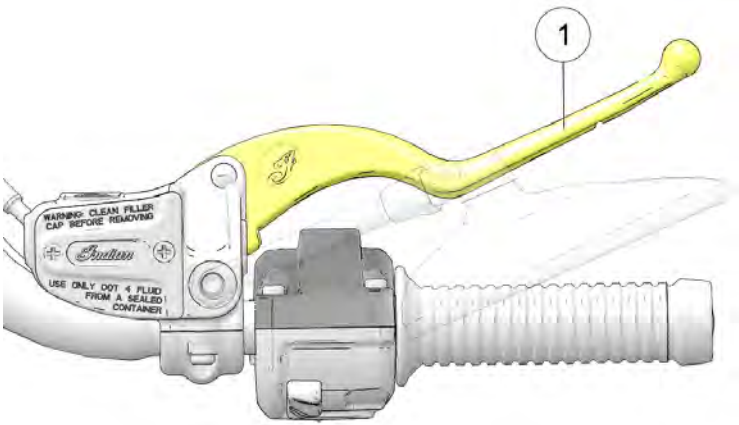
Operating with non-recommended tires or improper tire pressure may reduce the effectiveness of the anti-lock brake system. Always use the recommended size and type of tires specified for your vehicle. Always maintain the recommended tire pressure. The anti-lock brake system will not prevent wheel lockup, loss of traction or loss of control *under all conditions.* Always adhere to all safe motorcycle-riding practices as recommended. It is not unusual to leave tire marks on the road surface during a hard braking event.

The anti-lock brake system does not compensate for or reduce the risks associated with:

- excessive speed
- reduced traction on rough, uneven or loose surfaces
- poor judgment
- improper operation

FRONT BRAKE LEVER

The front brake lever ① is located on the right handlebar. This lever controls only the front brakes. The front brakes should be applied simultaneously with the rear brakes. To apply the front brake, pull the lever toward the handlebar. See page 57 for braking procedures.

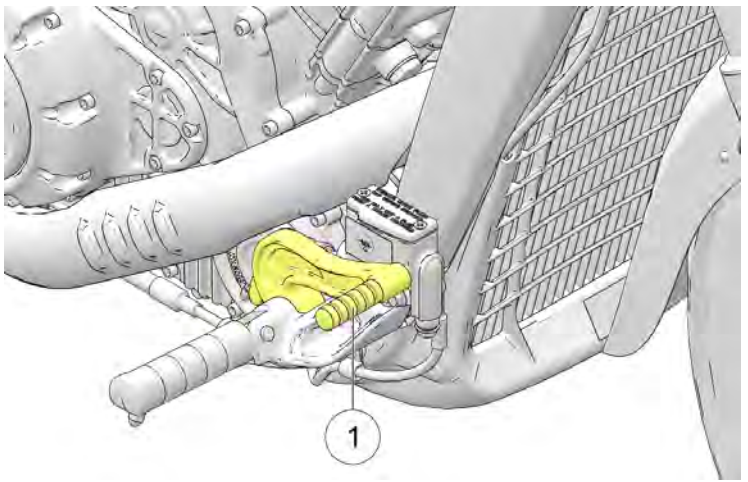


REAR BRAKE PEDAL

The rear brake pedal ① is located on the right side of the motorcycle. Press downward on the rear brake pedal to apply the rear brake.

⚠ WARNING

Resting your foot on the brake pedal will cause excessive and premature wear of brake pads and reduced braking efficiency, which could result in serious injury or death.



See page 57 for braking procedures.

PRE-RIDE INSPECTIONS

OVERVIEW

To keep your motorcycle in safe operating condition, always perform the recommended pre-ride inspections before each ride. This is especially important before making a long trip and when removing the motorcycle from storage.

⚠ WARNING

Failure to perform the recommended pre-ride inspections could result in component failure while riding, which could result in serious injury or death. Always perform the preride inspections before each ride. When inspection reveals the need for adjustment, replacement or repair, perform the service promptly, or see your authorized INDIAN MOTORCYCLE dealer or other qualified dealer for service.

⚠ WARNING

Read the entire Instruments, Features and Controls section of this manual before riding your motorcycle. A complete understanding of the features and capabilities of your motorcycle is essential to its safe operation. Anything less may result in serious injury or death.

You must be familiar with all instruments and controls to perform the pre-ride inspections.

NOTICE

During the pre-ride inspections you may use products that are potentially hazardous, such as oil or brake fluid. When using any of these products, always follow the instructions and warnings on the product packaging.

When inspections reveal the need for adjustment, replacement or repair:

- refer to the maintenance section of this manual
- refer to the INDIAN MOTORCYCLE Service Manual
- or see your authorized INDIAN MOTORCYCLE dealer or other qualified dealer

ELECTRICAL INSPECTIONS

Turn the ignition key to the ON position and move the stop/run switch to RUN before performing the following electrical inspections. Return the ignition key to the OFF position after completing these inspections. If inspection of any electrical item reveals component failure, repair or replace the component before operating the motorcycle.

ITEM	INSPECTION PROCEDURE
Headlamp	The headlights automatically operate whenever ignition switch is in ON position. Once headlamp illuminates, switch to high beam. Verify that the high beam indicator comes on and that lamp brightness increases.
Taillight/-Brakelight	Verify that the taillight and license plate light illuminate. Verify that the taillight lamps increase in brightness when the front brake lever is applied and also when the rear brake pedal is applied.
Turn Signals	Move the turn signal switch to the left. Verify that front and rear left turn signals flash, as well as the corresponding light on the indicator panel. Move the switch to the center position and push it inward to cancel the signal. Verify that the signals and the indicator light stop flashing. Repeat the procedure for the right turn signals.
Hazard Warning Flashers	Press and hold the hazard warning flashers switch for 1-2 seconds to activate the hazard warning flashers. Verify that all four turn signals flash, as well as the lamps on the indicator panel. Turn the hazard warning flashers off. Verify that all signals and indicator lamps stop flashing.
Horn	Press the horn switch. Verify that the horn sounds loudly.
Neutral Indicator	Place the transmission in neutral. Verify that the neutral indicator lamp illuminates and that the letter "N" displays in the gear position display.

ITEM	INSPECTION PROCEDURE
Low Oil Pressure Indicator	Start the engine. Verify that the low oil pressure indicator is not illuminated.
Engine Stop/Run Switch	Start the engine. Move the stop/run switch to the STOP position. Verify that the engine stops. Attempt to restart the engine to verify that the engine WILL NOT start.

GENERAL INSPECTIONS

ITEM	INSPECTION PROCEDURE
Engine Oil	Check the oil level. See page 41.
Fuel	Check the fuel level. See page 46.
Coolant Level	Check the coolant level in the recovery bottle. See page 66.
Fluid Leaks	Check the vehicle and the ground/floor for any fuel, oil, coolant or hydraulic fluid leaks.
Tires	Inspect condition, pressure and tread depth. See page 42.
Brake Operation	Inspect pedal and lever movement.
Brake Fluid Levels	Check front and rear brake fluid levels.
Brake Compo-nents	Inspect hoses and connections.
Throttle	Inspect hand grip and throttle movement.

ITEM	INSPECTION PROCEDURE
Clutch	Check lever operation and freeplay.
Front Suspension	Check for leaks, debris and damage.
Steering	Check for smooth operation by turning handlebars full left and full right.
Rear Suspension	Check mounting and inspect for leaks.
Rear Drive Belt	Check for wear or damage. See page 81.
Sidestand	Verify smooth operation, inspect pivot bolt and spring.
Fasteners	Inspect for loose, damaged or missing fasteners.
Mirrors	Adjust for proper rear view.

ENGINE OIL LEVEL

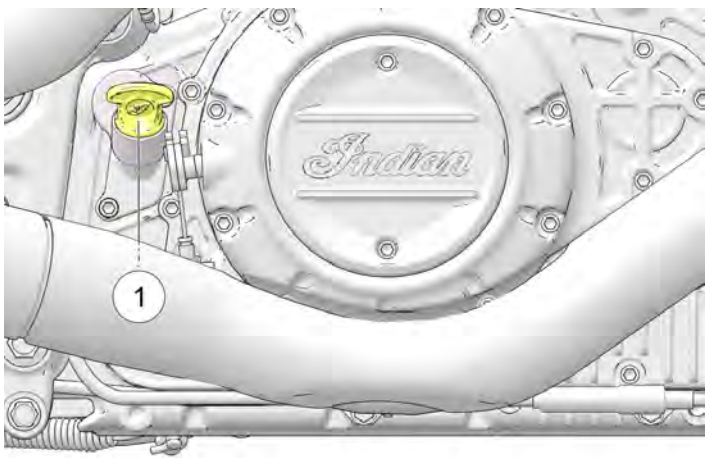
With the semi-dry sump lubrication system, the engine oil level on the dipstick will fluctuate, depending on the motorcycle's position and engine temperature when checked. To ensure a proper reading of the engine oil level, follow all inspection procedures closely.

⚠ WARNING

Operating with insufficient, deteriorated or contaminated engine oil will cause accelerated wear and may result in engine or transmission seizure, which could result in loss of control and serious injury or death. Check the oil level frequently.

Always check the oil after running a cold engine at idle for 30 seconds. The oil fill/dipstick is located on the right side of the motorcycle. Always use the recommended oil. See page 130.

1. Position the motorcycle on level ground in the fully upright and centered position.
2. Start the engine (from cold) and allow it to idle for 30 seconds. Stop the engine.
3. Remove the dipstick ① and wipe it clean.



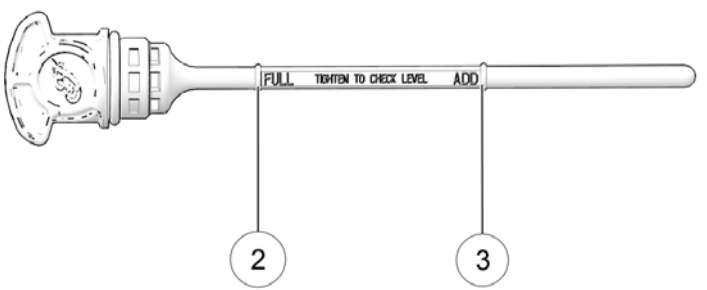
4. Thread the dipstick until fully seated.

5. Remove the dipstick and view the oil level.

NOTICE
Do not overfill. Overfilling can result in loss of engine performance and an oil-saturated air filter. Use a suction device to remove excess oil if overfilled.

6. Add the recommended oil as needed to bring the level to the FULL mark on the dipstick. Verify the level on the dipstick.

NOTICE
The approximate volume between the FULL ② and ADD ③ marks on the dipstick is 16 fl oz (.45 L).



7. Reinstall the dipstick securely.

TIRES

⚠ WARNING
Operating the motorcycle with incorrect tires, incorrect tire pressure or excessively worn tires could cause loss of control or accident. Under inflation can cause a tire to overheat and result in a tire failure. Only use tires approved by INDIAN MOTORCYCLE for the model of the motorcycle. See your dealer for more information. Use of unapproved or an improperly mixed front and rear tire can result in decreased handling performance and stability, potentially leading to reduced control of the motorcycle. Always maintain proper tire pressure as recommended in the rider's manual and on safety labels.

TIRE PRESSURE

Improper tire pressure can result in irregular tire wear, tire failure, reduced fuel economy and a poor riding experience. It can also affect handling and stopping ability.

Slow tire pressure loss over time is normal for a functional tire. Always inspect tire pressure and condition before each ride.

Check tire pressure before riding, when the tires are cold. This will provide the most accurate reading, as riding warms the tires and increases tire air pressure. Tires remain warm for at least 3 hours after a ride. Do not adjust tire pressure immediately after riding. As tires cool, the pressure will drop and result in underinflation. Always check and adjust tire pressure when tires are cold.

Using a good quality pocket-style gauge, adjust tire pressure to the recommended pressure.

TIRE CONDITION

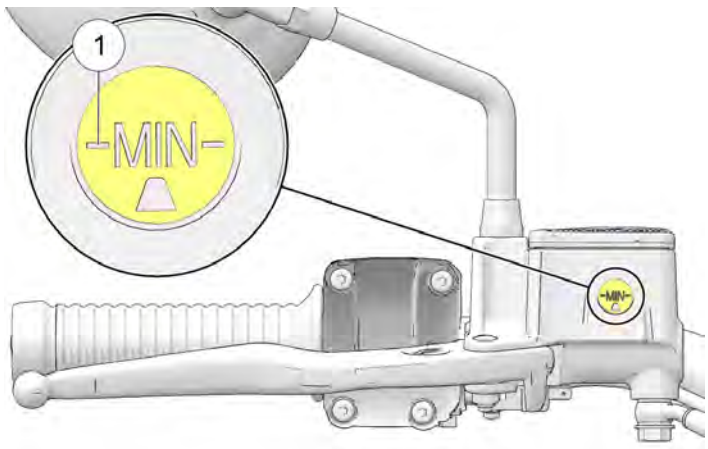
Inspect the tire sidewalls, road contact surface and tread base. If inspection reveals cuts, punctures, cracks or other wear or damage, replace the tire before riding. Only use tires approved by INDIAN MOTORCYCLE for the model of the motorcycle. See your dealer for more information. Use of unapproved or an improperly mixed front and rear tire can result in decreased handling performance and stability, potentially leading to reduced control of the motorcycle.

TIRE TREAD DEPTH

Measure the tread depth near the center of the tread on both tires. See page 98. Replace any tire with a tread depth of less than 1/16 inch (1.6 mm).

FRONT BRAKE FLUID LEVEL

1. Straddle the motorcycle and bring it to the fully upright position. Position the handlebars so that the fluid reservoir is level.
2. View the fluid level through the sight glass ①. The fluid should be clear. Replace cloudy or contaminated fluid.



3. The fluid level should be above the minimum indicator mark in the sight glass.

4. If the fluid level is low, inspect brake pads as outlined in the Brake Disc Inspection/Cleaning section. If pads are not worn beyond the service limit, inspect the brake system for leaks. Check for signs of brake fluid leaks around hoses, fittings, reservoir, and brake calipers.
5. Add brake fluid if necessary. See page 92.

FRONT BRAKE LEVER

1. Pull the front brake lever toward the handlebar and hold it. The lever should move freely and smoothly. The lever should feel firm and continue to feel firm until released.
2. Release the lever. It should return to its rest position quickly when released.
3. If the front brake lever fails to perform as stated, service the brake lever before riding.

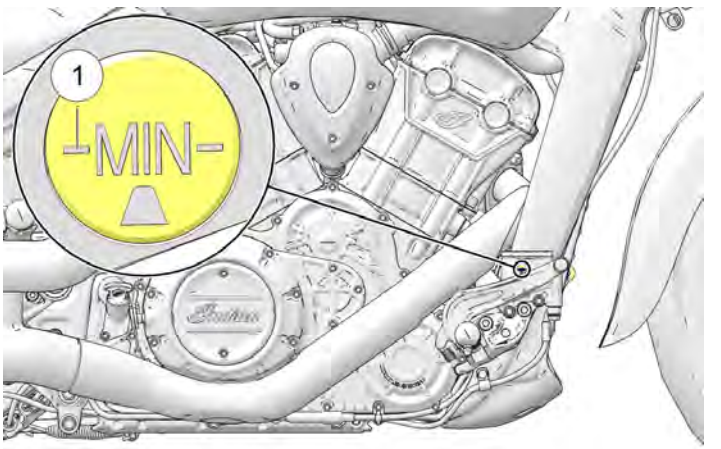
REAR BRAKE PEDAL

1. Press downward on the rear brake pedal. It should move freely and smoothly. The pedal should feel firm and continue to feel firm until released.
2. Release the pedal. It should return to its rest position quickly when released.
3. If the rear brake pedal fails to perform as stated or travels too far before beginning to engage the brake, service the brakes before riding.

REAR BRAKE FLUID LEVEL

The rear brake fluid reservoir is located near the rear brake pedal. View the reservoir level from the right side of the vehicle.

1. Position the motorcycle on level ground in the fully upright position.
2. View the brake fluid through the reservoir ①.



3. The fluid should be clear. Replace cloudy or contaminated fluid.
4. The fluid level should be above the minimum indicator mark on the reservoir body. Add brake fluid as needed. See page 91.

BRAKE LINES

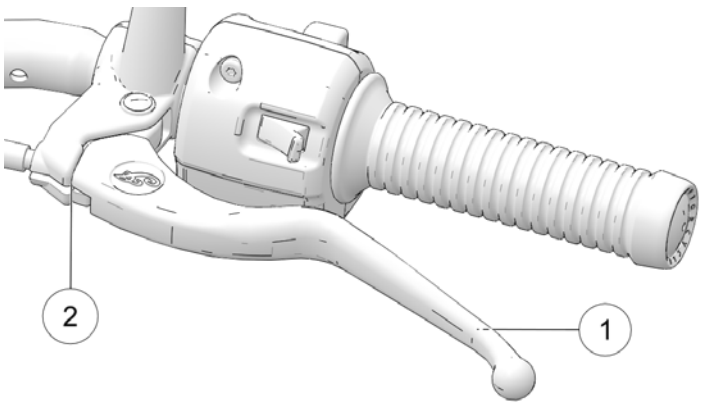
Inspect all brake hoses and connections for dampness or stains from leaking or dried fluid. Tighten any leaking connections to the proper torque values and replace components as necessary. See the *INDIAN MOTORCYCLE Service Manual* or an authorized INDIAN MOTORCYCLE dealer or other qualified dealer.

⚠ WARNING

Brake fluid leaks or low brake fluid levels could cause brake system failure, which could result in serious injury or death. Do not operate the vehicle with low brake fluid levels or when leaks are evident (dampness or stains from dried fluid). See your authorized INDIAN MOTORCYCLE dealer or other qualified dealer.

MECHANICAL CLUTCH

1. Squeeze the clutch lever ① toward the handlebar and release it. It should move freely and smoothly, and it should return to the rest position quickly when released. If the lever fails to perform as stated, service the clutch lever before riding.



2. Freeplay (gap) is the amount of lever movement from the rest position to the point of cable resistance. Clutch lever freeplay should be 0.5-1.5 mm. Measure the gap between the clutch lever and the lever housing ②. See page 88. Adjust clutch lever freeplay if necessary.

NOTICE

The starter interlock switch is dependent on the clutch lever freeplay being set correctly to ensure activation of the clutch safety switch.

THROTTLE

Rotate the throttle control grip. It should rotate smoothly from the rest position to the completely open position. It should return to the rest position quickly when released.

FRONT SUSPENSION

Inspect the front forks for oil leaks or damage, and verify smooth suspension operation. See the Front Fork / Suspension Inspection section for details.

REAR SUSPENSION

Check the rear shock absorber mounting and inspect for leaks. See your dealer for service if you discover leaks or malfunction of any kind. See the Rear Shock Preload (Ride Height) sections regarding inspection and adjustments for details.

⚠ WARNING

Inadequate ground clearance could result in components contacting the ground, causing loss of control and serious injury or death. Always ensure ground clearance is at specification.

REAR DRIVE BELT

1. Check the drive belt teeth for stones or other debris.
2. Inspect drive belt condition. See page 82. If you discover cracks, broken teeth or frayed edges, replace the drive belt before riding. See the *INDIAN MOTORCYCLE Service Manual* or an authorized INDIAN MOTORCYCLE dealer or other qualified dealer.

FUEL LEVEL

1. Position the motorcycle on level ground in the fully upright position.
2. Slowly open the fuel cap.
3. View the fuel level in the tank.
4. Refuel as needed to the bottom of the filler neck. See the Fueling section for fueling instructions. See the Fuel Recommendations section for fuel specifications.

SIDESTAND

1. On level ground, straddle the motorcycle and bring it to the fully upright position.
2. Move the sidestand up to the stored position and down to the fully extended position several times. It should move smoothly and quietly. Make sure the return spring holds the sidestand tightly in place when the sidestand is in the stored position. Adjust or replace a loose spring.
3. Inspect the sidestand pivot bolt for looseness or wear. Tighten or replace a loose or worn bolt.

FASTENERS

1. Inspect the entire motorcycle chassis and engine for loose, damaged or missing fasteners.
2. Tighten loose fasteners to the proper torque. See the *INDIAN MOTORCYCLE Service Manual* or an authorized INDIAN MOTORCYCLE dealer or other qualified dealer.

NOTICE
Always replace stripped, damaged or broken fasteners before riding. Use genuine INDIAN MOTORCYCLE fasteners of equal size and strength.

OPERATION

OVERVIEW

The operation section of this manual describes how to ensure maximum performance and longevity through the proper care and operation of your motorcycle.

Important areas covered by the operation section include:

- Engine Break-In
- Fueling
- Starting the Engine
- Shifting Gears
- Accelerating
- Braking
- Stopping the Engine
- Parking

NOTICE
Even if you're an experienced motorcycle operator or passenger, read all of the safety information in this manual before operating the motorcycle.

NOTICE
Failure to properly follow the engine break-in procedures outlined in this manual can result in serious damage to the engine. Follow all break-in procedures carefully. Avoid full throttle operation and other conditions that may place an excessive load on the engine during the break-in period.

BREAK-IN MAINTENANCE

Perform the break-in maintenance procedures when the motorcycle's odometer registers 500 miles (800 km). Please see your authorized dealer for this service.

Performing the break-in maintenance will help ensure optimum engine performance for the entire service life of the engine. Your dealer will change engine oil, inspect all fluids and serviceable components, ensure that all fasteners are tightened and make other adjustments as needed.

ENGINE BREAK-IN

The engine break-in period for your motorcycle is the first 500 miles (800 km) of operation. During this break-in period, critical engine parts require special wear-in procedures so they seat and mate properly. Read, understand and follow all break-in procedures to ensure the long-term performance and durability of your engine.

The more cautiously you treat your motorcycle during the break-in period, the more satisfied you will be with its performance later on. Overloading the engine at low RPM and/or running the engine prematurely at high RPM may result in damage to the engine components.

Observe the following precautions during the break-in period:

- Upon initial start-up, do not allow the engine to idle for long periods as overheating can occur.
- Avoid fast starts with wide open throttle. Drive slowly until the engine warms up.
- Avoid running the engine at extremely low RPM in higher gears (lugging the engine).
- Drive within the recommended operating speeds and gears. See page 50.

OPERATING SPEEDS AND GEARS

ODOMETER		BREAK-IN PROCEDURE
MILES	KM	
0-90	0-145	Do not operate for extended periods above 1/3 throttle or at any one throttle position. Vary engine speed frequently.
91-300	146-483	Do not operate for extended periods above 1/2 throttle or at any one throttle position. Vary engine speed frequently.
301-500	484-800	Do not operate for extended periods above 3/4 throttle.
At 500	At 800	Perform the break-in maintenance outlined in the maintenance section of this manual. Break-in maintenance should be performed by a dealership. Break-in maintenance must include inspection, adjustments, fastener tightening and an engine oil and filter change. Performing break-in maintenance at the required odometer reading helps ensure peak engine performance, minimal exhaust emissions and maximum service life of the engine.

FUELING

Always dismount the motorcycle and refuel on level ground with the sidestand down. Review the fuel warnings. See page 15. Use only the recommended fuel. See the Fuel Recommendation section for details.

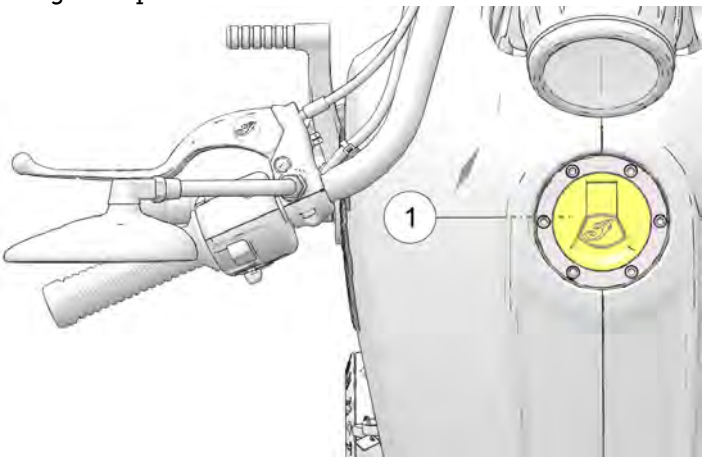
⚠ WARNING

Overflows or spilled gasoline could contact a hot engine or exhaust system and cause a fire, which could result in serious injury or death. Do not allow gasoline to contact hot components.

⚠ WARNING

Always open the fuel cap slowly and fill the fuel tank slowly to prevent spillage. Do not overfill the fuel tank. Leave space in the tank to allow for the fuel to expand.

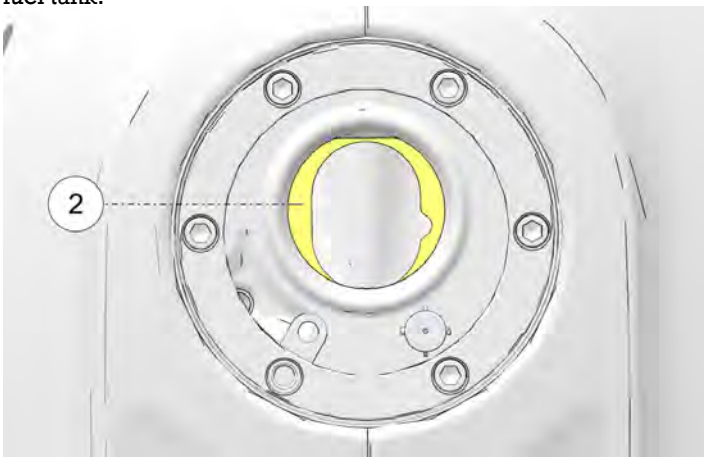
1. To open the fuel tank cap ①, insert the ignition key into the cap lock and turn it clockwise. Hold the key in this position while lifting the cap.



2. Insert the fuel nozzle into the fuel tank filler neck.
3. Hold the nozzle while filling. Do not rest the weight of the nozzle and hose on the filler neck. Do not leave the nozzle unattended.

NOTICE
Fuel can damage painted surfaces and plastic parts. If gasoline spills on the any part of the motorcycle, immediately rinse it off with water or wipe it dry with a clean cloth.

4. Add fuel to the tank until it crests the oval-shaped opening ② in the filler neck. The tank is full at this level. Do not overfill the fuel tank.



5. Always close and lock the fuel cap before remounting the motorcycle. With the key rotated clockwise, close the fuel cap with your opposite hand and press it down firmly. Turn the key counter-clockwise to secure the lock.
6. If the motorcycle runs out of fuel, prime the system before attempting to restart the engine. See page 52.

PRIMING THE FUEL SYSTEM

If the motorcycle runs out of fuel, prime the fuel system before attempting to restart the engine.

1. Fill the fuel tank.
2. Turn the ignition key to the ON position.
3. Move the engine stop/run switch to the RUN position.
4. Allow the fuel pump to run until it stops (about 2 seconds).
5. Move the engine stop/run switch to the STOP position.
6. Repeat steps 3–5 four to five times.
7. Turn the key to the OFF position.
8. Start the engine. See the Starting the Engine section for details.

STARTING THE ENGINE

The starter interlock system allows the engine to be started only when the transmission is in neutral, or when the transmission is in gear with the clutch disengaged (clutch lever pulled in).

1. Perform the Pre-Ride Inspections. See page 39. Properly secure any cargo.
2. Straddle the motorcycle and bring it to the fully upright position. Retract the sidestand.
3. Turn the ignition key to the ON position.
4. Move the engine stop/run switch to the RUN position.
5. Shift the transmission to neutral.
6. Apply the front brakes. Disengage the clutch (pull the clutch lever fully toward the handlebar).
7. Press and release the starter switch to start the engine. The starter motor will crank until the engine starts, but no more than 3 seconds. If the engine does not start, wait five seconds, then try again.
8. *If starting a COOL engine,* DO NOT open the throttle while starting. Idle speed is computer controlled and will adjust automatically. Allow the engine to warm up for 30 seconds minimum at low RPM after starting. Do not run the engine above 2500 RPM. *If starting a WARM engine,* DO NOT open the throttle while starting.
9. If either the check engine indicator or the low oil pressure indicator remains on after the engine starts, stop the engine *immediately*. Refer to the low oil pressure indicator information on page 29.

NOTICE
Operating an engine with a misfire or non-firing cylinder can overheat the catalytic converter, which could result in catalytic converter damage and loss of emission control. DO NOT OPERATE the motorcycle if a misfire or non-firing cylinder exists.

10. Leave the throttle closed and allow the engine to idle. Idle speed will gradually slow to normal as the engine warms to operating temperature.

NOTICE

Do not rev the engine or put the transmission in gear immediately after starting the engine. Allow the engine to idle for about 30 seconds after a warm start or at least one minute after a cold start (longer in cold weather). This will allow oil to reach all areas before the engine is put under load.

NOTICE

Do not run the engine at high RPM with the clutch disengaged or the transmission in neutral. Maximum safe engine speed is 8300 RPM. Never exceed the maximum safe RPM as this could result in serious engine damage.

IDLE TIMER SHUTDOWN NOTIFICATION

To prevent overheating, the engine will shut down after running at idle for a prolonged period of time without user input. At any time during the idle countdown timer period, user input to the clutch/brake levers, or throttle, will end the shutdown sequence. Prior to engine shutdown, notifications will be provided to the user.

A flashing amber warning light indicator signals the start of the countdown timer ①. After the time has elapsed and the engine is shut off, the illuminated indicator will remain solid. The engine can be re-started by pressing the starter switch. After starting the engine, the Check Engine indicator should no longer be illuminated.



COLD WEATHER OPERATION

⚠ WARNING

Avoid operating in icy or snowy conditions. Use caution when driving in temperatures at or below 40° Fahrenheit (4° Celsius). Leave more room to stop, reduce cornering speeds, and accelerate gradually. Failure to do so could result in serious injury or death.

When operating in cold weather at or below 40° Fahrenheit (4° Celsius), be advised that:

- The grip on your standard vehicle tires will lessen and reduce traction.
- The dense air from the lower temperatures will allow your vehicle engine to generate more power.
- The engine control program and transmission control program may compensate for lower temperatures and as a result exhibit unexpected behaviors.
- Salt and sand on roadways may reduce the grip on standard vehicle tires and damage the finish on your vehicle. If you must drive on salted/sanded pavement, INDIAN MOTORCYCLE recommends washing frequently and thoroughly to remove any accumulation on your vehicle.

MISFIRE DETECTION

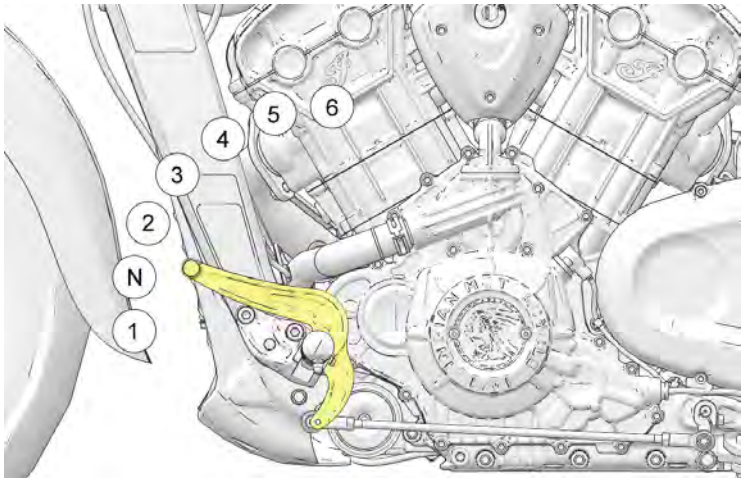
If a misfire is detected, the check engine indicator lamp will begin to flash and fuel will be cut to the affected cylinder(s). The check engine indicator lamp will continue to flash until the ignition switch has been moved to the off position. Restarting the engine will clear the flashing indicator and restore fuel to both cylinders. If another misfire occurs, the check engine indicator lamp will resume flashing and fuel will once again be cut to the affected cylinder(s). After the 3rd misfire, P0314 misfire fault is determined & set, the check engine light will remain on and fuel will be cut to the affected cylinder(s). If this occurs, your INDIAN MOTORCYCLE dealer can assist.

SHIFTING GEARS

⚠ WARNING

Forced shifting (with clutch engaged) could cause damage to the engine, transmission and drive train. Such damage could cause loss of control, which could result in serious injury or death. Always pull the clutch lever fully toward the handlebars to disengage the clutch before shifting gears.

Your motorcycle may be equipped with either a five-speed or a six-speed transmission. Neutral is located between first and second gear.



Press downward on the toe lever to shift to a lower gear. Lift upward on the toe lever to shift to a higher gear. Release the clutch lever after each gear shift.

Shifting to neutral is easiest if the motorcycle is rolling slowly. To shift from first gear to neutral, gently lift the toe lever a half stroke.

NOTICE

The transmission is in neutral if you can move the motorcycle forward or rearward freely without disengaging the clutch. If the ignition switch is in the ON position, the neutral indicator illuminates when the transmission is in neutral.

SHIFTING GEARS WHILE STATIONARY

To locate neutral when the motorcycle is stationary, use one of the following techniques to load and unload the transmission:

1. With the clutch disengaged (lever pulled inward), shift into neutral while rocking the motorcycle forward and rearward.
2. With the transmission in first gear, gently release the clutch until it just begins to engage. Apply upward pressure on the toe lever and quickly pull the clutch inward.

NOTICE

There is a Neutral indicator light on the instrument cluster.

SHIFTING GEARS WHILE DRIVING

WARNING

Downshifting improperly could cause transmission damage, loss of traction and loss of control, which could result in serious injury or death.

- Reduce speed before downshifting. Always downshift within the recommended shift points.
- Use extreme caution when downshifting on wet, slippery or other low traction surfaces. Release the clutch lever very gradually in these conditions.
- Avoid downshifting in a curve. Downshift before entering the curve.

1. Start the engine. See page 52.
2. With the engine at idle speed, apply the front brakes.
3. Disengage the clutch (pull the clutch lever fully toward the handlebar).
4. Push the toe lever downward until you feel it stop in first gear.
5. Release the brake lever.
6. Simultaneously release the clutch lever while opening the throttle (rolling the throttle control grip rearward) in one smooth motion. As the clutch begins to engage, the motorcycle will move forward.
7. To shift to a higher gear, accelerate smoothly to the recommended shift point. See *Recommended Shift Points* chart. With a quick motion, simultaneously close the throttle completely and disengage the clutch. Raise the toe shift lever until you feel it stop at the next gear. Simultaneously release the clutch lever and open the throttle in one smooth motion.
8. To shift to a lower gear (downshift), simultaneously pull the clutch lever toward the handlebar and close the throttle. Move the toe shift lever downward until you feel it stop at the next gear. Simultaneously release the clutch lever while opening the throttle.

NOTICE
Within the recommended speed ranges (see Recommended Shift Points chart), you can downshift to slow the motorcycle or to increase power. You may want to downshift when climbing a hill or passing. Downshifting also helps to decrease speed when combined with closing the throttle.

RECOMMENDED SHIFT POINTS

UPSHIFTING (ACCELERATING)			DOWNSHIFTING (DECELERATING)	
GEAR CHANGE	RECOMMENDED SPEED		GEAR CHANGE	RECOMMENDED SPEED
1 to 2	17 mph (27 km/h)		6 to 5 (if equipped)	40 mph (65 km/h)
2 to 3	24 mph (38 km/h)		5 to 4	35 mph (56 km/h)
3 to 4	35 mph (56 km/h)		4 to 3	29 mph (47 km/h)
4 to 5	41 mph (66 km/h)		3 to 2	20 mph (33 km/h)
5 to 6 (if equipped)	50 mph (81 km/h)		2 to 1	10 mph (16 km/h)

BRAKING

Always allow sufficient stopping distance so that brakes can be applied gradually.

NOTICE

Applying slightly more front brake than rear brake generally provides the best braking performance.

1. To slow the motorcycle with the brakes, close the throttle and apply the front and rear brakes evenly and gradually.

NOTICE

When the anti-lock brakes engage during a braking event, the rider will feel pulsing at the brake lever. Continue to apply steady pressure to the brakes for the best stopping performance.

2. As the motorcycle slows, disengage the clutch, or downshift each time vehicle speed reaches a downshift point.

⚠ WARNING

Braking improperly could result in loss of control, which could result in serious injury or death. Avoid braking abruptly. Always apply the brakes gradually, especially on wet, slippery or other low traction surfaces. Avoid braking in a curve or turn. Bring the motorcycle to the upright position before applying the brakes.

ACCELERATING

Accelerate by opening the throttle (rolling the throttle control grip rearward). For even acceleration, open the throttle with a smooth, continuous motion. When you reach the recommended speed for upshifting, shift up one gear.

⚠ WARNING

Accelerating abruptly could cause your body to shift rearward suddenly, which could result in loss of control. Accelerating abruptly could also cause loss of control on low traction surfaces. Loss of control could result in serious injury or death. Always accelerate gradually, especially on wet, slippery or other low traction surfaces.

STOPPING THE ENGINE

Before stopping the engine, bring the motorcycle to a complete stop. Shift to neutral or disengage the clutch.

⚠ WARNING

Stopping the engine with the transmission in gear while the motorcycle is moving could cause loss of rear wheel traction or engine and transmission damage, which could cause loss of control and serious injury or death. Always stop the engine after the motorcycle is fully stopped and the transmission is in neutral. If the engine stops unexpectedly while the motorcycle is moving, pull the clutch and guide the motorcycle to a safe location off the road and away from traffic. Turn the ignition switch off.

1. When fully stopped, shift into neutral.
2. Move the engine stop/run switch to the STOP position.
3. Turn the ignition switch off. Remove the ignition key.

PARKING

Choose a firm level surface to park the motorcycle.

1. When fully stopped, shift into neutral.
2. Stop the engine.
3. Fully extend the sidestand.
4. Turn the handlebars to the left and lean the motorcycle to the left until the sidestand firmly supports the motorcycle.
5. Remove the ignition key.

PARKING ON A SLOPE

If parking on a slope is unavoidable, park with the front wheel uphill from the rear wheel. Place the transmission in first gear and position the motorcycle so that it is stable when it rests on the sidestand.

NOTICE

Always park with the front wheel uphill from the rear wheel when parking on a slope. If the front wheel is downhill from the rear wheel, the sidestand could retract and cause a tipover.

PARKING ON A SOFT SURFACE

If parking on a soft surface is unavoidable, place a sidestand footrest under the foot of the sidestand to provide a firm surface. The sidestand footrest must be strong enough and large enough to support the motorcycle's weight without sinking into the parking surface.

Asphalt becomes soft in hot weather. A sidestand can sink into soft asphalt and the motorcycle may fall. When parking on asphalt in hot weather, use a sidestand footrest.

⚠ CAUTION

Hot engine and exhaust components can cause burns to skin and can ignite a fire if exposed to flammable materials. Always park the motorcycle clear of flammable materials and where people are not likely to contact hot components.

MAINTENANCE
SERVICE PROCEDURES

Any replacement part that is equivalent in performance and durability may be used in the performance of any maintenance or repairs. However, INDIAN MOTORCYCLE is not liable for these parts. The owner is responsible for the performance of all required maintenance. Such maintenance may be performed at a service establishment or by any individual. The warranty period begins on the date the motorcycle is delivered to an ultimate purchaser.

Proper maintenance assures the highest level of safety, durability and dependability for your motorcycle. Break-in maintenance is required to ensure warranty coverage and proper emissions system operation.

- Perform the *break-in maintenance procedures* when the motorcycle's odometer registers 500 miles (800 km). Please see your authorized dealer for this service.
- Perform the recommended *periodic maintenance* at the intervals specified in the Periodic Maintenance Table.

SAFETY DURING SERVICE PROCEDURES

⚠ WARNING

Failure to follow all recommended precautions and procedures could result in serious injury or death. Always heed all safety precautions and follow all operation, inspection and maintenance procedures outlined in this manual.

- Improperly installed or adjusted components can make the motorcycle unstable or hard to handle. Improperly installed electrical components can cause engine or electrical system failure. In either event, damage or serious injury could result. If you do not have the time, tools and expertise necessary to complete a procedure properly, please see your dealer for service.
- Review the safety-related maintenance information in the Safety Maintenance section.
- Before beginning any maintenance procedure, read the instructions for the entire procedure.
- Always position the motorcycle on a firm level surface before performing service. Make sure the motorcycle will not tip or fall while elevated or while on the sidestand. See the Elevating the Vehicle section for details.
- Hot engine and exhaust components can cause burns to skin and can ignite a fire if exposed to flammable materials. Always park the motorcycle clear of flammable materials and where people are not likely to contact hot components.
- Wear eye and face protection when using pressurized air.
- Never start the engine or let it run in an enclosed area. Engine exhaust fumes are poisonous and can cause loss of consciousness or death in a short time.
- During some procedures you may use potentially hazardous products such as oil or brake fluid. Always follow the instructions and warnings on the product packaging.

ROAD TESTS

Before returning the motorcycle to regular use after performing service, road test it in a safe environment. Pay special attention to the proper fit and operation of all serviced components. Make any corrections or additional adjustments necessary to ensure safe vehicle performance.

MAJOR MAINTENANCE

Major repairs typically require technical skills and specially designed tools. Emission system service requires special tools and training and should be performed by your dealer. See the *INDIAN MOTORCYCLE Service Manual* or an authorized INDIAN MOTORCYCLE dealer or other qualified dealer.

PERIODIC MAINTENANCE

Inspect, clean, lubricate, adjust and replace parts as necessary. When inspection reveals the need for replacement parts, use genuine INDIAN MOTORCYCLE parts available from your dealer. Record service and maintenance information in the Maintenance Log beginning on page 145.

Perform maintenance at the intervals specified in the Periodic Maintenance Table. *Vehicles subjected to severe use must be inspected and serviced more frequently.*

SEVERE USE DEFINITION

- high speed operation for extended periods
- low speed operation for extended periods
- operation in dusty or otherwise adverse conditions
- operation in cold weather (temperatures below freezing)

MAINTENANCE TABLE KEY

SYMBOL	DESCRIPTION
I	Inspect (tighten, clean, adjust, correct or replace if necessary)
R	Replace/Rebuild
L	Lubricate with proper lubricant as directed
P	Perform
*	Replace at specified interval or annually. If driven in extreme conditions.
**	Replace at specified interval or every 2 years

PERIODIC MAINTENANCE TABLE

ENGINE

ENGINE	MILES (KILOMETERS)																							
	500 (800)		2500 (4000)		5000 (8000)		10000 (16000)		15000 (24000)		20000 (32000)		25000 (40000)		30000 (48000)		35000 (56000)		40000 (64000)		45000 (72000)		50000 (80000)	
Air Filter			I		I		R		I		R		I		R		I		R		I		R	
Crankcase Ventilation System	I		I		I		I		I		I		I		I		I		I		I		I	
Cooling System / Radiator	I		I		I		I		I		I		I		I		I		I		I		I	
Drive Belt	I		I		I		I		I		I		I		R		I		I		I		I	
Engine Compression							I				I				I				I				I	
Engine Mount Fasteners	I																							
Engine Oil*	R						R				R				R				R				R	
Engine Oil Filter*	R						R				R				R				R				R	
Evaporative Emission Control System (CA. Only)	I		I		I		I		I		I		I		I		I		I		I		I	
Check and re-torque all sealed exhaust joints	P						P				P				P				P				P	

ENGINE	MILES (KILOMETERS)																					
Exhaust Heat Shield Worm Clamps	I																					
Fuel Filter													R									R
Fuel System	I		I		I		I		I		I		I		I		I		I		I		I		I
Oil Lines / Oil System Inspection	I		I		I		I		I		I		I		I		I		I		I		I		I
Spark Plugs							I				I				R				I				I		
Engine Coolant	I		I		I		I		I		I		I		I		I		I		I		I		R
Valve Lash Clearance											I								I						

CHASSIS

CHASSIS	MILES (KILOMETERS)																					
	500 (800)		2500 (4000)		5000 (8000)		10000 (16000)		15000 (24000)		20000 (32000)		25000 (40000)		30000 (48000)		35000 (56000)		40000 (64000)		45000 (72000)		50000 (80000)	
Battery	I		I		I		I		I		I		I		I		I		I		I		I	
Brake Fluid**	I		I		I		R		I		R		I		R		I		R		I		R	
Brake Pads	I		I		I		I		I		I		I		I		I		I		I		I	

CHASSIS	MILES (KILOMETERS)																					
Clutch Lever	L				I		L		I		L		I		L		I		L		I		L
Control Cable Ends	I				I		L		I		L		I		L		I		L		I		L
Fasteners	I		I		I		I		I		I		I		I		I		I		I		I
Front Brake Lever	L		I		L		L		L		L		L		L		L		L		L		L
Front Fork Oil**	I				I		I		R		I		I		R		I		I		R		I
Front Forks and Front Axle	I		I		I		I		I		I		I		I		I		I		I		I
Gear Shift Pedal	I		I		I		I		I		I		I		I		I		I		I		I
Head Light	I		I				I				I				I				I				I
Rear Brake Pedal	I		I		I		I		I		I		I		I		I		I		I		I
Rear Shock Absorber	I		I		I		I		I		I		I		I		I		I		I		R
Rear Wheel Alignment	I		I		I		I		I		I		I		I		I		I		I		I
Road Test	P		P		P		P		P		P		P		P		P		P		P		P
Sidestand / Sidestand Safety Switch	L		I		L		I		I		I		I		I		I		I		I		I
Steering Bearings	I		I		I		I		I		I		I		I		I		I		I		I
Shock Bushings and Fasteners	I		I		I		I		I		I		I		I		I		I		I		I
Swing Arm, Rear Axle, Swing Arm Pivot, and Pivot Bearings	I		I		I		I		I		I		I		I		I		I		I		I
Tires / Wheels	I		I		I		I		I		I		I		I		I		I		I		I

ENGINE OIL/FILTER CHANGE

Follow all instructions carefully. Do not overfill.

Change the engine oil at the intervals specified in the periodic maintenance table beginning on page 62. Change the oil more frequently if the motorcycle is subjected to severe use, especially operation in cold weather. See page 61. Always use the recommended oil. See page 130.

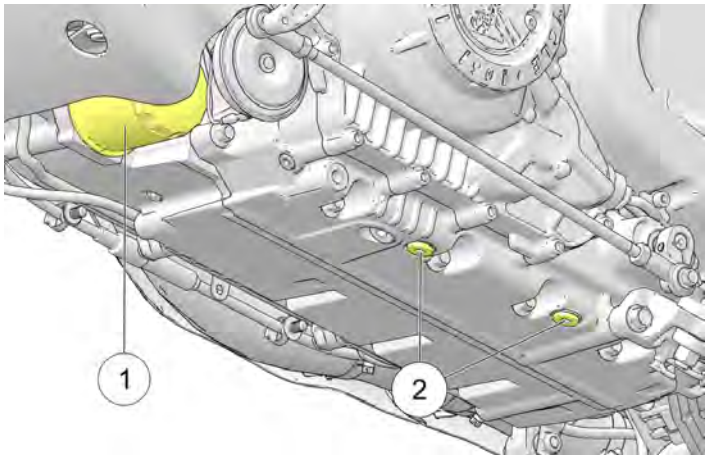
NOTICE

Failure to perform frequent oil changes during cold weather operation can result in condensation forming. Freezing condensation can result in plugged oil lines and serious engine damage.

NOTICE

After an oil change, the low oil pressure indicator may illuminate when the engine is started. If this occurs, do not increase RPM above idle speed until the indicator turns off. Operating above idle speed could result in damage to the engine.

1. Change the oil and filter ① when the engine is warm. If the engine is cold, start the engine and allow it to run at idle for at least five (5) minutes.
2. Park the motorcycle with the sidestand down on a firm, level surface. For proper oil drain, use a service lift to ensure the motorcycle is vertically centered.
3. Clean the area around the two drain plugs ②. Place a drain pan under both drain plugs.



⚠ CAUTION

Hot oil can cause burns to skin. Do not allow hot oil to contact skin.

4. Remove the drain plugs. Allow the oil to drain completely.
5. Install new sealing washers on the drain plugs. The sealing surfaces on drain plugs and engine should be clean and free of burrs, nicks or scratches.

6. Reinstall the drain plugs.

TORQUE
15 ft-lbs (20 N·m)

7. Place a drain pan or shop towels under the oil filter. Using an oil filter wrench, turn the filter counter-clockwise to remove it. If necessary, remove the horn bracket to improve access.
8. Using a clean dry cloth, clean the filter sealing surface on the engine.
9. Lubricate the o-ring on the new filter with a film of fresh engine oil. Check to make sure the o-ring is in good condition.
10. Install the new filter and rotate it clockwise by hand until the filter gasket contacts the sealing surface, then turn it an additional 3/4 to one full turn.
11. Reinstall the horn bracket if it was removed.
12. Remove the dipstick. Using a funnel, add 3-4 qt (2.8-3.8 L) of the recommended oil. Reinstall the dipstick securely.
13. With the motorcycle in an upright, centered position, start the engine and allow it to idle for 30 seconds. Stop the engine.
14. Add the recommended oil as needed to bring the level to the FULL mark on the dipstick. Verify the level on the dipstick.

NOTICE
The approximate volume between the ADD and FULL marks on the dipstick is 16 fl oz (.45 L).

15. Reinstall the dipstick securely

NOTICE
Do not overfill. Overfilling can result in loss of engine performance and an oil-saturated air filter. Use a suction device to remove excess oil if overfilled.

16. Dispose of used filter and oil properly.

NOTICE
After an oil change, the low oil pressure indicator may illuminate when the engine is started. If this occurs, do not increase RPM above idle speed until the indicator turns off. Operating above idle speed could result in damage to the engine.

COOLING SYSTEM

The engine coolant level is controlled by the recovery system. Recovery system components are the recovery bottle, the radiator filler neck, the radiator pressure cap and the connecting hose.

As coolant operating temperature increases, the expanding (heated) excess coolant is forced out of the engine, past the pressure cap, and into the recovery bottle. As engine coolant temperature decreases the contracting (cooled) coolant is drawn back up from the bottle, past the pressure cap, and into the radiator.

Some coolant level drop on new vehicles is normal as the system is purging itself of trapped air. Check the coolant level and maintain as recommended by adding coolant to the recovery bottle.

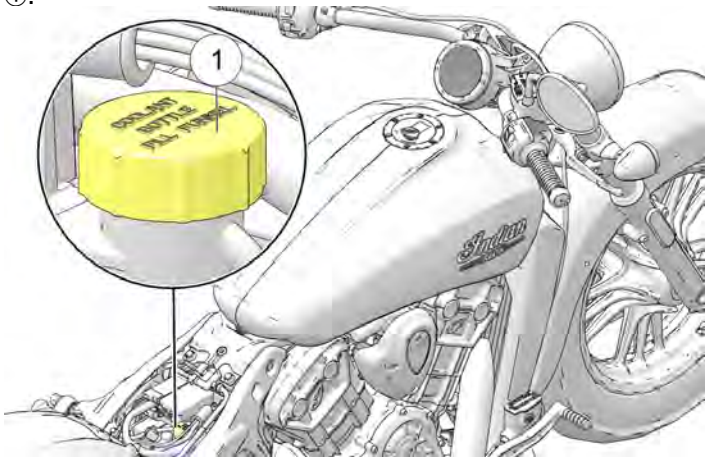
INDIAN recommends the use of Antifreeze 50/50 Premix. This antifreeze is already premixed and ready to use. Do not dilute with water.

To ensure that the coolant maintains its ability to protect the engine, we recommend that the system be completely drained every five (5) years or 50,000 miles (80,467 km), whichever comes first. Please see your dealer for this service.

COOLANT LEVEL INSPECTION

NOTICE
A flashlight is required for viewing the coolant level.

1. Allow the engine to cool before checking coolant level.
2. Position the motorcycle on level ground in the fully upright position.
3. Place a flashlight flush against an accessible area of the recovery bottle to illuminate the interior. View the coolant level through the window in the heat shield.
4. Maintain the coolant level at the COLD FULL mark on the recovery bottle (when the fluid is cool).
5. If the level is low, remove the seat to access the coolant fill cap ①.

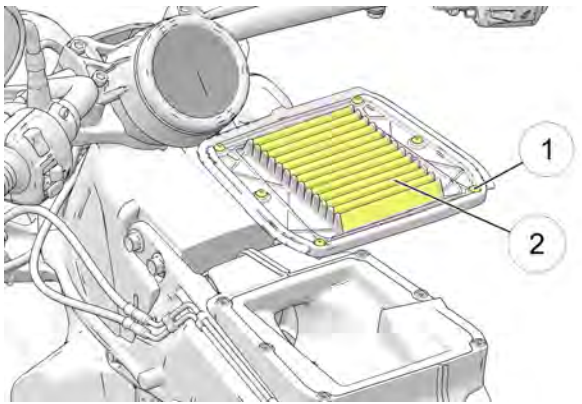


NOTICE
The recovery bottle is vented to prevent overfilling. Coolant will vent onto the ground if overfilled.

6. Remove the fill cap and add coolant. Do not overfill.
7. Reinstall the cap.

AIR FILTER

Inspect and replace the air filter at the intervals specified in the periodic maintenance table beginning on page 62. Inspect more often if riding in unusually wet or dusty conditions.



1. Remove the seat.
2. Remove the fuel tank. See page 69.

NOTICE
Use care to prevent debris from entering the air box when the filter is removed.

3. Loosen the six (6) captive air filter screws ① and remove the air filter ②.
4. Inspect the air filter. Do not attempt to clean the air filter. Replace a soiled or damaged filter with a new filter.
5. Reinstall the air filter or install a new air filter.
6. Torque screws to specification.

TORQUE
24 in-lbs (2.7 N·m)

7. Reinstall the fuel tank.
8. Reinstall the seat.

FUEL FILTER

The fuel filter is attached to the electric fuel pump located inside the fuel tank. See your authorized INDIAN MOTORCYCLE dealer or other qualified dealer for replacement.

FUEL SYSTEM DEPRESSURIZATION

⚠ WARNING
Allow engine and exhaust to cool completely before disconnecting fuel line or removing tank. Wear eye protection.

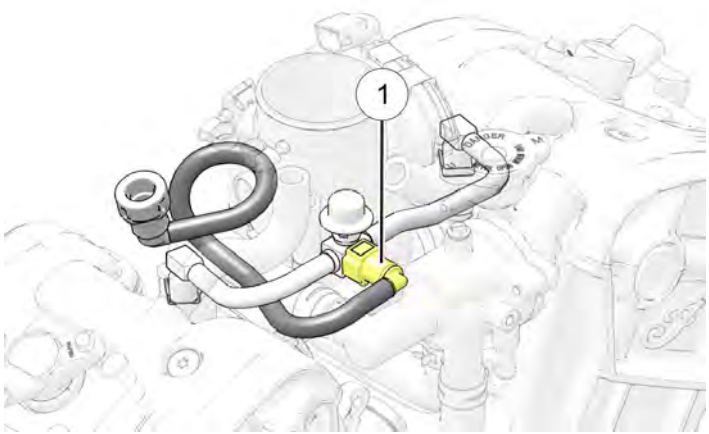
1. Remove Seat. See the seat removal section.
2. Locate the fuel pump fuse. See the fuse box section.

3. Pull the fuel pump fuse and crank the engine over for 5 seconds to release fuel pressure.
4. Wrap a clean shop towel around fuel line fitting ① and squeeze both release buttons.

⚠ CAUTION

Do not use anything other than fingers to remove the quick connection. The use of tools can damage the connection.

5. Squeeze both release buttons (one on each side of fitting) and hold. Gently slide fitting straight off fuel rail.



6. Cover fuel fittings to keep debris out.

FUEL TANK REMOVAL

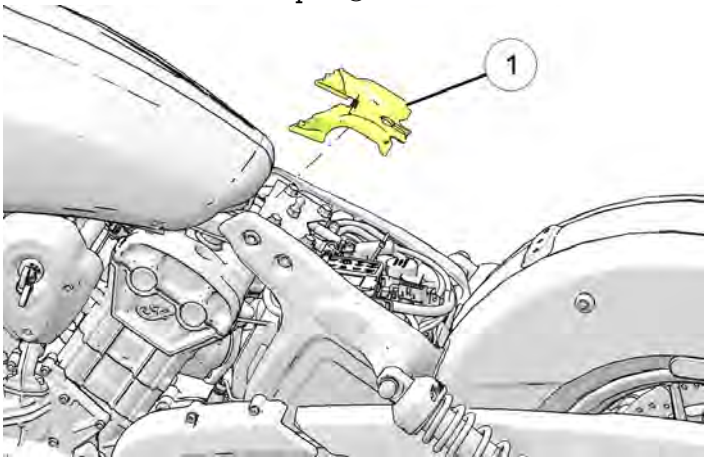
⚠ WARNING

Allow engine and exhaust to cool completely before disconnecting fuel line or removing tank. Protect fuel tank finish when removing, storing, and installing tank.

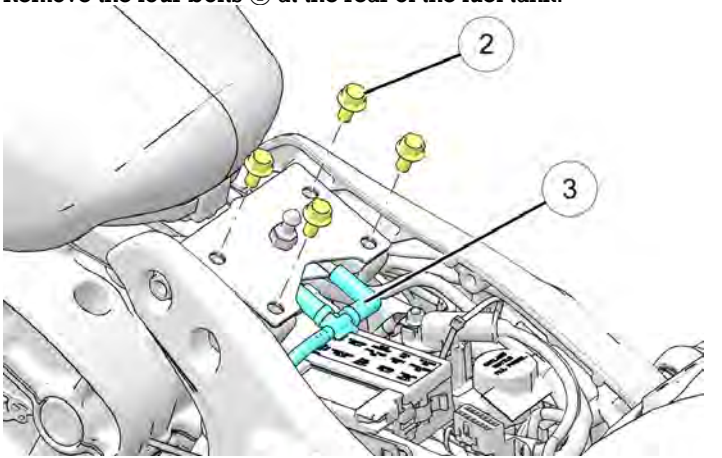
Be prepared to place the fuel tank in a secure location with a drain pan positioned to catch any fuel that may leak or drip from disconnected hoses or fittings.

1. Remove the seat. See the seat removal section.
2. Depressurize the fuel system. See the fuel tank depressurization section..

3. Remove the fuel tank filler pad ①.

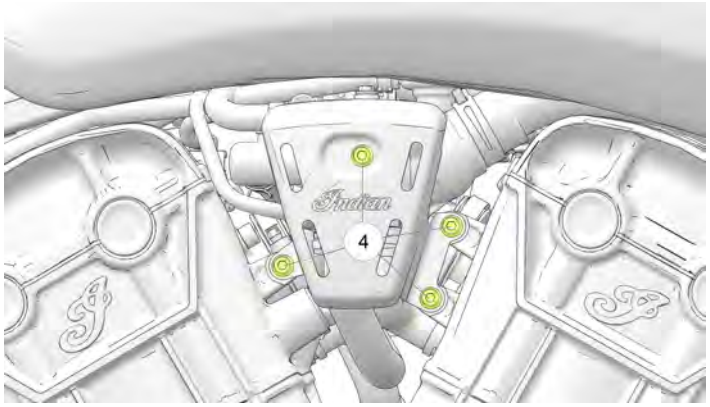


4. Remove the four bolts ② at the rear of the fuel tank.



5. Disconnect the fuel tank vent line and recess drain line ③ at the rear of fuel tank.

6. Remove thermostat cover by removing its fasteners ④.



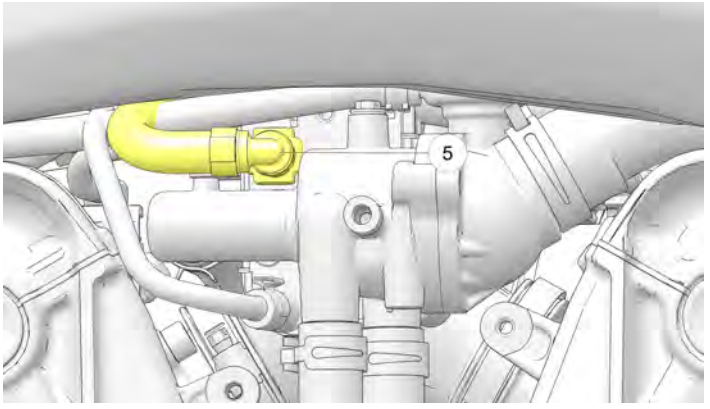
7. Disconnect the fuel line ⑤ from the fuel rail by squeezing both release buttons.

⚠ CAUTION

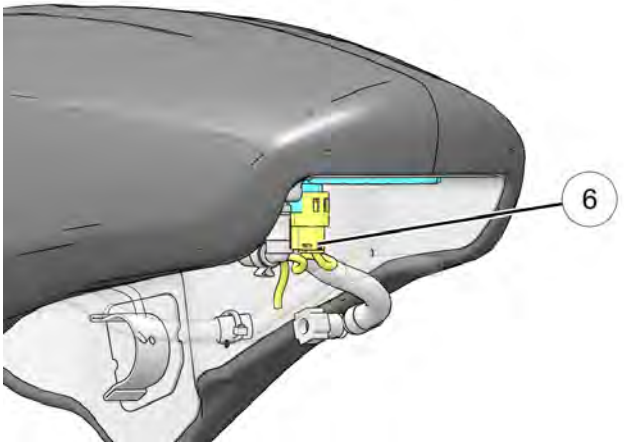
Do not use anything other than fingers to remove the quick connection. The use of tools can damage the connection.

IMPORTANT

Use a shop rag to catch any residual fuel in the system.

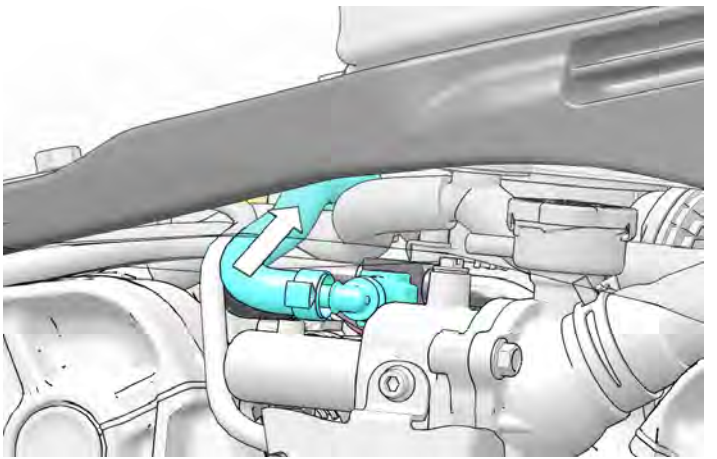


8. Lift the rear of the fuel tank and unplug the fuel tank electrical connector ⑥.

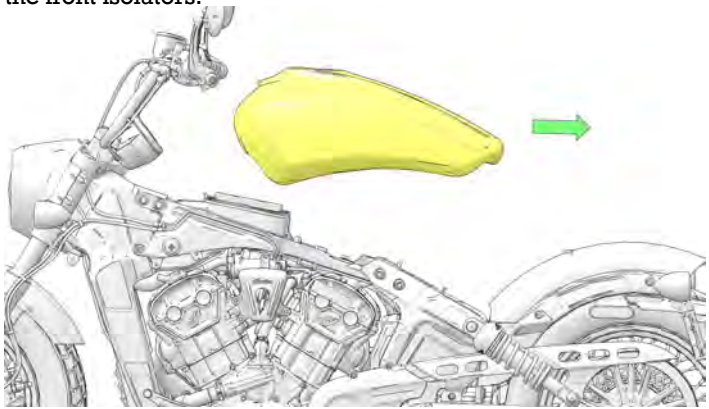


9. Gently feed fuel rail end of the fuel hose toward the center of the vehicle. Ensure the hose and connector are clear of coolant hose and all wire harnesses.

IMPORTANT
Note fuel line routing for installation.



10. Lift the rear of the fuel tank and slide rearward to release from the front isolators.



11. Lift the fuel tank off the motorcycle and place on a suitable flat surface to prevent tank damage.

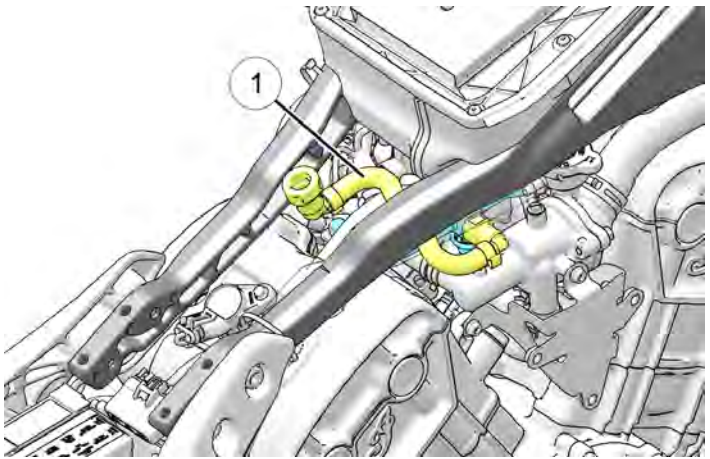
IMPORTANT
During removal, ensure fuel line does not get tangled or retained on any components or features that may cause damage. Do not lift tank away from motorcycle if fuel line is constrained.

12. Wrap a shop towel around the fuel fitting and disconnect the fuel supply line connector from the fuel pump by squeezing release tabs on both sides of the fitting and disconnect from pump.

FUEL TANK INSTALLATION

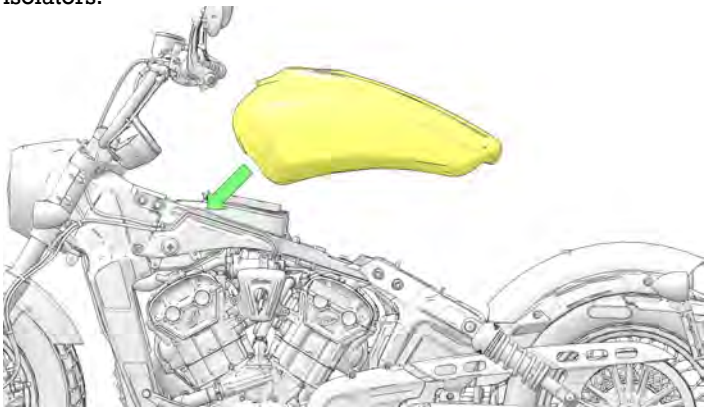
1. Route the fuel line ① into position.

NOTICE
Fuel line routes below right hand subframe and above the coolant hose.



2. Secure the handlebars in the straight ahead position.

3. Apply alcohol, soapy water solution, or rubber lubricant to the isolators and carefully lower the fuel tank onto the tank isolators.



4. While supporting rear of fuel tank, connect fuel line to pump.

IMPORTANT
Verify fuel line is properly seated and lock in place by listening for an audible "click" when pressing into place. Pull gently on quick connector once seated to ensure a proper connection has been made.

5. Connect fuel pump electrical connector.

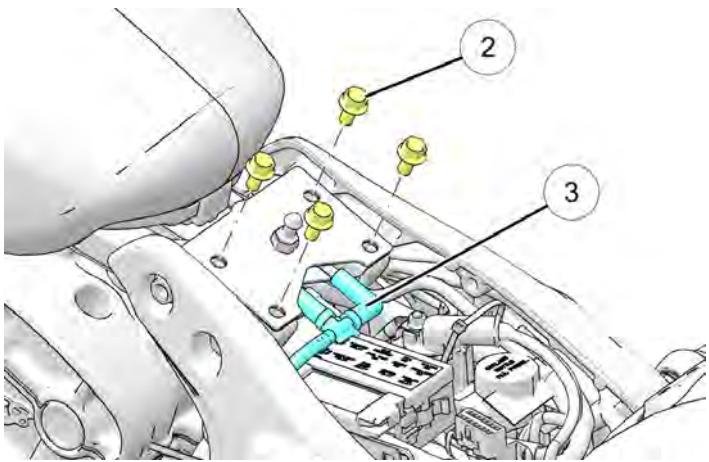
6. Reconnect fuel line to fuel rail.

IMPORTANT
Verify fuel line is properly seated and lock in place by listening for an audible "click" when pressing into place. Pull gently on quick connector once seated to ensure a proper connection has been made.

7. Install fuel tank mounting fasteners ②.

TORQUE
Fuel Tank Mounting Fasteners: **18 ft-lbs (24 Nm)**

NOTICE
Add 0.5 gal of fuel to empty fuel tank. Prime system to ensure fuel pump is correctly installed.



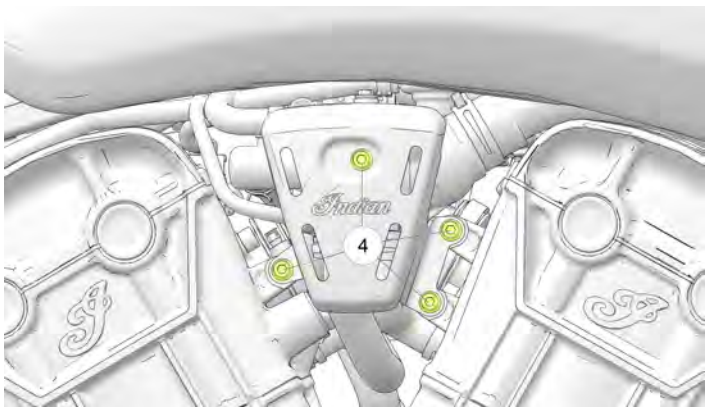
8. Connect the fuel tank vent line and the fuel cap recess drain line ③.

9. Install the fuel tank filler pad.

10. Prime the fuel system by turning the run/stop switch on and then off. Once the system is pressurized, carefully check all fuel connections, joints, and lines for leaks.

11. Install thermostat cover and secure fasteners ④.

TORQUE
Thermostat Cover Fasteners: **96 in-lbs (11 Nm)**



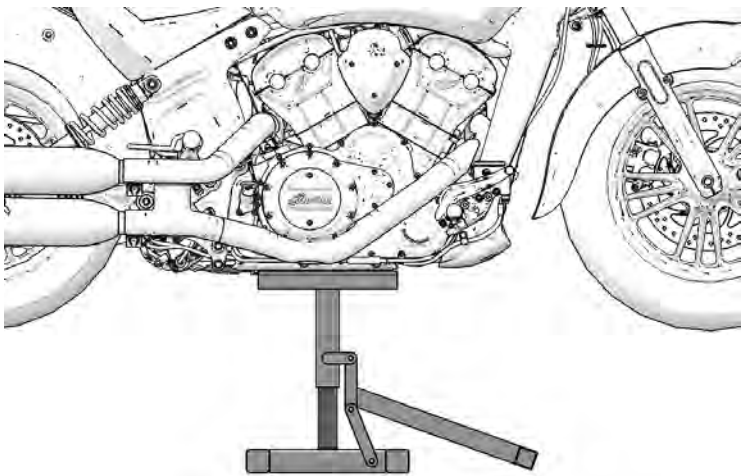
12. Install the seat.

DRIVE BELT MAINTENANCE

LIFTING THE MOTORCYCLE

⚠ WARNING

Failure to properly lift and stabilize motorcycle may allow it to tip or fall, resulting in serious injury or death.



Position motorcycle platform jack beneath engine case, avoiding oil drain plug, and lift motorcycle so front wheel is off ground. Stabilize motorcycle in upright position with tie-down straps (or equivalent). Motorcycle MUST be stable prior to performing belt maintenance procedures.

IMPORTANT

Automotive floor jack does not provide adequate stability and is NOT RECOMMENDED!

DRIVE BELT TENSION CHECK

IMPORTANT

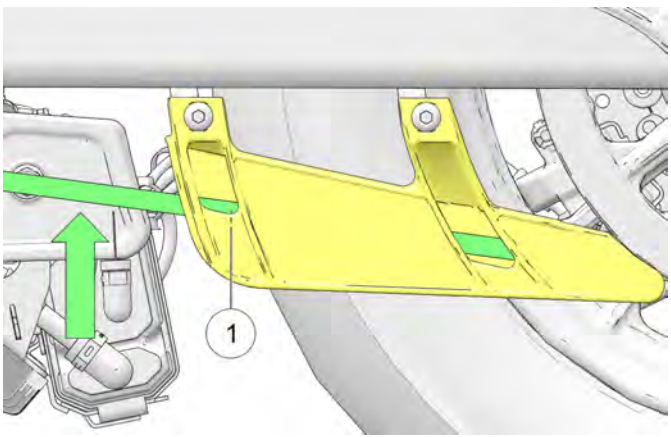
Perform this procedure to achieve proper belt tension and alignment. Belt tension should be set before performing alignment procedure.

⚠ WARNING

A drive belt that is not properly tensioned can cause drive line noise and damage the drive belt, causing possible belt failure and loss of control of the motorcycle.

1. Inspect drive belt for damage and wear.
2. Ensure rear wheel is elevated before checking tension or adjusting.

3. Use tire valve stem as a reference and perform following steps:
   a. Check/record belt deflection at 4 different points, 90° apart. Rotate wheel in a COUNTER-CLOCKWISE rotation as viewed from belt side of motorcycle.
   b. Place a mark on rear wheel at tightest point (least deflection) to use as a reference.
   c. Continue to rotate wheel in normal drive direction (COUNTER-CLOCKWISE) 1–2 revolutions until your reference mark (tightest point) is lined up with tension setting window in lower belt guard ①.



   d. Adjust belt deflection with wheel in this position.
4. Place tape measure or ruler next to drive belt.
5. Slide O-ring on belt tension gauge (Special tool PV-43532) to 10 lb (4.54 kg) mark.
6. Place belt tension gauge squarely against belt at center and keep it at a 90° angle to the belt surface.
7. Push up on gauge until O-ring just touches tool body and compare to specification.

MEASUREMENT
Drive Belt Deflection @ 10 lbs force: **15/32 in (12 mm)**

8. If belt deflects more than specified distance with 10 lb (4.54 kg) of force, proceed to **Drive Belt Adjustment** section and tighten belt. If belt deflection is less than specified, proceed to **Drive Belt Adjustment** section and loosen belt. If belt deflection is correct, lower motorcycle.

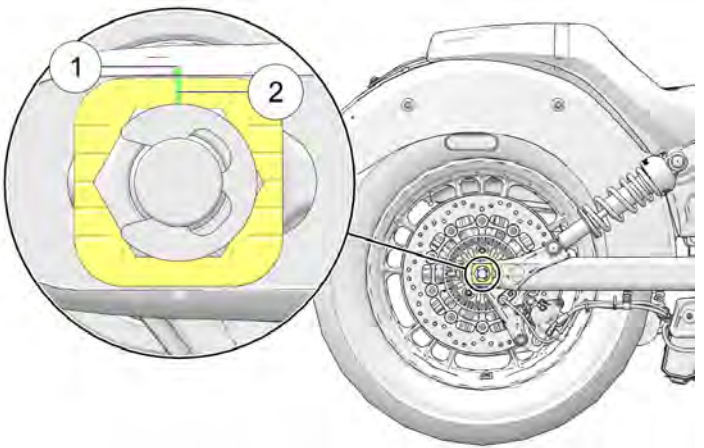
DRIVE BELT TENSION ADJUSTMENT

IMPORTANT
Perform this procedure to achieve proper belt tension and alignment. Belt tension should be set before performing alignment procedure.

⚠ WARNING

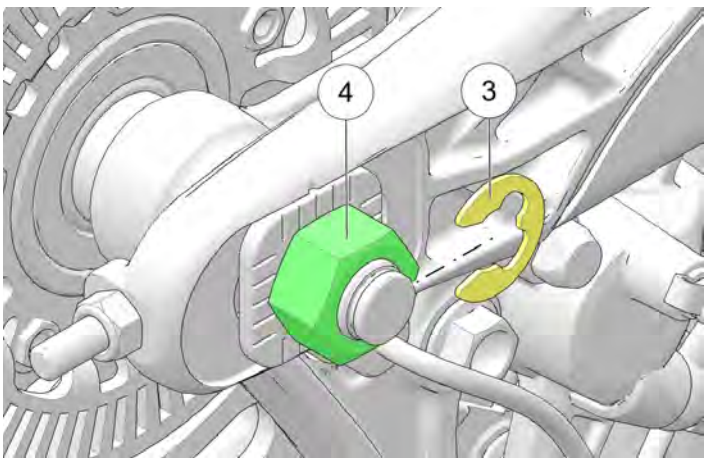
A rear axle *not* in alignment can cause drive line noise and damage the drive belt, causing possible belt failure and loss of control of motorcycle.

1. Make note of adjuster locations ① and ②.

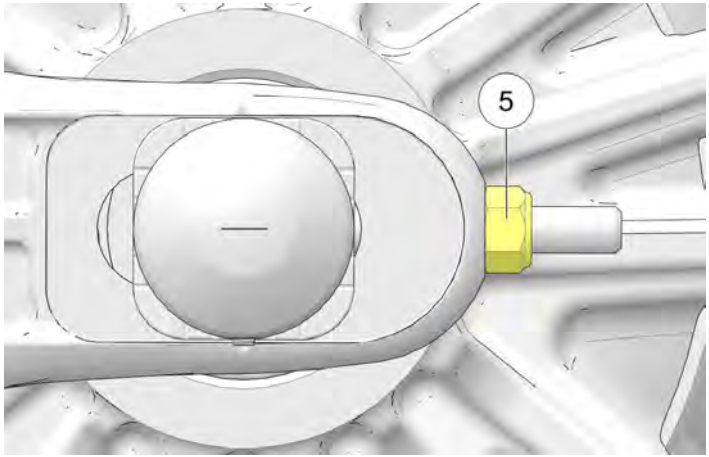


2. On right side of motorcycle, remove the c-clip ③ and loosen the axle nut ④. Retighten to **Adjustment Specification**.

TORQUE
Adjustment Specification: 15 ft-lbs (20 N·m)



3. Turn **LEFT SIDE** adjuster nut ⑤ to achieve proper belt tension.



4. When belt tension is correct continue to next section and adjust final belt alignment.

DRIVE BELT ALIGNMENT

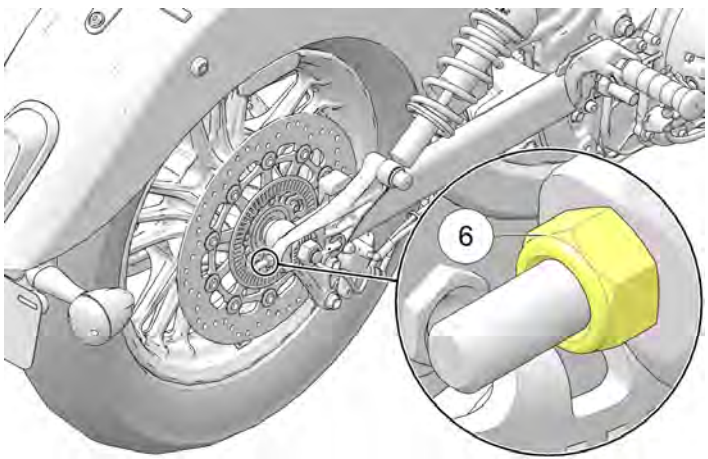
⚠ WARNING

Drive belt misalignment can cause drive line noise and damage drive belt, causing possible belt failure and loss of control of motorcycle.

NOTICE

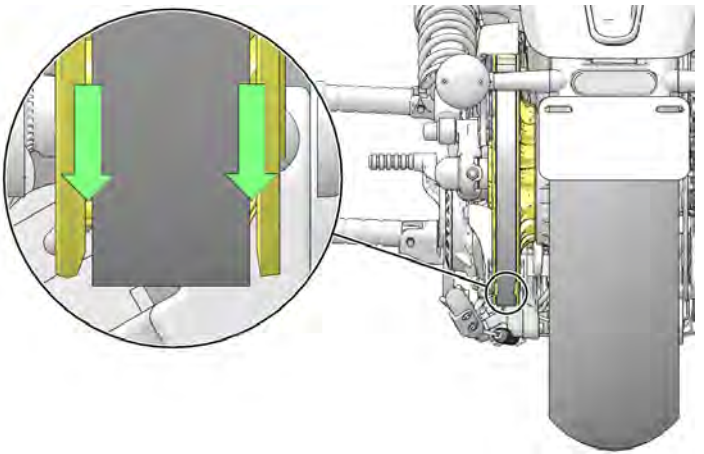
To minimize change in belt tension, use **RIGHT SIDE** adjuster only to make final adjustments to belt alignment. Be sure to keep axle seated forward against axle adjusters during this procedure.

1. Rotate wheel **BACKWARD**. Tighten **RIGHT SIDE** adjuster nut ⑥ until drive belt comes off inside sprocket flange during backward wheel rotation and is centered in the driven pulley as shown with arrows.



IMPORTANT

Belt should track to center of sprocket tooth surface when properly aligned. Sprocket teeth should be visible on both sides of drive belt.



2. Rotate wheel **FORWARD** and verify sprocket teeth are still visible on both side of drive belt.
3. If necessary, loosen axle nut and **RIGHT SIDE** adjuster until belt moves off left flange and begins to track down center of driven sprocket flange during forward wheel rotation.

NOTICE

It may be necessary to loosen axle nut and tap left end of axle to ensure it moves forward when adjuster is loosened. Axle nut *must* be retightened to **Adjustment Specification** (15 ft-lbs (20 N·m)) before proceeding.

4. Rear wheel alignment is satisfactory when drive belt remains centered on driven sprocket during forward and backward wheel rotation. Sprocket teeth should be visible from both sides of drive belts.
5. Verify drive belt tension is still within specification. (See **Check Drive Belt Tension** section)
6. Tighten rear axle nut to **Final Specification**.

TORQUE
Final Specification: 65 ft-lbs (88 N·m)

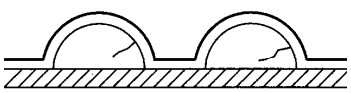
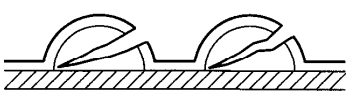
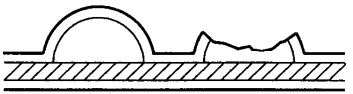
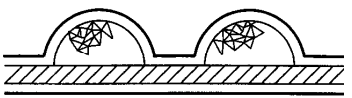
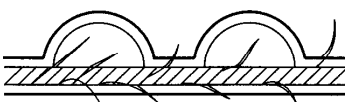
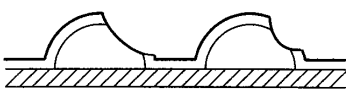
7. Pump rear brake pedal several times to reset brake pad distance.
8. Verify wheel rotates smoothly and freely without drag when brake pedal is released.
9. Lower motorcycle.

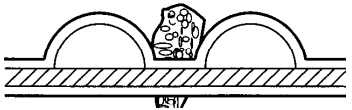
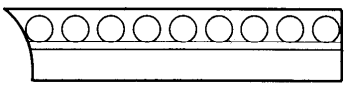
REAR DRIVE BELT CLEANING

Cleaning the drive belt will maximize belt and sprocket life and minimize drive line noise. Clean the belt at every tire change. Clean the belt more often if riding in dirty, dusty or high debris environments.

1. Mix a few drops of mild dish soap with a cup of warm water.
2. Use a soft nylon brush to clean the belt and sprocket teeth with the soapy water. Clean well in corner areas where road debris and belt dust can collect.
3. Rinse the belt with clear water, then dry thoroughly.

REAR DRIVE BELT WEAR ANALYSIS

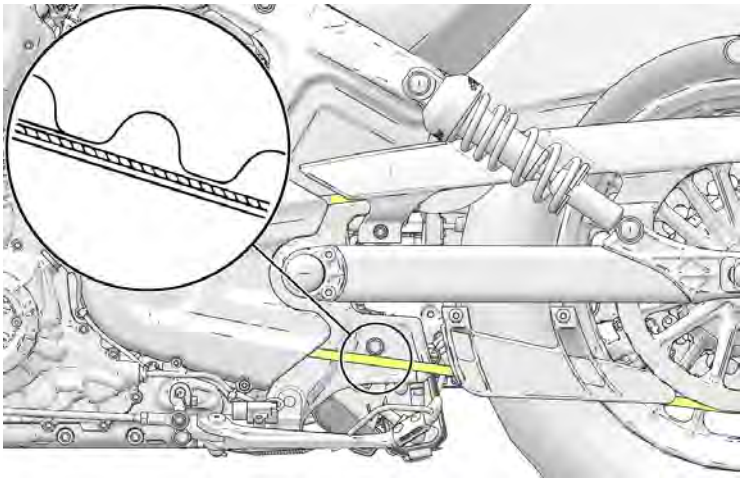
WEAR ANALYSIS	BELT CONDITION
Internal tooth cracks (hairline): OK to run, but monitor condition	
External tooth cracks: Replace belt	
Missing teeth: Replace belt	
Chipping (not serious): OK to run, but monitor condition	
Fuzzy edge cord: OK to run, but monitor condition	
Hook wear: Replace belt	

WEAR ANALYSIS	BELT CONDITION
Stone damage: Replace belt if damage is on edge	
Bevel wear (outboard edge only): OK to run, but monitor condition	

REAR DRIVE BELT CONDITION

Inspect the rear drive belt at the intervals specified in the Periodic Maintenance Table. Shallow cracks on the back side of the belt (side opposite the teeth) should be monitored for other damage but are not cause for belt replacement. The belt should be replaced if it is frayed, has broken teeth, or has cracks extending through the core strands. No matter its condition, the drive belt should be replaced at periodic intervals. See the *INDIAN MOTORCYCLE Service Manual* or an authorized INDIAN MOTORCYCLE dealer or other qualified dealer.

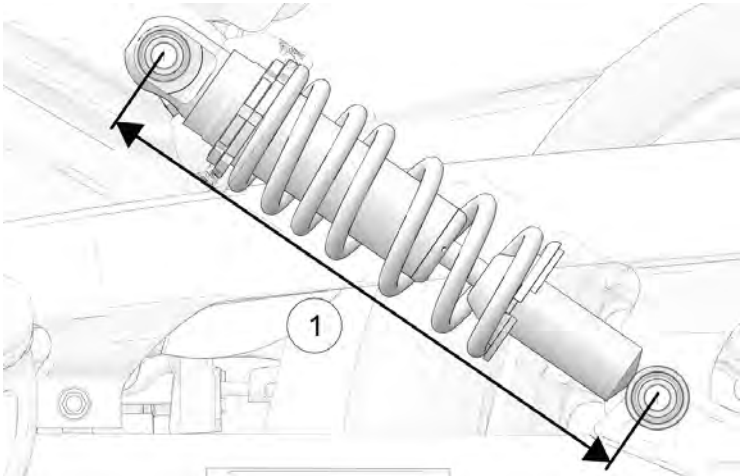
Replace the drive belt and both sprockets as a set if the drive belt has over 5,000 miles (8,000 km) of service at the time of damage or failure.



REAR SHOCK PRELOAD (RIDE HEIGHT) INSPECTION

Periodically measure rear shock preload. Have an assistant help with this procedure.

For the most comfortable ride and proper ground clearance, adjust preload if ride height is out of specification.



1. Verify that tire pressure is at specification. See page 98.
2. Load the motorcycle with all intended cargo. Wearing your riding gear, bring the motorcycle to the upright position and sit on the operator's seat. If you plan to carry a passenger, have the passenger (with riding gear) sit on the passenger seat.

⚠ WARNING

Do not carry a passenger unless the motorcycle is equipped with passenger seat and passenger footrests.

3. Measure shock preload from upper mount bolt center to lower mount bolt center (eye-to-eye) ①. Perform this measurement on both shocks.
4. Ride height should be 282 mm on both shocks. If the measurement differs, adjust the preload.

REAR SHOCK PRELOAD (RIDE HEIGHT) ADJUSTMENT

Special tools are required to perform this procedure. See the INDIAN MOTORCYCLE Service Manual or your authorized INDIAN MOTORCYCLE dealer or other qualified dealer.

⚠ WARNING

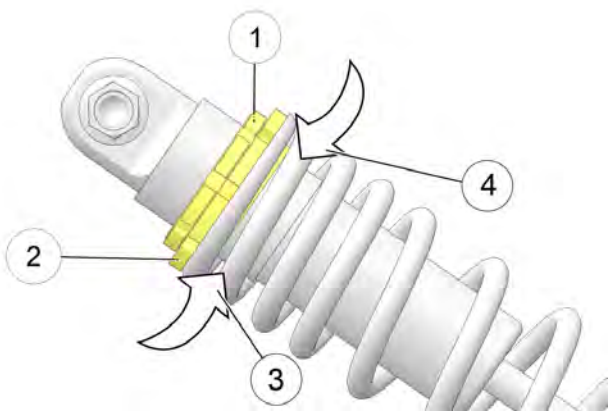
Uneven adjustment may cause poor handling of the motorcycle, which could result in an accident. Always adjust both the left and right shock preload equally, or have your dealer perform the adjustments.

1. Verify that tire pressure is at specification. See page 98.
2. Rest the motorcycle on the sidestand.

3. Ensure threads are clear of all dirt and debris before loosening the lock nut ①. Loosen the lock nut by turning it counter-clockwise (as viewed from the top of shock) with the spanner wrench. The upper spanner nut on the shock is the lock nut. The lower spanner nut is the adjuster nut ②.

⚠ WARNING

Ensure threads on shock body are clean and clear of debris before adjusting the spanner nuts. Before attempting to adjust downward, spin the spanner nuts one full revolution upward and then adjust in the downward position.



4. Spray a light lubricant on the adjuster nut where it contacts the spring. DO NOT allow spray to contact the drive belt.
5. Adjust shock preload by rotating the adjuster nut clockwise (as viewed from the top of shock) to INCREASE preload ③ (firm) or counter-clockwise to DECREASE preload ④ (softer).
6. Recheck the preload measurement after adjusting.
7. Tighten the lock nut securely against the adjuster nut.

SWING ARM/REAR AXLE INSPECTION

1. Sit in the operator's seat and slowly bounce the rear suspension a few times. Make sure the suspension moves freely without binding. Listen for abnormal noises.
2. Elevate and support the motorcycle with the rear tire slightly off the floor. See the Elevating the Motorcycle section for details.

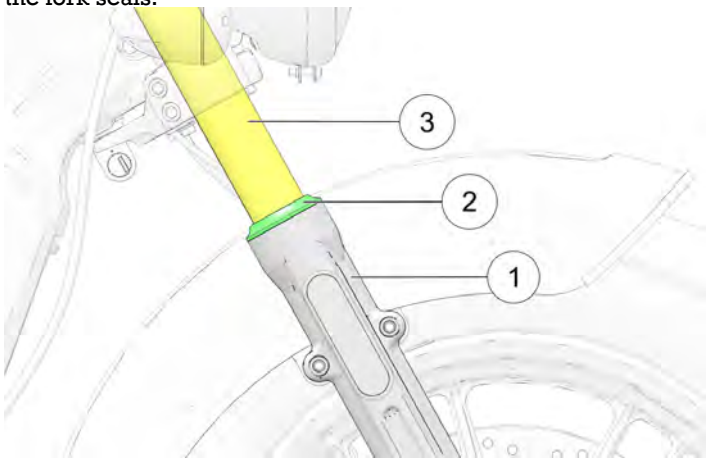
⚠ CAUTION

Make sure the motorcycle is stable when elevated. Personal injury and/or damage to the vehicle may occur if the motorcycle tips or falls.

3. Grasp the rear wheel and attempt to move the wheel side-to-side. If there is movement at the front of the swingarm or in the axle area, see your dealer for service.
4. With the transmission in neutral, slowly rotate the rear wheel. If the wheel does not rotate smoothly, see your dealer for service.

FRONT FORK/SUSPENSION INSPECTION

1. Place the motorcycle on the sidestand and inspect the front forks. If fork oil is present on the outer tube ①, *do not ride the motorcycle*. See your dealer for service before operating. If fork oil is present around the fork seals ② or inner tubes ③, replace the fork seals.



2. Clean the fork tubes to remove bugs, tar or buildup which may cause seal wear or leakage. Inspect the outer surfaces of the inner fork tubes for scratches or damage from foreign objects.
3. Straddle the motorcycle and bring it to the fully upright position. Apply the front brake and push downward (hard) on the handlebars several times. The front suspension should operate smoothly and quietly.
4. Fork oil condition and level affects front suspension performance and internal component wear. Replace fork oil at the recommended intervals. Special tools are required to perform this procedure. See the *INDIAN MOTORCYCLE Service Manual* or an authorized INDIAN MOTORCYCLE dealer or other qualified dealer.

STEERING HEAD INSPECTION

1. Elevate and support the motorcycle with the front tire slightly off the floor. See the Elevating the Motorcycle section for details.

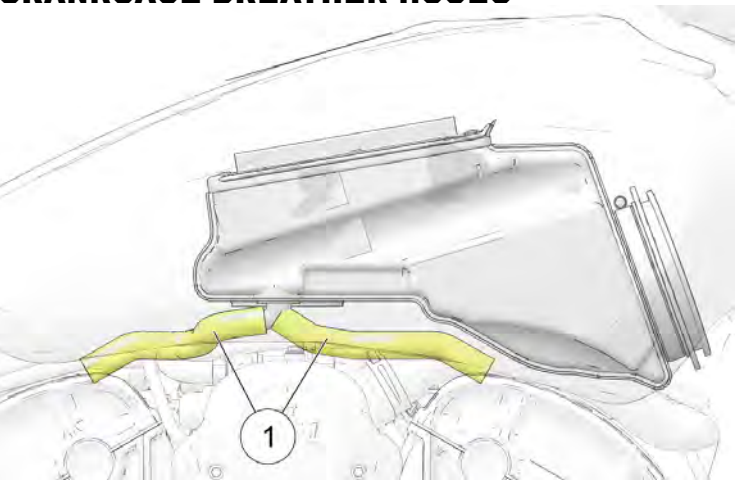
⚠ CAUTION

Make sure the motorcycle is stable when elevated. Injury may occur if the motorcycle tips or falls.

2. Turn the handlebars from stop to stop. The action should be smooth but not loose. Make sure wires, hoses and control cables do not interfere with smooth steering.
3. Position the front wheel straight ahead. Grasp the front forks near the front axle and attempt to move the wheel front-to-back. If there is front-to-back movement at the steering head, see your dealer for service.

4. If steering binds, feels rough or uneven, or if movement is detected at the steering stem, see your dealer for service.
5. Rotate the front wheel and inspect for smooth rotation of front wheel bearings. If roughness or unusual sounds are present, see your dealer for service.
6. Turn handle bars full right or left and hold against the fork stop. Attempt to move front wheel side-to-side. If movement is observed, see your dealer for service.

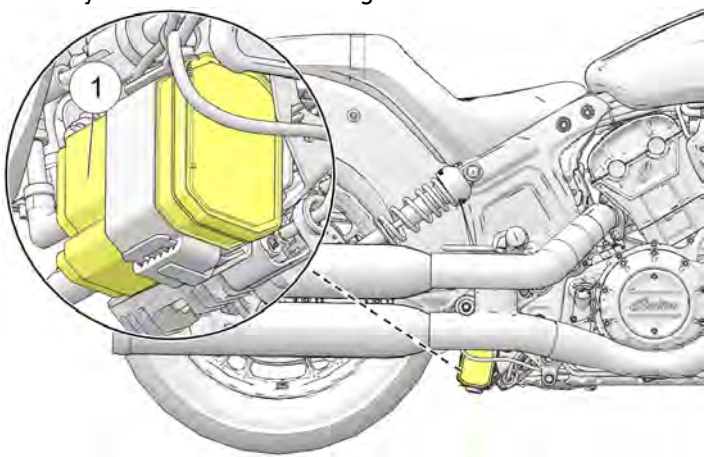
CRANKCASE BREATHER HOSES



Inspect the crankcase breather (vent) hoses ① each time the fuel tank is removed to perform air filter service or other maintenance. Inspect both breather hoses along their length and at both ends. Make sure hoses are not restricted, kinked, cracked or otherwise damaged. Replace any worn or damaged hoses.

EVAPORATIVE EMISSION CONTROL SYSTEM (CALIFORNIA AND INTERNATIONAL MODELS)

1. Inspect all evaporative emission control system hoses and connections. Make sure all connections are tight and locked.
2. The canister ① is located under the mid frame. Make sure it is securely fastened to the mounting bracket.



3. Inspect connections at the evaporative emissions canister to be sure they are secure.

FUEL SYSTEM COMPONENTS

1. Inspect fuel hoses for cracks or damage.
2. Inspect hose connections at the fuel tank and at the fuel rail for dampness or stains from leaks.
3. The fuel system is under pressure and caution must be used when inspecting and servicing the fuel system. See the *INDIAN MOTORCYCLE Service Manual* or an authorized INDIAN MOTORCYCLE dealer or other qualified dealer.

THROTTLE CONTROL INSPECTION

1. With the engine OFF, rotate the throttle control grip fully open and then release it. It should rotate smoothly from the rest position to the completely open position. It should return to the rest position quickly when released.
2. Repeat the twist and release process with the handlebars turned fully *right* and fully *left*.
3. Service the throttle system if throttle operation is not smooth or if throttle grip does not return properly. See the *INDIAN MOTORCYCLE Service Manual* or an authorized INDIAN MOTORCYCLE dealer or other qualified dealer.

SIDESTAND LUBRICATION

Periodically lubricate the sidestand bushing. See page 47 for sidestand inspections.

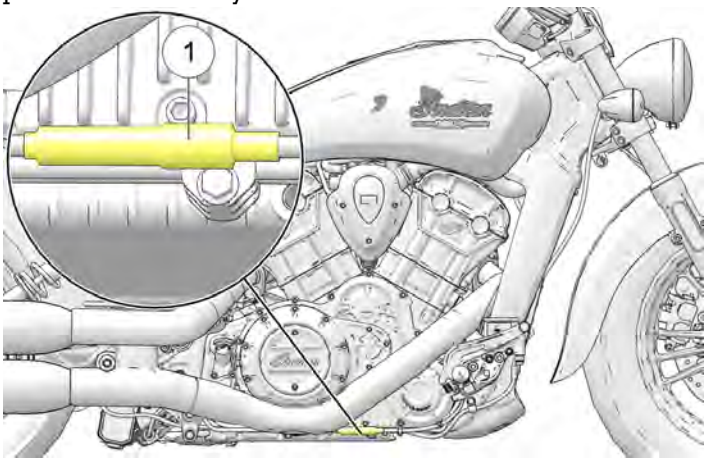
MECHANICAL CLUTCH

MECHANICAL CLUTCH LEVER FREEPLAY

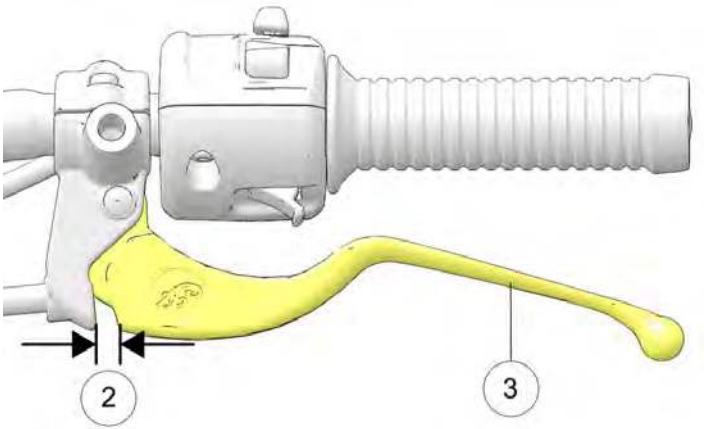
⚠ CAUTION

The clutch cable is located near the exhaust, which may still be hot after operation. Wait for the vehicle to cool down before attempting to adjust the clutch cable.

1. The clutch cable adjuster nut ① is located along the lower right frame. While holding the clutch cable, slide the rubber protective cover away from the lock nut. Loosen the lock nut.



2. While holding the cable, turn the cable adjuster inward or outward until clutch lever freeplay is 0.02–0.059 in (0.5–1.5 mm) ②.
3. While holding the cable, tighten the adjuster lock nut securely.
4. Verify that the safety switch activates properly. The engine should not start in gear with the clutch lever ③ released.

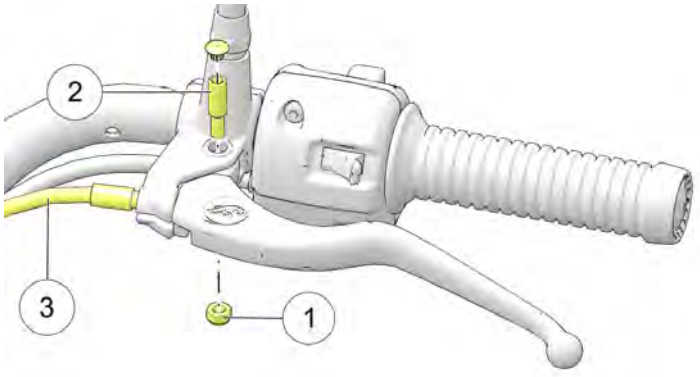


NOTICE

The starter interlock switch is dependent on the clutch lever freeplay being set correctly to ensure activation of the clutch safety switch.

MECHANICAL CLUTCH LEVER LUBRICATION

1. Remove the clutch lever pivot nut ① and screw ②. Disconnect the clutch cable ③ from the clutch lever.



2. Remove any old grease and dirt from the lever and housing. Lubricate the clutch lever and pivot screw with moly assembly grease or all-purpose grease.
3. Reconnect the clutch cable. Hold the screw down and tighten the nut.

TORQUE
96 in-lbs (10.8 N·m)

4. Adjust clutch lever freeplay. See page 88.
5. Tighten the adjuster nut and slide the protective cover over the adjuster.

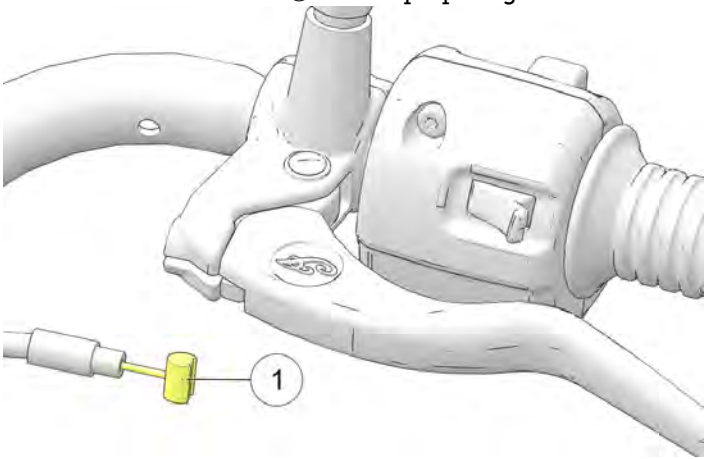
MECHANICAL CLUTCH CABLE LUBRICATION

Lubricate control cable barrel ends at the intervals recommended in the Periodic Maintenance Table.

NOTICE
The clutch cable is factory-lubricated. Additional lubrication could be detrimental to cable performance. Replace the clutch cable assembly if binding or sticking occurs. DO NOT lubricate between the cable and sheath.

Verify proper routing and smooth movement. Inspect for damage to the external casing, and inspect exposed cable wire for fraying, kinks or corrosion. Replace any damaged, sticky or sluggish cable.

1. Disconnect the cable at the clutch lever and at the primary cover.
2. Lubricate the barrel ends ① with all-purpose grease.



3. Reconnect the cable and adjust freeplay as needed.

BRAKES

REAR BRAKE PEDAL

1. Lubricate the pivot bushing at the intervals recommended in the Periodic Maintenance Table. Also lubricate any time binding is evident. Use all-purpose grease.
2. Inspect brake pads as outlined in the Brake Disc Inspection / Cleaning section.

BRAKE HOSES/CONNECTIONS

Inspect all brake hoses and connections for dampness or stains from leaking or dried fluid. Tighten any leaking connections and replace components as necessary. See the *INDIAN MOTORCYCLE Service Manual* or an authorized INDIAN MOTORCYCLE dealer or other qualified dealer.

BRAKE FLUID PRECAUTIONS

⚠ WARNING

Using the wrong fluid or allowing air or contaminants into the fluid system can damage the system seals or result in a malfunction that could lead to serious injury or death. Use only DOT 4 brake fluid from a sealed container.

Do not operate the front brake with the reservoir cover removed. Fluid could overflow from the reservoir and allow air to enter the system. Air in the brake system could cause the brakes to malfunction.

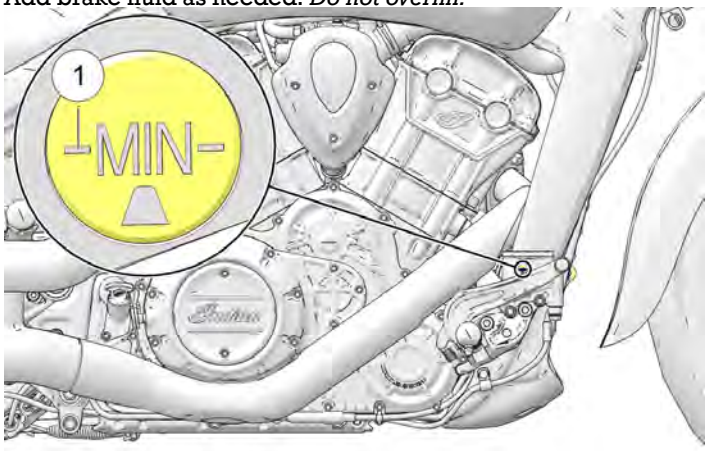
An over-full reservoir may cause brake drag or brake lock-up, which could result in serious injury or death. Maintain brake fluid at the recommended level. Do not overfill.

NOTICE
Brake fluid will damage painted surfaces and plastic parts. Always clean spilled brake fluid immediately with water and a mild detergent.

REAR BRAKE FLUID

Change the brake fluid at the intervals recommended in the Periodic Maintenance Table section. Always add brake fluid from a new, unopened container. Always use the recommended fluid. See page 130.

1. Position the motorcycle on level ground in the fully upright position.
2. The rear brake fluid reservoir is located near the rear brake pedal. View the reservoir from the right side of the vehicle.
3. Wipe the fluid container and the area around the reservoir cover with a clean cloth.
4. If the fluid level is low, inspect brake pads as outlined on page 93. If pads are not worn beyond the service limit, inspect the brake system for leaks.
5. Remove the cover and diaphragm. The fluid level should be above the minimum indicator mark on the reservoir body ①. Add brake fluid as needed. *Do not overfill.*



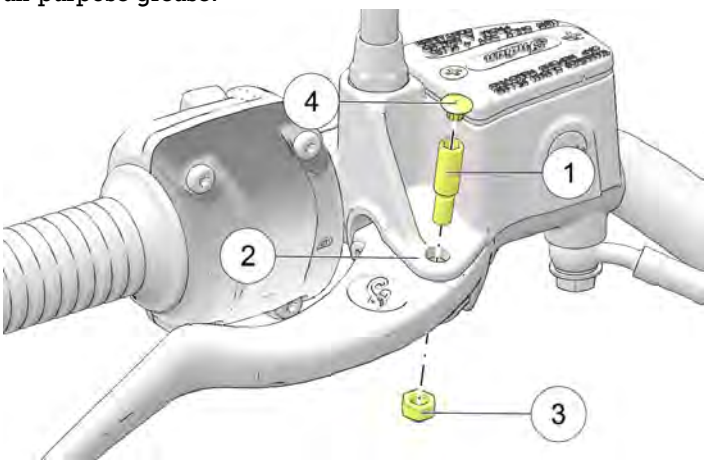
6. Reinstall the cover and diaphragm. Tighten the cover screws.

TORQUE
13 in-lbs (1.5 N·m)

7. Wipe away any fluid spills. Check for signs of brake fluid leaks around hoses, fittings, reservoir, and brake calipers.

FRONT BRAKE LEVER

1. To lubricate the front brake lever, start by removing the plastic cap ④ from the pivot pin ①. Unscrew the bottom nut ③ and pivot pin to access the hinge point ②.
2. Lubricate the pivot pin and brake lever hinge point at the intervals recommended in the Periodic Maintenance Table on page 62. Also lubricate any time binding is evident. Use all-purpose grease.



3. Inspect brake pads as outlined on page 93.
4. Once properly lubricated, reinstall the components in accordance with their proper torque values. Return plastic cap to the top of the pivot pin.

TORQUE
Pivot Pin: 8.9–17.7 in-lbs (1–2 N·m)

TORQUE
Nut: 35.4–62 in-lbs (4–7 N·m)

FRONT BRAKE FLUID

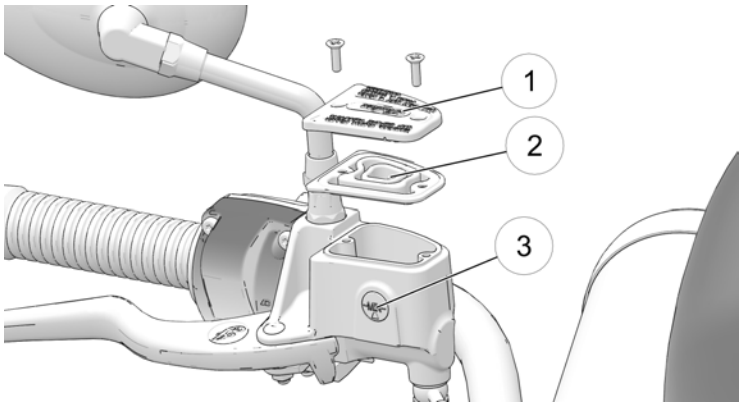
Change the brake fluid at the intervals recommended in the Periodic Maintenance Table on page 62.

Do not attempt to change the anti-lock brake system fluid. Please see your dealer for this service.

Always add brake fluid from a new, unopened container. Always use the recommended fluid. See page 130.

1. Position the motorcycle on level ground in the fully upright position. Position the handlebars so that the fluid reservoir is level. Wipe the fluid container and the area around the reservoir cover with a clean cloth.
2. If the fluid level is low, inspect brake pads as outlined on page 93. If pads are not worn beyond the service limit, inspect the brake system for leaks.

3. To add fluid, remove the reservoir cover screws. Remove the cover ① and diaphragm ②.



4. The fluid level should be above the minimum indicator mark in the sight glass ③. Add brake fluid as needed. *Do not overfill.*
5. Reinstall the diaphragm, cover and screws.

TORQUE
13 in-lbs (1.4 N·m)

6. Wipe away any fluid spills. Check for signs of brake fluid leaks around hoses, fittings, reservoir and brake calipers. Check for deterioration of hoses.

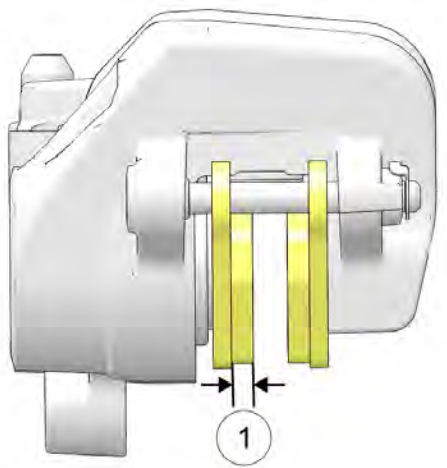
BRAKE PADS

Inspect each front brake pad on both sides of the front disc. Inspect each rear brake pad on both sides of the rear disc.

When checking brake pad friction material thickness, check each brake caliper for dampness or stains from leaking or dried brake fluid. If inspection reveals signs of fluid leakage, do not operate the vehicle. See your dealer for service.

Use an inspection mirror, positioned at the front side of the caliper, to view the friction material.

Replace brake pads when the thinnest point of the friction material has worn to 1.0 mm ①. Please see your dealer for this service.

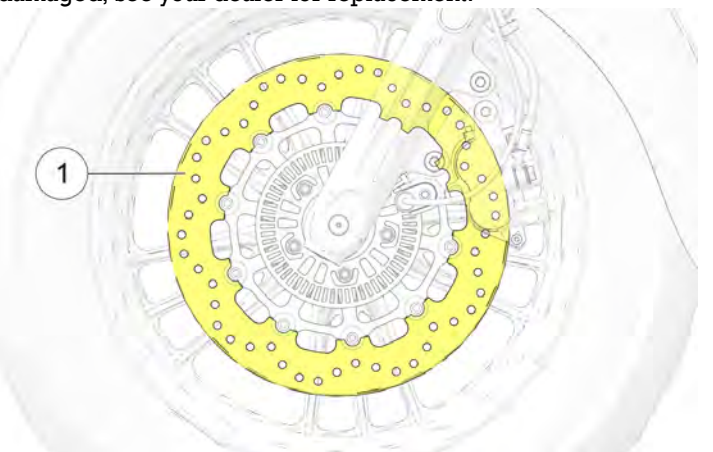


NOTICE

After replacing pads, allow up to 250 miles (500 km) of operation in urban driving conditions (not highway cruising) to allow pads to mate with new rotors. Brakes should be used frequently. During this time brake performance will be less effective. Avoid using brakes harshly unless in an emergency. Brake efficiency will gradually increase during this seating period.

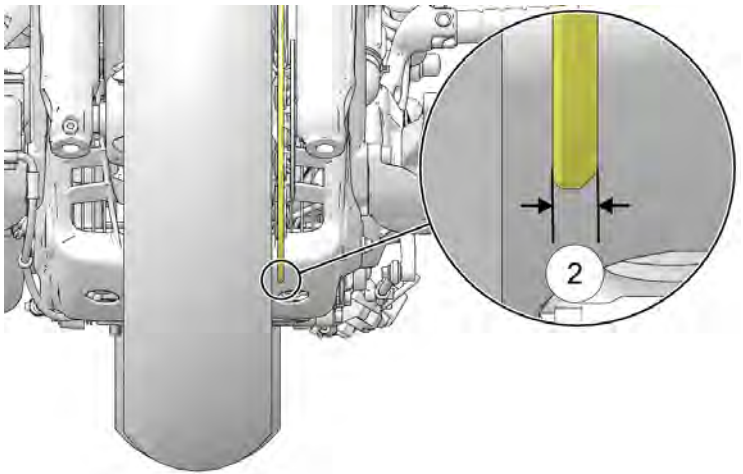
BRAKE DISC INSPECTION / CLEANING

1. Inspect brake discs ① for nicks, scratches, cracks or other damage. Inspect the thickness of each brake disc at four or more locations around the disc. If any disc is worn to the minimum thickness at the thinnest point, or if a disc is damaged, see your dealer for replacement.



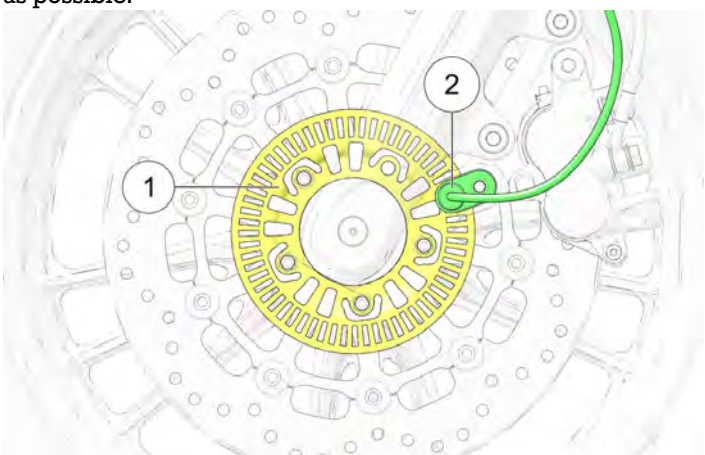
2. Clean discs if minor squeaks develop due to dirt or dust. Apply brake cleaner to a clean shop towel and wipe the discs. DO NOT allow brake cleaner to contact painted or plastic parts. Read all precautions on the label.

IMPORTANT
② **Minimum Thickness (Front):** 4.5 mm



ANTI-LOCK BRAKE SYSTEM (ABS) TONE RING/-SENSOR INSPECTION (IF EQUIPPED)

1. Visually inspect for damaged teeth on the front and rear ABS tone rings ①. Inspect for nicks and dents on the face of the teeth. The teeth edges should be consistent in appearance. If a tone ring is damaged, see your dealer for replacement as soon as possible.



2. Inspect for debris adhering to the end of the wheel speed sensors ②. If contamination is observed, or if you are unable to visually inspect, slide a thin towel across the face of the sensor between the sensor and the tone ring to remove any potential debris.

WHEEL INSPECTION

Inspect both wheels for cracks or damage and replace damaged wheels promptly. Do not operate the motorcycle if wheels are damaged or cracked. See the *INDIAN MOTORCYCLE Service Manual* or an authorized INDIAN MOTORCYCLE dealer or other qualified dealer.

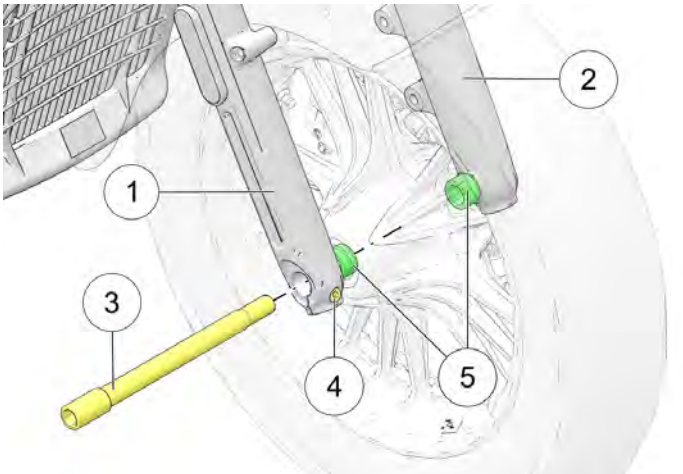
WHEEL ALIGNMENT

Inspect rear wheel alignment at regular service intervals, whenever the rear wheel is removed and when the rear drive belt is adjusted. Please see your dealer for this service.

FRONT WHEEL INSTALLATION

If the front wheel is removed for any reason, it must be reinstalled in the correct rotating direction.

Clean all wheel components before installation. Apply a light coat of all-purpose grease to the axle and both spacers.



① Right Fork Tube

② Left Fork Tube

③ Axle Bolt 52 ft-lbs (70 N·m)

④ Pinch Bolt 18–19 ft-lbs (24.4–25.7 N·m)

⑤ Wheel Spacers

TIRES

⚠ WARNING

Operating the motorcycle with incorrect tires, incorrect tire pressure or excessively worn tires could cause loss of control or accident. Under inflation can cause a tire to overheat and result in a tire failure. Only use tires approved by INDIAN MOTORCYCLE for the model of the motorcycle. See your dealer for more information. Use of unapproved or an improperly mixed front and rear tire can result in decreased handling performance and stability, potentially leading to reduced control of the motorcycle. Always maintain proper tire pressure as recommended in the rider's manual and on safety labels.

TIRE REPLACEMENT

Tires, rims, innertubes and air valves must be correctly matched to wheel rims. Use only the proper size tires specified with the same or higher load ratings. INDIAN MOTORCYCLE-recommended tires provide proper clearance between fenders, swingarm, drive belts and other components. See the Specifications section for details.

On models equipped with innertubes, innertubes MUST be replaced with new innertubes when tires are replaced. Use only the proper size innertubes.

⚠ WARNING

Mismatched tires, rims and air valves may result in damage to the tire bead during mounting or may allow the tire to slip off the rim, possibly resulting in tire failure.

TIRE CONDITION

Inspect the tire sidewalls, road contact surface, and tread base for cuts, punctures, and cracking. Replace damaged tires immediately. See the *INDIAN MOTORCYCLE Service Manual* or an authorized INDIAN MOTORCYCLE dealer or other qualified dealer.

TIRE PRESSURE

Always check and adjust tire pressure when tires are cold. Do not adjust tire pressure immediately after riding. Wait at least 3 hours after riding to check pressure. If pressure checked and adjusted while tires are warm, the pressure will drop as tires cool and result in underinflation.

Adjust tire pressure as recommended for the total weight of your intended load (see chart below). For more information, refer to the manufacturing information label located on the front frame downtube. See page 18.

⚠ WARNING

Do not exceed the maximum recommended inflation pressure to seat the bead. Tire or rim failure may result.

TIRE PRESSURE CHART

LOCATION	SIZE	BRAND	TYPE	RECOMMENDED PRESSURE	
				LOADS UP TO 200 LB (91 KG)	LOADS UP TO VEHICLE'S MAXIMUM LOAD CAPACITY
Scout					
Front	130/90-B16 67H	Pirelli®	Night Dragon	36 psi (248 kPa)	36 psi (248 kPa)
Rear	150/80-B16 77H	Pirelli®	Night Dragon	40 psi (276 kPa)	40 psi (276 kPa)
Scout Sixty (North America)					
Front	130/90-B16 67H	Pirelli®	Night Dragon	36 psi (248 kPa)	36 psi (248 kPa)
Rear	150/80-B16 77H	Pirelli®	Night Dragon	40 psi (276 kPa)	40 psi (276 kPa)
Scout Sixty (Non-North America)					
Front	130/90-B16 67H	Pirelli®	Night Dragon	36 psi (248 kPa)	36 psi (248 kPa)
Rear	150/80-B16 77H	Pirelli®	Night Dragon	40 psi (276 kPa)	40 psi (276 kPa)

TIRE TREAD DEPTH

Replace any tire with a tread depth of less than 1/16 in (1.6 mm).

Tread wear indicators are located in at least three places on the tread circumference and become visible at a tread depth of approximately 1/16 in (1.6 mm). The tread wear indicators appear as a solid band across the tread.

You may also use a depth gauge or an accurate ruler to measure the depth of the center tire tread on both front and rear tires.

SPARK PLUGS

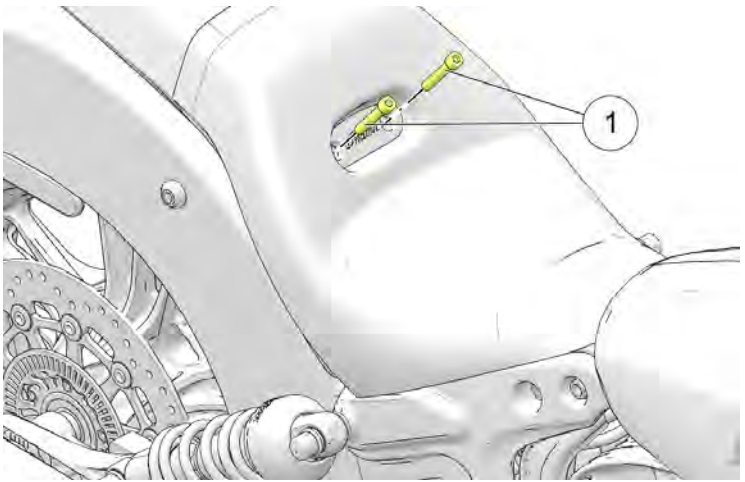
See your dealer for spark plug inspections and replacement at the intervals specified in the Periodic Maintenance Table.

SPARK PLUG SPECIFICATIONS	
Spark Plug Type	NGK® MR7F
Spark Plug Gap	.030 in (0.80 mm)
Spark Plug Torque	7.5 ft-lbs (10 N·m)

SEAT REMOVAL

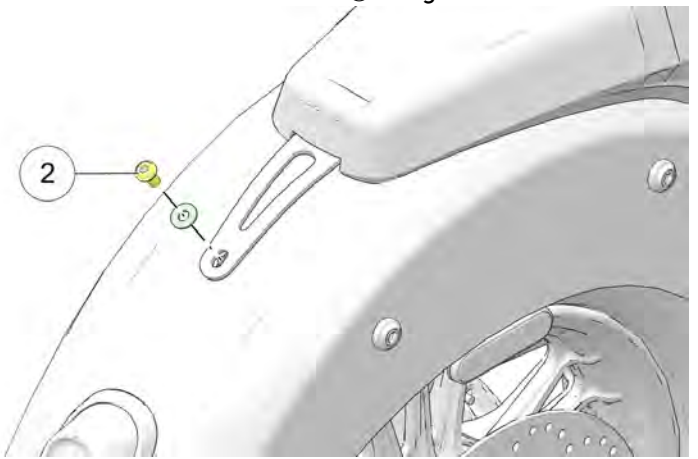
INDIAN SCOUT

NOTICE
Use caution to avoid contact with the fuel tank when removing the seat.

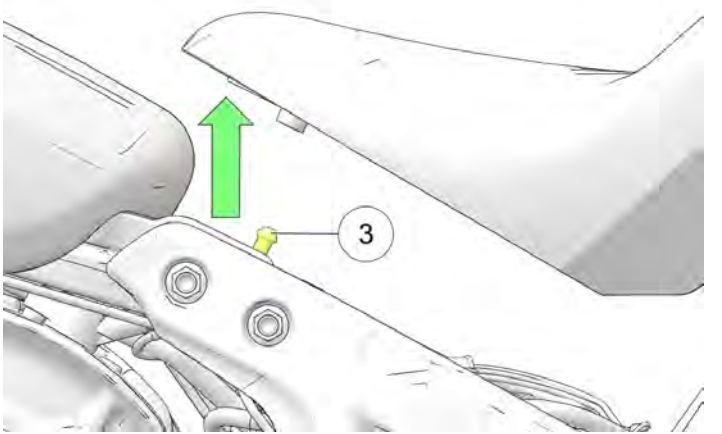


1. Remove the bolts on the back of the seat ① using the included uni-tool.

2. Remove the bolt behind the seat ② using the included uni-tool.



3. Grasp the front edge of the seat and pull upward abruptly to disengage the seat base grommet from the seat mount stud ③.



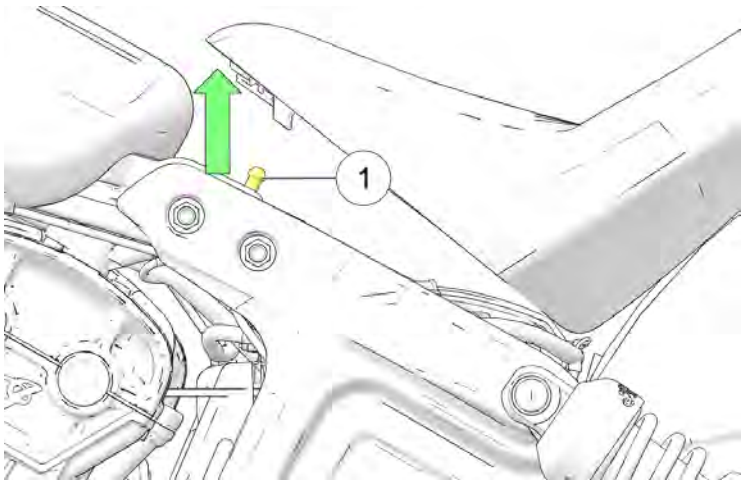
⚠ WARNING

If the seat is not aligned in a straight-ahead position, the grommet is not engaged to the stud. Make sure the grommet is fully engaged to the stud before operating.

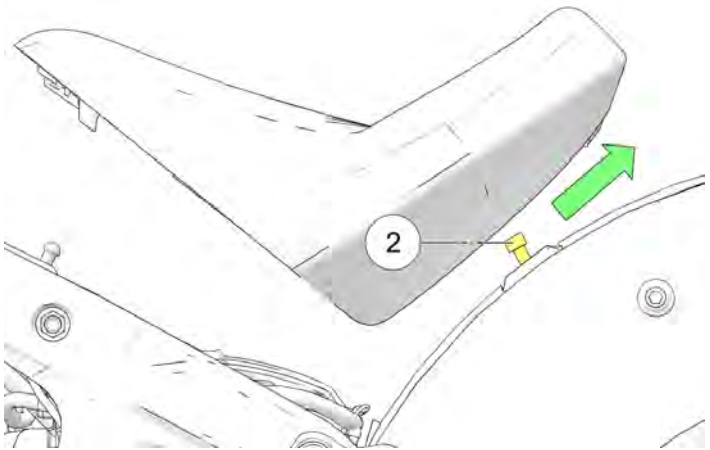
INDIAN SCOUT SIXTY

NOTICE

Use caution to avoid contact with the fuel tank when removing the seat.



1. Grasp the front edge of the seat and pull upward abruptly to disengage the seat base grommet from the seat mount stud ①.
2. Lift the seat and pull it slightly rearward to disengage the seat base from the rear retainer ②.
3. To reinstall the seat, make sure the seat base engages the rear retainer②, then press downward firmly at the front edge of the seat to engage the stud to the seat base grommet.



⚠ WARNING

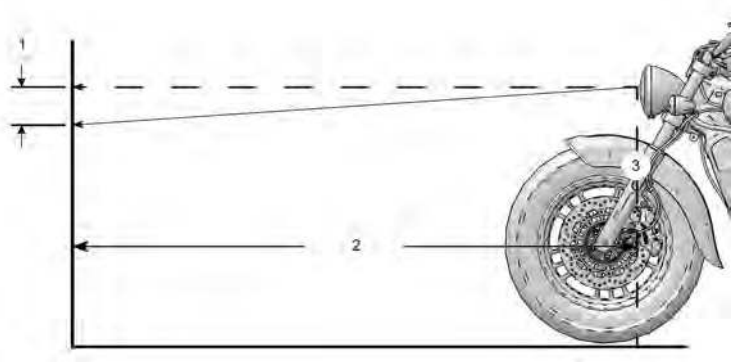
If the seat is not aligned in a straight-ahead position, the grommet is not engaged to the stud. Make sure the grommet is fully engaged to the stud before operating.

HEADLIGHT

HEADLIGHT AIM INSPECTION

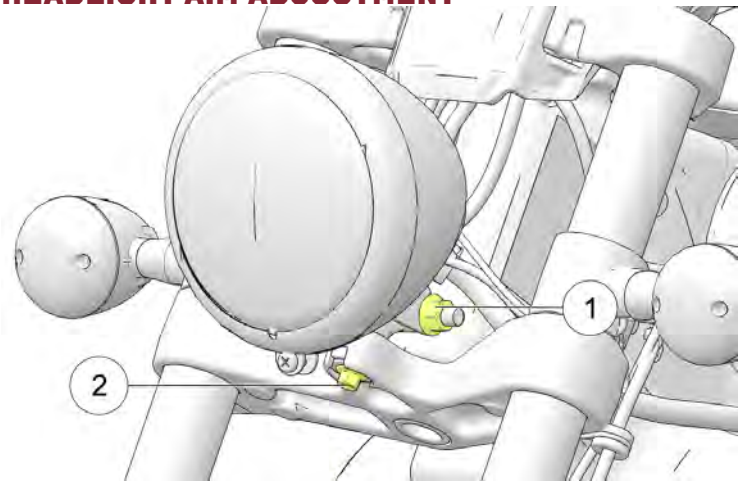
Adjust headlight aim when there is a change in load (rider, cargo, accessories, etc.) and/or after suspension adjustment.

1. Verify that tire pressure is at specification.
2. Verify that rear suspension ride height (preload) is at specification.
3. Position the motorcycle on a level surface with the headlight 32.8 ft (10 m) from a wall.
4. With the operator and passenger (if applicable) on board, bring the motorcycle to the fully upright position.
5. Start the engine and switch the headlight to low beam. Observe the headlight aim on the wall.
6. Make any necessary adjustments to headlight aim, per the diagram table.



NUMBER	DESCRIPTION
①	Halogen headlights: 4 in (10 cm) to top of highest intensity
	LED Headlights: 4 in (10 cm) to top cut-off of beam
②	Measure distance = 32.8 ft (10 m)
③	Headlight Center

HEADLIGHT AIM ADJUSTMENT



1. To adjust the headlamp vertically, loosen the housing mount fastener ① and pivot the housing upward or downward. Tighten the fastener.

TORQUE
35 ft-lbs (47.5 N·m)

2. To adjust the headlamp horizontally, loosen the headlight mounting bolt ② and pivot the headlight to the left or right. Tighten the bolt.

TORQUE
18 ft-lbs (24.4 N·m)

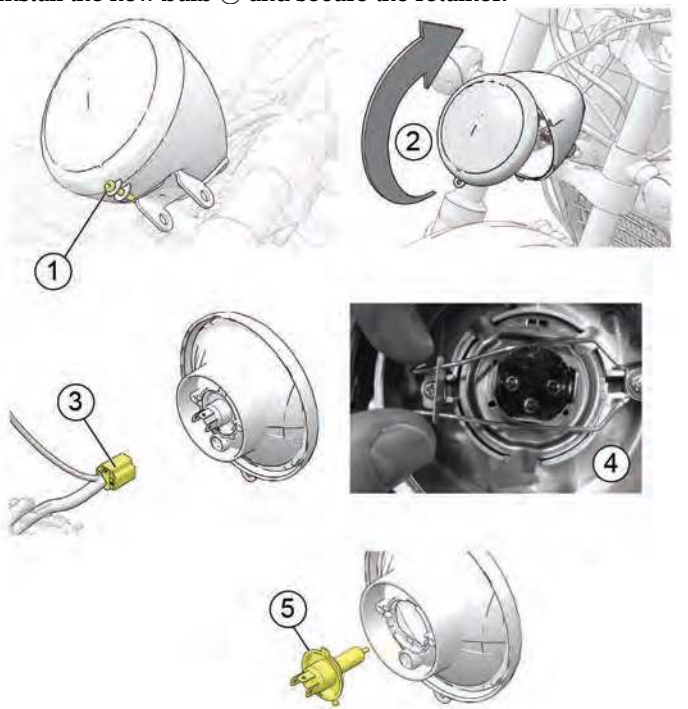
HEADLIGHT LAMP REPLACEMENT

1. Remove the headlight retaining screw ①.
2. Lift the headlight upward and remove it from the base ②.
3. Disconnect the wire harness ③.
4. Remove the rubber boot from the rear of the headlight.

5. Squeeze the bulb retainer ④ and move it away from the bulb. Remove the bulb.

NOTICE
Avoid touching a halogen lamp with bare fingers. Oil from your skin leaves a residue, causing a hot spot that will shorten the life of the lamp. If a lamp is touched, clean it thoroughly with denatured alcohol.

6. Install the new bulb ⑤ and secure the retainer.



7. Reinstall the rubber boot, making sure it seals around the bulb and headlight.

8. Connect the wire harness.
9. Reinstall the headlight to the base and tighten the screw.

TORQUE
36 in-lbs (4.1 N·m)

BATTERY

The motorcycle battery is a sealed, maintenance-free battery. Do not remove the battery cap strip for any reason. Keep the battery connections clean and tight at all times.

⚠ WARNING

Battery electrolyte is poisonous. It contains sulfuric acid. Serious burns can result from contact with skin, eyes or clothing.
External: Flush with water.
Internal: Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg, or vegetable oil. Call physician immediately.
Eyes: Flush with water for 15 minutes and get prompt medical attention.
Batteries may produce explosive gases.

- Keep sparks, flame, cigarettes, etc. away.
- Ventilate when charging or using in an enclosed space.
- Always shield eyes when working near batteries
- KEEP OUT OF REACH OF CHILDREN.

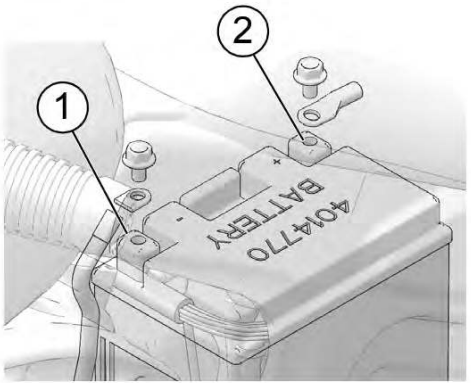
BATTERY REMOVAL

⚠ WARNING

Improperly connecting or disconnecting battery cables can result in an explosion and cause serious injury or death. When removing the battery, always disconnect the negative (black) cable first. When reinstalling the battery, always connect the negative (black) cable last.

1. Remove the seat. See the Seat Removal / Installation section for details.
2. Remove the fuse box from the frame of the motorcycle. Use care to avoid pulling or stretching wires. Fold the wires to the right rear side of the motorcycle.
3. Remove the battery hold-down strap. **Tool:** 13 mm ratchet

4. Remove the negative (-) battery cable ① from the battery terminal. Position the cable well clear of the terminal. **Tool:** 10 mm wrench



5. Remove the rubber cover from the positive (+) battery cable and remove the cable ② from the terminal. Position the cable well clear of the terminal.
6. Tilt the battery slightly rearward, then lift it away from the motorcycle.

BATTERY INSTALLATION

⚠ WARNING

Improperly connecting or disconnecting battery cables can result in an explosion and cause serious injury or death. When removing the battery, always disconnect the negative (black) cable first. When reinstalling the battery, always connect the negative (black) cable last.

NOTICE

Do not remove the battery cables while the engine is running. Doing so may damage the Electronic Control Unit (ECM). Take great care not to reverse the battery leads when installing the battery. Reverse power applied to the ECM will damage it instantly.

1. Inspect the battery box for damage. Be sure pads are in good condition and properly located.
2. Make sure cable ends and battery terminals are clean. Apply a light film of dielectric grease to the terminal bolt threads.
3. Carefully position the battery into the battery box with the negative (-) terminal toward the front of the motorcycle.

4. Make sure the positive (+) cable is routed horizontally and perpendicular to the long side of the battery. Connect the positive (+) cable to the positive (+) battery terminal. Reapply the rubber protective cover over the top of the positive battery terminal.

TORQUE
48 in-lbs (5.4 N·m)

5. Install the negative (-) ground cable last.

TORQUE
48 in-lbs (5.4 N·m)

6. Reinstall the battery hold-down strap.

TORQUE
96 in-lbs (10.8 N·m)

7. Reinstall the seat. See the Seat Removal / Installation section for directions.

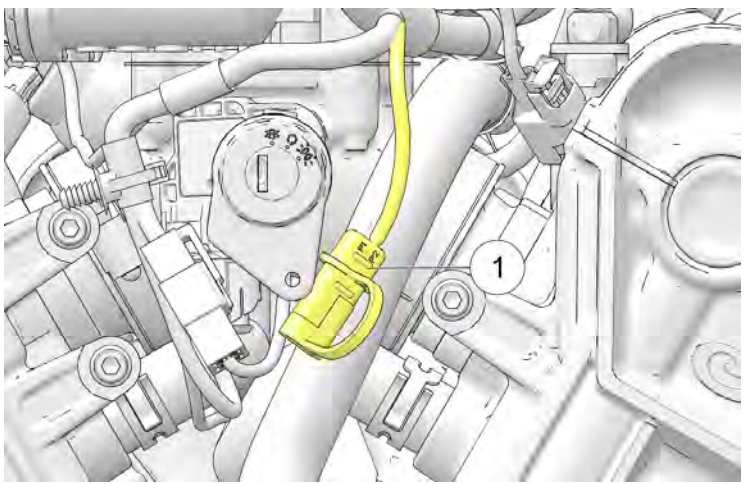
BATTERY CHARGING AND MAINTENANCE

IMPORTANT

Read and follow the safety precautions listed on the battery and the proper battery charging procedures outlined in the Owner's Manual.

If your motorcycle will not be used for a period of two weeks or longer, a maintenance charger should be connected to the battery using the Battery Charge Port.

The Battery Charge Port/Heated Gear plug ① is located behind the ignition switch cover.



⚠ CAUTION

Before connecting a battery charger to the Battery Charge Port, ensure the vehicle has cooled to ambient temperature. Do not allow cables to rest on hot or sharp surfaces while charging.

AGM BATTERY CHARGER RECOMMENDATIONS

INDIAN MOTORCYCLE recommends using the BatteryMINDer® 2012 AGM - 2 A battery charger (PN 2830438) to charge and maintain AGM batteries. The charger can be found on the POLARIS or INDIAN MOTORCYCLE websites, or purchased from your authorized INDIAN MOTORCYCLE dealer.

If you are not using the BatteryMINDer® 2012 AGM - 2 A battery charger, an automatic/constant monitoring AGM battery charger with a charging rate of 2 A or less is recommended to prevent damage to the battery.

Batteries that fall below 12.5 V run the risk of sulfation, a condition whereby sulfate crystals form inside the battery and significantly reduce performance. AGM chargers are designed specifically for charging AGM type batteries and use high frequency pulses to partially reverse sulfation.

IMPORTANT

The use of non-AGM battery chargers may result in a misleading "battery not found" or "open cell" fault message. Please ensure you are using the recommended AGM charger when charging AGM type batteries to prevent damage to the battery.

AGM BATTERY CHARGING RECOMMENDATIONS

If the motorcycle will not be driven for more than two weeks, maintaining the battery with the BatteryMINDer® 2012 AGM - 2 A battery charger (PN 2830438) is recommended.

Always use the recommended automatic battery charger, and wait for the charger to complete the charge cycle before you disconnect it.

AGM BATTERY MAINTENANCE TIPS

To help prolong battery life, it is recommended to remove the battery from vehicles stored two months or longer. To maximize the life of stored batteries, they should be kept in a cool / dry location. Batteries will self discharge more rapidly when stored in extreme heat. Batteries should be maintained using the recommended battery charger while in storage.

Batteries which are not connected to a vehicle should be charged every two months.

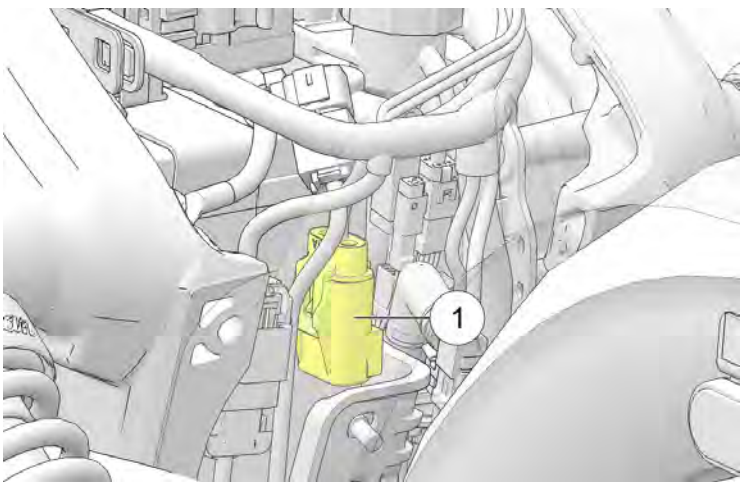
Batteries will self-discharge more quickly when dirty. Periodic cleaning of the battery terminals using a terminal brush will help maximize battery life. Wash terminals with a solution of one tablespoon baking soda and one cup water. Rinse well with tap water and dry off with clean shop towels. Coat the terminals with dielectric grease or petroleum jelly.

Battery connections should be tightened to the correct torque during installation. This will reduce voltage drop and ensure a reliable connection between the regulator/rectifier and battery.

FUSE REPLACEMENT

The main vehicle fuse ① is located on the wiring harness at the rear of the battery. Remove the fuse cap to inspect or replace this fuse. On ABS models, there is an additional ABS fuse located next to the main vehicle fuse.

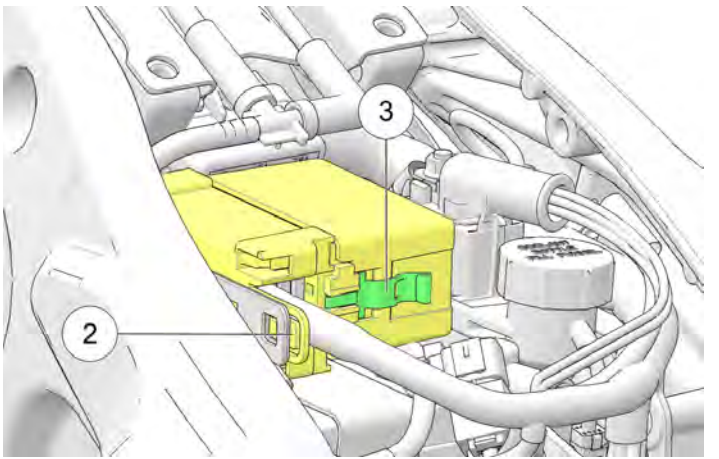
NOTICE
Use fuses with the recommended amperage to avoid damage to the electrical system.



The standard fuse box is located under the seat. This fuse box houses all standard service fuses and the automatic circuit breakers. Fuse application and size are provided on a label on the fuse box cover.

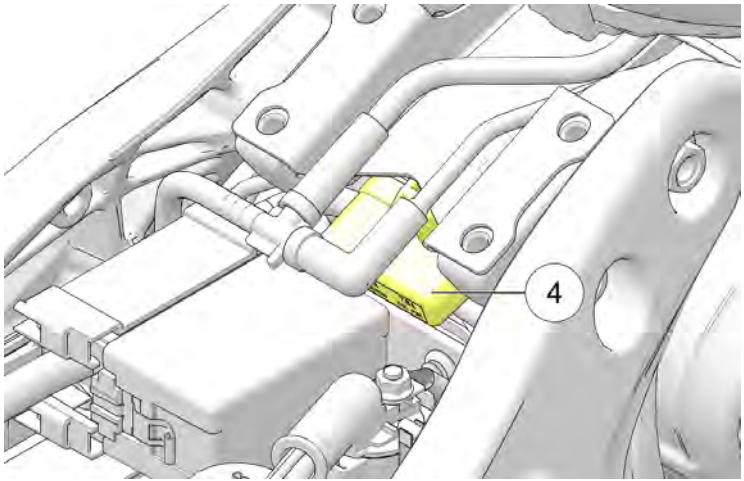
1. Remove the seat. See the Seat Removal / Installation section for details.
2. Press the fuse box release tab ② inward and slide the fuse box rearward to remove it from the bracket. Use care to avoid pulling or stretching the wires.
3. Bend the cover clips ③ slightly away from the cover to remove the cover.

NOTICE
Use the fuse puller provided in the tool kit to remove a fuse.



4. After replacing a fuse, reinstall the fuse box cover.
5. Reinstall the fuse box to the bracket. Make sure the release tab engages.
6. Reinstall the seat.

There is a satellite fuse box ④ that contains the front/rear coil and rear lighting fuses located under the seat, attached to bracket on the cooling bottle. Remove the fuse cap to inspect or replace fuses.



ELECTRICAL PRECAUTIONS

Be aware of the following precautions regarding the electrical system to avoid disruption of electrical signals and possible system malfunction.

- DO use ONLY genuine INDIAN MOTORCYCLE parts and accessories designed for your model, and follow the instructions provided.
- DO use the accessory power jack provided (if equipped).
- If it is necessary to provide power to an item that does not use one of the previously mentioned power jacks, connect to the "hot" side of the starter solenoid with an inline fuse, and connect the ground wire to the chassis ground located at the left rear section of the frame under the seat.
- DO NOT splice or cut any wires.
- DO NOT tap in to any power or ground on the motorcycle unless specifically directed to do so by the INDIAN MOTORCYCLE instructions that come with the kit.
- DO NOT back-probe electrical connectors on the vehicle unless directed to do so by the *INDIAN MOTORCYCLE Service Manual*.
- DO NOT power any accessories from the diagnostic connector.

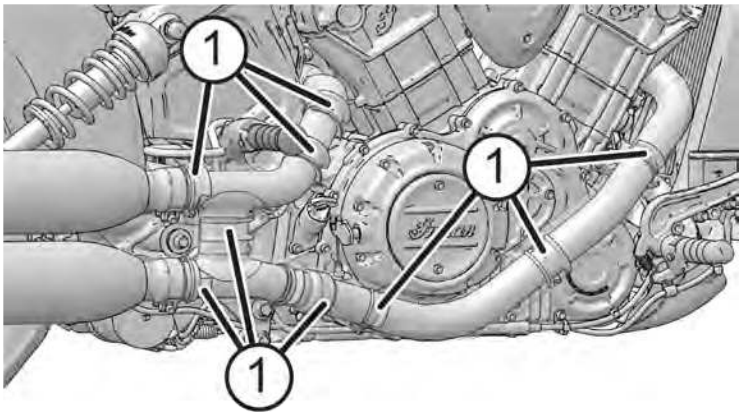
EXHAUST SYSTEM INSPECTION

Check the exhaust system for stains from leaking exhaust gasses. Replace damaged or leaking exhaust gaskets. Check all exhaust system fasteners. Tighten loose clamps and fasteners. Do not overtighten. See the *INDIAN MOTORCYCLE Service Manual* or an authorized INDIAN MOTORCYCLE dealer or other qualified dealer.

RE-TORQUE EXHAUST HOSE CLAMPS

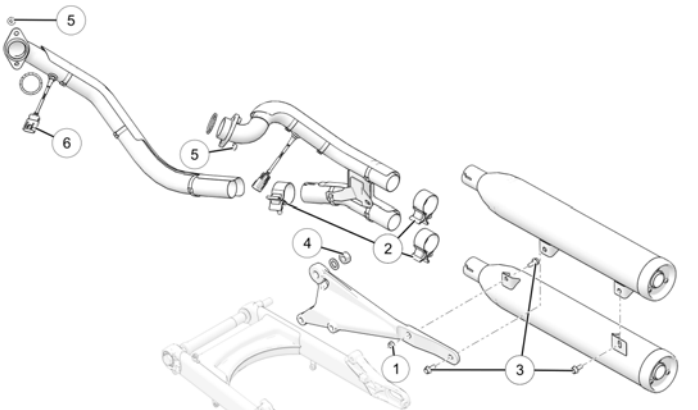
After 500 miles (800 km) of driving, check orientation and re-torque all nine (9) hose clamps① along the exhaust.

TORQUE
27 ± 3 in-lbs (3 ± 0.3 N·m)



EXHAUST SYSTEM COMPONENTS

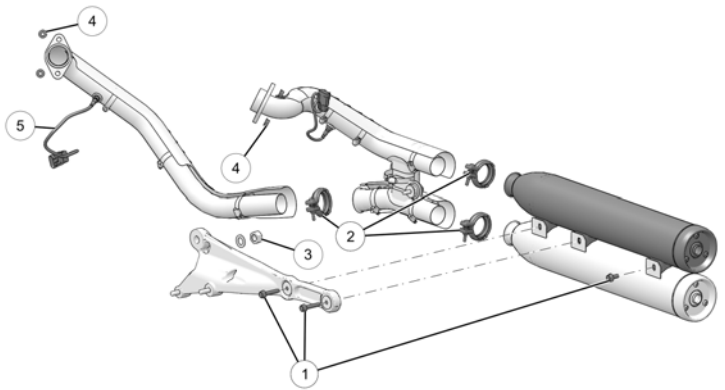
NORTH AMERICAN MODELS



NUMBER	DESCRIPTION	TORQUE (IF APPLICABLE)
①	Muffler Hanger Nut	19 ft-lbs (26 N·m)
②	Exhaust Clamps	40 ft-lbs (54 N·m)
③	Muffler Hanger Fasteners	19 ft-lbs (26 N·m)
④	Exhaust Mount Nut	50 ft-lbs (68 N·m)

NUMBER	DESCRIPTION	TORQUE (IF APPLICABLE)
⑤	Head Pipe Nuts	12 ft-lbs (16 N·m)
⑥	Oxygen Sensors	14 ft-lbs (19 N·m)

NON-NORTH AMERICAN MODELS



NUMBER	DESCRIPTION	TORQUE (IF APPLICABLE)
①	Muffler Hanger Fasteners	19 ft-lbs (26 N·m)
②	V-Band Clamp	88 in-lbs (10 N·m)

NUMBER	DESCRIPTION	TORQUE (IF APPLICABLE)
③	Exhaust Mount Nut	50 ft-lbs (68 N·m)
④	Head Pipe Nuts	12 ft-lbs (16 N·m)
⑤	Oxygen Sensors	14 ft-lbs (19 N·m)

ELEVATING THE MOTORCYCLE

⚠ WARNING

Serious injury or death can occur if the motorcycle tips or falls. Make sure the motorcycle will not tip or fall while elevated or while on the sidestand.

Some procedures require raising the motorcycle to remove weight from the component being inspected. Elevate the motorcycle by placing a stable, flat platform jack or lift mechanism on a firm, flat surface and lifting under the engine crankcase. The platform should be a minimum of 12 in (30 cm) square. DO NOT attempt to lift the motorcycle without proper equipment. Always secure the motorcycle properly before lifting so it cannot tip or fall when elevated.

ROAD TEST

Before returning the motorcycle to regular use, perform a road test in a safe area. Pay special attention to the proper fit and operation of all serviced components.

Make any corrections or additional adjustments promptly to ensure safe, reliable and enjoyable vehicle performance.

FASTENER INSPECTION

1. Inspect the entire motorcycle chassis and engine for loose, damaged or missing fasteners. Tighten loose fasteners to the proper torque. See the *INDIAN MOTORCYCLE Service Manual* or an authorized INDIAN MOTORCYCLE dealer or other qualified dealer.
2. Always replace stripped, damaged or broken fasteners before riding. Use genuine INDIAN MOTORCYCLE fasteners of equal size and strength.

FASTENER TORQUES

Some procedures and fastener torques are not listed in this manual. See the *INDIAN MOTORCYCLE Service Manual* or an authorized INDIAN MOTORCYCLE dealer or other qualified dealer.

TROUBLESHOOTING

For your personal safety, do not attempt inspection or repairs not fully described in this rider's manual. Contact an authorized dealer for service if you cannot determine the cause of a problem or if the inspection/repair exceeds your mechanical ability or tool resources. Do not perform any inspection or repair with the engine running.

ENGINE CRANKS BUT WILL NOT START

POSSIBLE CAUSE	POSSIBLE REMEDY/ACTION
Low fuel	Verify fuel level
Fuel pump doesn't operate	Turn engine STOP switch to RUN. Turn the ignition key on. The fuel pump should run momentarily and then stop. Check the fuel pump/ignition circuit breaker.
Battery voltage is too low	Fully charge the battery. See the Battery Charging section for details.
Fouled spark plug(s)	Please see your dealer.
Low compression	Please see your dealer for an engine compression test.

STARTER MOTOR CLICKS, DOES NOT TURN OR TURNS SLOWLY

POSSIBLE CAUSE	POSSIBLE REMEDY/ACTION
Engine stop/run switch is in stop position	Place switch in RUN position.
Discharged battery	Fully charge the battery. See the Battery Charging section for details.
Loose or corroded battery cables	Inspect battery cables.
Transmission is in gear	Shift transmission into neutral or pull the clutch lever in to disengage the clutch.

ENGINE STARTS BUT MISSES OR RUNS POORLY

NOTICE
Turn engine OFF before inspecting any of these items.

POSSIBLE CAUSE	POSSIBLE REMEDY/ACTION
Discharged battery	Fully charge the battery. See the Battery Charging section for details.
Loose or corroded battery cables	Inspect battery cables and connections.
Fouled spark plug(s)	Please see your dealer.
Contaminated fuel	Inspect fuel for water/contamination. Please see your dealer.
Engine oil level incorrect or wrong oil type	Inspect level and quality of oil.
Loose, broken, shorted ignition coil wires	Inspect coil primary wires. Please see your dealer.
Air intake restricted	Inspect air filter. See the Air Filter section for details.
Intake leaks	Inspect air box, crankcase breather hoses, throttle body and intake boot joints.

SHIFTING DIFFICULTIES OR HARD TO FIND NEUTRAL

POSSIBLE CAUSE	POSSIBLE REMEDY/ACTION
Clutch damage	Replace clutch.
Clutch cable not adjusted properly	Please see your dealer for inspection and adjustment.
Shift linkage not adjusted properly	Please see your dealer for inspection and adjustment.
Incorrect oil or oil in poor condition	Replace the oil with the recommended oil.

ENGINE OVERHEATING

POSSIBLE CAUSE	POSSIBLE REMEDY/ACTION
Debris lodged in radiator screen	Inspect and clean the screen.
Plugged radiator	Use a garden hose to flush any debris from the radiator fins. DO NOT use a high pressure washer, which can damage the radiator fins.
Blocked fan	Inspect fan, remove any blockage.
Fan doesn't operate	Please see your dealer.
Low coolant	Allow the engine to cool before checking coolant level. See page 66.
Air in cooling system	Please see your dealer.

BATTERY CHARGING RATE LOW OR BATTERY DISCHARGES

POSSIBLE CAUSE	POSSIBLE REMEDY/ACTION
Loose/Corroded Charging Circuit Connection	Check/clean battery cable connections. Check/clean charging circuit connections. Please see your dealer.
Accessory Load Exceeds Charge Rate	Limit accessory operation when the engine is off.
Improperly Wired Accessory (Current Draw)	Please see your dealer to check charging system output and current draw.

BRAKE NOISE/POOR BRAKE PERFORMANCE

NOTICE
See your dealer if brake performance does not return after these inspections.

POSSIBLE CAUSE	POSSIBLE REMEDY/ACTION
Dust/Dirt On Brake Disc(s)	Clean disc. See the Brake Disc Inspection / Cleaning section.
Worn Pads Or Disc/Brake Disc Damage	Inspect pads. See the Brake Disc Inspection / Cleaning section.
Brake Fluid Level Low Or Fluid Contaminated	Inspect fluid level/fluid condition. See the Front Brake Fluid Level and Rear Brake Fluid Level sections.

ANTI-LOCK BRAKE LIGHT REMAINS ILLUMINATED OR ILLUMINATES INTERMITTENTLY

POSSIBLE CAUSE	POSSIBLE REMEDY/ACTION
Blown fuse	Check the fuses.
Loose or damaged pulse ring	Inspect pulse ring for looseness or chipped teeth.
Debris lodged in components	Inspect wheel speed sensor and pulse ring for debris.
Damage caused by debris	Inspect wheel speed sensor for cracked housing.
Damaged components	See service manual or authorized dealer.

CLEANING AND STORAGE

CLEANING PRODUCTS

This section provides tips on the very best way to clean, polish and preserve every surface of your beautiful new INDIAN MOTORCYCLE. We recommend the use of our new INDIAN MOTORCYCLE cleaning and polishing products and accessories, which have been specially designed to offer the best care possible for your INDIAN MOTORCYCLE.

In addition to the products recommended in this section for cleaning and polishing, INDIAN MOTORCYCLE also has specialty products for:

- enhancing black and silver engines
- cleaning engines, tires and wheels
- removing brake dust

After cleaning the motorcycle, inspect for damage to the painted surfaces. Chips or scratches should be repaired promptly to prevent corrosion.

For Matte Clear Coat Finish Care, see the *Matte Clear Coat Finish Care* section for details.

For Gloss Clear Coat Finish Care, see the *Gloss Clear Coat Finish Care* section for details.

For more information, or for answers to your cleaning and detailing questions, please see your INDIAN MOTORCYCLE dealer.

WASHING THE MOTORCYCLE

NOTICE

Do not use pressurized water to wash the motorcycle. Water may seep in and deteriorate wheel bearings, brake caliper assemblies, brake master cylinders, electrical connectors, steering head bearings, and transmission seals.
Do not direct any water stream at air intakes, exhaust outlets, electrical connectors or audio system speakers.
Electrical components may be damaged by water. Do not allow water to contact electrical components or connectors

1. Before washing, make sure exhaust pipes are cool. Cover each pipe opening with a plastic bag secured with a strong rubber band. Check that the spark plugs, spark plug wire caps, oil fill cap and fuel caps are properly seated.
2. Do not use abrasive cleaners.
3. Rinse off as much dirt and mud as possible with water running at low pressure. Use as little water as possible when washing near the air intake or the exhaust pipe openings. Dry these components thoroughly before using the motorcycle.
4. Clean the front fork tubes thoroughly to reduce fork seal wear and leakage.

5. After washing, remove the rubber bands and plastic bags from the exhaust pipes. Start the engine and let it idle for a few minutes.
6. Make sure the brakes are functioning properly before riding.

WINDSHIELD CARE (IF EQUIPPED)

Clean the windshield with a soft cloth and plenty of warm water. Dry with a soft clean cloth. Remove minor scratches with a high-quality polishing compound designed for use on polycarbonate surfaces.

IMPORTANT

Brake fluid and alcohol will permanently damage the windshield and some types of thread-locking agents. Do not use glass cleaners, water or soil repellents, and petroleum or alcohol based cleaners on the windshield, as these products can damage the windshield.

MATTE CLEAR COAT FINISH CARE

Matte finish products are prone to trapping dirt, oils and other contaminants. Always clean this type of finish with warm water and a mild dish-washing detergent. Use a soft sponge to gently rub the surface, then rinse with clean warm water. For stubborn stains such as grease or oil, use a citrus-based cleaner. Spray the cleaner onto the area and rub gently with a soft sponge. Allow the cleaner to sit for a couple of minutes, then rinse well with clean warm water. Repeat as needed.

IMPORTANT

Never use a polishing/buffing wax or any sponge that has an abrasive surface when cleaning a matte finish. These products will buff the matte surface of the finish and result in a glossy finish. Never clean matte finishes with a pressure washer, as this will further imbed contaminants into the clear coat and may damage labels and decals.

GLOSS CLEAR COAT FINISH CARE

The Axalta® Sports and Equipment Finish System was used to provide the original gloss finish on your motorcycle. This finish system provides superior protection against the elements. To maximize the benefits of this system, use the following guide to care for the gloss finish on your motorcycle.

- During the first 30 days, when the finish is still fresh, clean the motorcycle with a water rinse only.
- Do not wax the motorcycle for the first 60 days. Doing so can cause loss of the gloss. After 60 days, use only waxes designed for new clear coat finishes.
- Do not use pressurized water to wash the motorcycle. When paint is still fresh, pressurized water could damage the finish. If using a pressure washer is unavoidable, keep the spray nozzle at least 24 in (60 cm) away from the surface of the motorcycle.
- Wash your motorcycle often, especially when exposed to salty, dusty, acidic or alkaline environments.
- Use warm or cool water and a soft cloth for cleaning.
- Use soaps that are non-abrasive and have a neutral pH (non acidic/non alkaline detergents).

- Do not use solvent-based solutions.
- Do not use a dry cloth to remove dust.
- Do not use a stiff bristle brush, which can scratch the surface.
- Do not wash with extremely hot water.
- Do not wash the motorcycle while the surface is hot and avoid washing the motorcycle in the hot sun. Minerals in the water may be difficult to remove once dried on the surface of the motorcycle.
- Do not allow spilled gasoline, motor oil or brake fluid to stand on the paint. Remove these substances immediately by rinsing with water. Use a soft cloth to absorb any remaining residue and dab dry.
- To remove bug remnants or road tar, use only products that are specifically designed for this purpose. Follow the product manufacturer's recommendations to prevent potential damage to the finish. Follow with a wash using the methods described in this section.
- Always brush away any ice or snow, do not scrape off.
- Chips or scratches should be repaired promptly to prevent corrosion.

LEATHER CARE

LEATHER FACTS

Leather is a natural product and will exhibit qualities inherent in a natural material. Fading, wrinkles, grain changes, creases and small marks are assurance that this material is not man-made. As the product is used, each leather product will exhibit tarnish from use. Regular care will help keep premium leather products looking their best.

EXPOSURE TO SUN

There are many environmental elements that will contribute to the aging of leather products. Regular exposure to the sun, along with heat from the sun and exhaust system or engine components, may rapidly fade the leather. Heat from the sun will dry the leather, potentially causing it to crack. Periodic application of INDIAN MOTORCYCLE Leather Care Dressing will replace the oils, maintaining the leather's natural surface. Periodic use of the Tan Leather Restore Kit will help restore and maintain the oil-tanned color and finish to help keep it looking its best.

EXPOSURE TO MOISTURE

If leather is exposed to moisture, wipe down the leather products and allow them to dry naturally. Prolonged exposure may allow for water penetration at stitched seams, requiring more time for the product to fully dry. Do not attempt to accelerate the drying process by using heat. Heating the leather will remove the natural oils and cause it to dry out and crack. Whenever possible, take steps to protect the leather from exposure to moisture.

NOTICE

The leather used on INDIAN motorcycles is an all-natural product; exposure to moisture will result in structural changes to the material, causing permanent damage. Regular usage of INDIAN MOTORCYCLE Leather Care Dressing will help prevent this type of damage.

EXPOSURE TO DIRT/DUST

Leather items on motorcycles can get extremely dirty with normal use. It is acceptable to wipe down leather products with a sponge and clean water, especially after a long ride. If extremely dirty, use a small amount of mild soap in the water and follow with a clean water rinse.

LEATHER CARE DRESSING

INDIAN MOTORCYCLE Leather Care Dressing is a leather conditioner formulated to restore many of the oils that are lost from leather due to exposure to environmental elements. This conditioner is suitable for all oil-tanned leather on your INDIAN motorcycle, but it should never be used on suede.

This leather care dressing will also restore some of the color lost through natural aging and now includes UV protection. The rate of aging depends on how often the motorcycle is used, how it is stored, and weather conditions. While visible signs of aging are more noticeable on natural leather, lack of care may cause non-warrantable damage to both natural and black leather.

APPLICATION

Apply Leather Care Dressing as part of a regular maintenance regime, such as polishing chrome and washing painted surfaces. Apply this treatment at least one time per month. Apply more often if the motorcycle is regularly exposed to the elements or parked in the sun.

1. Wipe down leather with a sponge and clean water.
2. Wipe down leather with a dry towel and allow it dry at room temperature. Do not use heat to accelerate drying time.
3. With a clean cloth, lightly rub the dressing into the leather and wipe off any excess. Be cautious not to allow droplets or globs of the treatment to sit on an area of the leather as that area will darken. For better results, use a straight wiping motion rather than a tight swirling motion. Lighter areas may need more treatment applied to darken them.
4. Allow the treatment to dry before riding (typically one hour).

LEATHER CARE FREQUENTLY ASKED QUESTIONS

Q. CAN I USE SHOE POLISH TO RESTORE LEATHER COLOR?

A. Shoe polish should not be used on the leather items on your INDIAN motorcycle. Shoe polish contains a dye that can damage the leather and may leave residue on clothing.

Q. WHAT SHOULD I USE TO TREAT THE BLACK LEATHER THAT CAME ON MY INDIAN MOTORCYCLE?

A. INDIAN MOTORCYCLE Leather Care Dressing is suitable for all oil-tanned leather on your INDIAN motorcycle. Black leather uses a different tanning process and may not require application of the dressing as often.

Q. WHAT SHOULD I USE ON MY LEATHER ACCESSORIES?

A. INDIAN MOTORCYCLE Leather Care Dressing is suitable for all oil-tanned leather on your INDIAN motorcycle, including accessories.

STORAGE AREA PREPARATION

Choose a dry, well-ventilated storage location, inside a garage or other structure if possible. The location should have a firm, flat surface and allow enough space for the motorcycle.

⚠ WARNING

Gasoline is highly flammable and explosive under certain conditions. Do not store the motorcycle in any area (in home or garage) where it could be near open flames, pilot lights, sparks or electric motors. Do not smoke in the storage area.

To best preserve tire condition:

- The storage area should have a relatively constant and moderate temperature.
- The storage surface should be free of oil and gasoline.
- The motorcycle should not be near a radiator or other heat source, or any type of electric motor.

FUEL STABILIZER

Store the bike with a full tank of non-oxygenated fuel. If non-oxygenated is unavailable, a commercial oxygenated fuel is acceptable. Note that most oxygenated fuels contain ethanol. Since ethanol is hydroscopic, oxygenated fuel will absorb water vapor during storage. Completely filling the fuel tank minimizes the exposure and absorption of water vapor during seasonal storage. Treat the fuel with a fuel stabilizer, Polaris Advanced Fuel Treatment additive 2881416 or equivalent.

TIRE INFLATION

Inflate the tires to normal pressure. See the Tire Pressure section for details.

ENGINE PROTECTION

Change the engine oil. See the Engine Oil / Filter Change section for details.

COOLING SYSTEM

Check the coolant level and maintain as recommended by adding coolant to the recovery bottle. See the *Coolant Level Inspection* section for details.

BATTERY CARE

1. Remove the battery. See the Battery Removal section for details.
2. Clean the battery terminals first with a wire brush to remove any loose deposits.

3. Wash the posts and the ends of the battery cables with a solution of one part baking soda to 16 parts water. Rinse with clean water and wipe dry.
4. Apply a thin film of dielectric grease to the posts and cable connectors.
5. Clean the outside of the battery with a solution of mild detergent and warm water.
6. Store the battery in a dry area with a temperature of 32–90 °F (0–32 °C).
7. While in storage, fully charge the battery once a month. See the Battery Charging section for details.

MAINTENANCE DURING STORAGE

During extended storage periods, maintain tire pressure and battery voltage at the recommended levels.

RODENTS

Mice and other rodents are often the worst enemy of a stored motorcycle. If the motorcycle will be stored in an area where mice are a concern (particularly in rural areas, barns, sheds, etc.) be sure to take extra measures to deter their infestation. This may include placing a screen mesh over any intake or exhaust openings (just be sure to remember to remove them when you take the motorcycle from storage).

PARK AND COVER THE MOTORCYCLE

1. Park the motorcycle in its storage location. Block the frame to take some of the weight off the front and rear wheels.

NOTICE
Starting the motorcycle periodically during storage is NOT recommended. Water vapor is a by-product of the combustion process, and corrosion may result unless the engine is operated long enough to bring the oil and exhaust system to normal operating temperature.

2. Secure a plastic bag over the (cooled) exhaust outlets to prevent moisture from entering the exhaust system.
3. Cover the motorcycle with a cover made from a durable, breathable material designed for storage. Covering the motorcycle helps protect it from dust and other airborne materials. The cover must be of a breathable material to prevent moisture from building up on the motorcycle which can cause oxidation of metal surfaces.

REMOVAL FROM STORAGE

1. Install a fully charged battery.
2. Check the oil level. If the motorcycle was stored in an area subject to wide swings in temperature and humidity (such as outdoors), change the engine oil before starting the engine.

NOTICE
During storage, temperature and humidity changes can cause condensation to form in the crankcase and mix with engine oil. Running the engine with oil that contains condensation can cause engine damage.

3. Inspect the storage area for signs of fluid leaks. Identify and perform service to any leaking components.
4. Remove any intake or exhaust mesh covers installed for rodent protection.
5. Make sure the fuel tank is at least 3/4 full.
6. Perform the pre-ride inspections. See page 39.
7. Perform a road test. See page 60.
8. Wash and polish the motorcycle. Wax, polish or apply protectant to appropriate components.

SPECIFICATIONS
INDIAN SCOUT

WEIGHT	
Dry Weight (without fuel/fluids)	544 lb (247 kg)
Wet Weight (with fuel/fluids)	564 lb (256 kg)
Gross Vehicle Weight Rating (GVWR)	988 lb (449 kg)
Gross Axle Weight Rating (GAWR)	Front 371 lb (168 kg) Rear 675 lb (306 kg)
Maximum Load Capacity (riders, cargo, accessories)	424 lb (192 kg)

CAPACITIES	
Engine Oil	3-4 qt (2.8-3.8 L) with filter at oil change 4.5 qt (4.25 L) total for new/rebuilt dry engine
Fuel	3.3 gal (12.5 L)
Fuel Reserve (fuel light on)	.5 gal (1.9 L)
Fork Oil	550 cc
Radiator Coolant	2.75 qt (2.6 L)

DIMENSIONS (DIMENSIONS AND SPECIFICATIONS MAY VARY WITH FEATURES, OPTIONS AND ACCESSORIES)	
Overall Length	91.5 in (2324 mm)
Overall Width	36.1 in (917 mm)
Overall Height	42.0 in (1068 mm)
Seat Height	Unladen 26.6 in (675 mm) Laden 25.6 in (649 mm)
Wheelbase	62.0 in (1575 mm)
Ground Clearance	5.7 in (146 mm)
Rake (frame)/Trail	29°/4.7 in (119.9 mm)

ENGINE	
Engine Type	Liquid Cooled V-Twin (60 degrees)
Displacement	1133 cc
Compression Ratio	10.7:1
Valve Train	DOHC, 4 Valves Per Cylinder, Graded Tappets
Bore and Stroke	99 mm x 73.6 mm
Fuel System/Throttle Body Bore	Closed Loop Fuel Injection/60 mm
Exhaust System	Split Dual Exhaust w/Crossover

ENGINE	
Rev Limit	8300 RPM
Idle RPM	1150 +/- 50 RPM Fully Warm
Lubrication System	Semi-Dry Sump
Spark Plug/Gap	NGK® MR7F/.030 in (0.80 mm)

DRIVE SYSTEM	
Primary Drive	Gear Drive Wet Clutch
Crank Gear	46 Teeth
Clutch Gear	77 Teeth
Clutch Type	Wet, Multi-Plate
Primary Reduction Ratio	1:674:1
Transmission Type	6 Speed/Constant Mesh/Foot Shift
1st Gear Ratio	2.769:1
2nd Gear Ratio	1.882:1
3rd Gear Ratio	1.500:1
4th Gear Ratio	1.273:1
5th Gear Ratio	1.125:1
6th Gear Ratio	0.966:1
Gear Shift Pattern	1 Down/5 Up
Final Drive Type	Belt Drive, 141–Tooth

DRIVE SYSTEM	
Transmission	28–Tooth
Rear Wheel	66–Tooth
Ratio	2.357:1
Overall Gear Ratio	
1st Gear	10.926:1
2nd Gear	7.427:1
3rd Gear	5.918:1
4th Gear	5.022:1
5th Gear	4.439:1
6th Gear	3.810:1

CHASSIS	
Front Suspension Type/Travel	Telescopic Fork/4.7 in (120 mm)
Front Fork Tube Diameter	41 mm
Rear Suspension Type/Travel	Dual Shocks/3 in (76 mm)
Swingarm	Steel
Front Brakes	Single/298 mm Rotor/2-Piston Caliper
Rear Brakes	Single/298 mm Rotor/1-Piston Caliper

ELECTRICAL	
Alternator	460W @ 3000 RPM
Battery	12 volt, 13 amp-hour, 245 CCA (cold cranking amps), Maintenance Free AGM
Voltage Regulator	14.5 volts/32 amp
Lamps (all bulbs are 12 volt)	
Headlight	Osram® HB2 12V 60/55W LL
Tail/Brake Light	Non-serviceable LED
Turn Signal	RY10W
License Plate	Non-Serviceable LED
Speedometer	Non-Serviceable LED
Indicator Lights	Non-Serviceable LED
Position Bulb	W5W

WHEELS AND TIRES	
Front Wheel Size/Type	16 in (406.4 mm) x 3.5 in (88.9 mm) Cast
Rear Wheel Size/Type	16 in (406.4 mm) x 3.5 in (88.9 mm) Cast
Front Tire Type/Size	Pirelli® Night Dragon 130/90B16 67H
Rear Tire Type/Size	Pirelli® Night Dragon 150/80B16 77H

INDIAN SCOUT SIXTY

WEIGHT	
Dry Weight (without fuel/fluids)	526 lb (239 kg)
Wet Weight (with fuel/fluids)	546 lb (248 kg)
Gross Vehicle Weight Rating (GVWR)	988 lb (449 kg)
Gross Axle Weight Rating (GAWR)	Front 371 lb (168 kg) Rear 675 lb (306 kg)
Maximum Load Capacity (riders, cargo, accessories)	442 lb (201 kg)

CAPACITIES	
Engine Oil	3-4 qt (2.8-3.8 L) with filter at oil change 4.5 qt (4.25 L) total for new/rebuilt dry engine
Fuel	3.3 gal (12.5 L)
Fuel Reserve (fuel light on)	.5 gal (1.9 L)
Fork Oil	315 cc
Radiator Coolant	2.75 qt (2.6 L)

DIMENSIONS (DIMENSIONS AND SPECIFICATIONS MAY VARY WITH FEATURES, OPTIONS AND ACCESSORIES)	
Overall Length	91.4 in (2321 mm)
Overall Width	36.1 in (917 mm)
Overall Height	42.0 in (1068 mm)
Seat Height	Unladen 26.6 in (675 mm) Laden 25.6 in (649 mm)
Wheelbase	62.0 in (1575 mm)
Ground Clearance	5.7 in (146 mm)
Rake (frame)/Trail	29°/4.7 in (119.9 mm)

ENGINE	
Engine Type	Liquid Cooled V-Twin (60 degrees)
Displacement	999 cc
Compression Ratio	11.0:1
Valve Train	DOHC, 4 Valves Per Cylinder, Graded Tappets
Bore and Stroke	93 mm x 73.6 mm
Fuel System/Throttle Body Bore	Closed Loop Fuel Injection/54 mm
Exhaust System	Split Dual Exhaust w/Crossover
Rev Limit	8300 RPM

ENGINE	
Idle RPM	1100 +/- 50 RPM Fully Warm
Lubrication System	Semi-Dry Sump
Spark Plug/Gap	NGK® MR7F/.030 in (0.80 mm)

DRIVE SYSTEM	
Primary Drive	Gear Drive Wet Clutch
Crank Gear	46 Teeth
Clutch Gear	77 Teeth
Clutch Type	Wet, Multi-Plate
Primary Reduction Ratio	1:674:1
Transmission Type	5 Speed/Constant Mesh/Foot Shift
1st Gear Ratio	2.769:1
2nd Gear Ratio	1.882:1
3rd Gear Ratio	1.500:1
4th Gear Ratio	1.273:1
5th Gear Ratio	0.996:1
6th Gear Ratio	N/A
Gear Shift Pattern	1 Down/4 Up
Final Drive Type	Belt Drive, 141–Tooth
Transmission	28–Tooth

DRIVE SYSTEM	
Rear Wheel	66–Tooth
Ratio	2.357:1
Overall Gear Ratio	
1st Gear	10.926:1
2nd Gear	7.427:1
3rd Gear	5.918:1
4th Gear	5.022:1
5th Gear	3.810:1
6th Gear	N/A

CHASSIS	
Front Suspension Type/Travel	Telescopic Fork/4.7 in (120 mm)
Front Fork Tube Diameter	41 mm
Rear Suspension Type/Travel	Dual Shocks/3 in (76 mm)
Swingarm	Steel
Front Brakes	Single/298 mm Rotor/2-Piston Caliper
Rear Brakes	Single/298 mm Rotor/1-Piston Caliper

ELECTRICAL	
Alternator	460W @ 3000 RPM
Battery	12 volt, 13 amp-hour, 245 CCA (cold cranking amps), Maintenance Free AGM
Voltage Regulator	14.5 volts/32 amp
Lamps (all bulbs are 12 volt)	
Headlight	Osram® HB2 12V 60/55W LL
Tail/Brake Light	Non-serviceable LED
Turn Signal	RY10W
License Plate	Non-Serviceable LED
Speedometer	Non-Serviceable LED
Indicator Lights	Non-Serviceable LED
Position Bulb	North America: N/A International: W5W

WHEELS AND TIRES	
Front Wheel Size/Type	16 in (406.4 mm) x 3.5 in (88.9 mm) Cast
Rear Wheel Size/Type	16 in (406.4 mm) x 3.5 in (88.9 mm) Cast
Front Tire Type/Size	Pirelli® Night Dragon 130/90B16 67H
Rear Tire Type/Size	Pirelli® Night Dragon 150/80B16 77H

FUEL RECOMMENDATION

For best performance, use only unleaded gasoline with a 91 pump octane minimum (R+M/2 Method) or 95 RON minimum. DO NOT USE E-85 GASOLINE OR GASOLINE CONTAINING METHANOL. Using E85 or gasoline/methanol blends can result in poor starting and driveability, engine damage and damage to critical fuel system components.

- *Gasoline containing up to 10% Ethanol can be used.*

In the event that the recommended premium unleaded gasoline is not available and low octane fuel must be used, fill the fuel tank only partially with unleaded regular gasoline, then fill the tank fully with premium unleaded gasoline as soon as possible.



ENGINE OIL RECOMMENDATION

We recommend the use of INDIAN MOTORCYCLE Synthetic Blend 15W-60 Engine Oil for your motorcycle. This oil is formulated with synthetic-based oil and premium engine additive which have physical properties that meet API SM and ILSAC GF-4 specifications.

Do not blend oil additives with engine oil.

If oil must be added in an emergency and the recommended oil is not available, choose only a high-quality 15W-60 motorcycle oil. Change back to the recommended oil at the first opportunity.

Engine oil for this vehicle needs to be JASO MA compliant.

NOTICE
Use of non-recommended lubricants can result in engine damage. Damage resulting from the use of non-recommended lubricants is not covered by warranty.

FORK OIL

We recommend the use of INDIAN MOTORCYCLE Fork Oil for your motorcycle.

BRAKE FLUID

We recommend the use of INDIAN MOTORCYCLE DOT 4 Brake Fluid for both brake master cylinders. *DO NOT use DOT 5 silicone fluid.*

WARRANTY

INDIAN MOTORCYCLE WARRANTY POLICY

LIMITED WARRANTY

INDIAN MOTORCYCLE, 2100 Highway 55, Medina, Minnesota 55340 (INDIAN MOTORCYCLE) gives a LIMITED WARRANTY on all components of your INDIAN MOTORCYCLE against defects in material or workmanship. This warranty covers parts and labor charges for repair or replacement of defective parts and begins on the date of purchase by the original retail purchaser. This warranty is transferable to another owner during the warranty period through an authorized INDIAN MOTORCYCLE dealer, but any such transfer will not extend the original term of the warranty.

This warranty will be in effect for a period of:

TWENTY-FOUR (24) MONTHS for privately used motorcycles.

SIX (6) MONTHS for commercially used motorcycles or motorcycles that at any point during the warranty period were the subject of commercial rent.

The product is used commercially when it is used in connection with any work or employment that generates income, or is licensed for a commercial purpose during any part of the warranty period.

The duration of this warranty may vary in your jurisdiction based upon local laws and regulations.

REGISTRATION

At the time of sale, the Warranty Registration Form must be completed by your dealer and submitted to INDIAN MOTORCYCLE within ten days of purchase. Upon receipt of this registration, INDIAN MOTORCYCLE will record the registration for warranty. No verification of registration will be sent to the purchaser as the copy of the Warranty Registration Form will be your proof of warranty coverage. If you have not signed the original registration and received the customer copy, please contact your dealer immediately. NO WARRANTY COVERAGE WILL BE ALLOWED UNLESS YOUR MOTORCYCLE IS REGISTERED WITH INDIAN MOTORCYCLE. Initial dealer preparation and set-up of your motorcycle is very important in ensuring trouble-free operation. Purchasing a vehicle in the crate or without proper dealer set-up will void your warranty coverage.

WARRANTY COVERAGE AND EXCLUSIONS: LIMITATIONS OF WARRANTIES AND REMEDIES

This INDIAN MOTORCYCLE limited warranty excludes any failures that are not caused by a defect in material or workmanship. THIS WARRANTY DOES NOT COVER CLAIMS OF DEFECTIVE DESIGN. This warranty also does not cover acts of God, accidental damage, normal wear and tear, abuse or improper handling. This warranty also does not cover any motorcycle, component, or part that has been altered structurally, modified, neglected, improperly maintained, or used for purposes other than for which it was designed.

This warranty excludes damages or failures resulting from: improper lubrication; improper engine timing; improper fuel; surface imperfections caused by external stress, heat, cold or contamination; operator error or abuse; improper component alignment, tension, adjustment or altitude compensation; snow, water, dirt or other foreign substance ingestion/contamination; improper maintenance; modified components; use of aftermarket or unapproved components, accessories, or attachments; unauthorized repairs; or repairs made after the warranty period expires or by an unauthorized repair center.

This warranty excludes damages or failures caused by abuse, accident, fire, or any other cause other than a defect in materials or workmanship and provides no coverage for consumable components, general wear items, or any parts exposed to friction surfaces, stresses, environmental conditions and/or contamination for which they were not designed or not intended, including but not limited to the following items:

- Wheels and tires
- Suspension components
- Brake components
- Seat components
- Clutches and components
- Steering components
- Batteries
- Light bulbs/Sealed beam lamps
- Filters
- Lubricants
- Bushings
- Sealants
- Coolants
- Bearings
- Finished and unfinished surfaces
- Fuel Injectors/Throttle body components
- Engine components
- Drive belts
- Hydraulic components and fluids
- Circuit breakers/Fuses
- Electronic components
- Spark plugs

LUBRICANTS AND FLUIDS

1. Mixing oil brands or using non-recommended oil may cause engine damage. We recommend the use of INDIAN MOTORCYCLE engine oil.
2. Damage or failure resulting from the use of non-recommended lubricants or fluids is not covered by this warranty.

This warranty provides no coverage for personal loss or expense, including mileage, transportation costs, hotels, meals, shipping or handling fees, motorcycle pick-up or delivery, replacement rentals, loss of vehicle use, loss of profits, or loss of vacation or personal time.

The exclusive remedy for breach of this warranty shall be, at INDIAN MOTORCYCLE's option, repair or replacement of any defective materials, components, or products. THE REMEDIES SET FORTH IN THIS WARRANTY ARE THE ONLY REMEDIES AVAILABLE TO ANY PERSON FOR BREACH OF THIS WARRANTY. INDIAN MOTORCYCLE SHALL HAVE NO LIABILITY TO ANY PERSON FOR INCIDENTAL, CONSEQUENTIAL OR SPECIAL DAMAGES OF ANY DESCRIPTION, WHETHER ARISING OUT OF EXPRESS OR IMPLIED WARRANTY OR ANY OTHER CONTRACT, NEGLIGENCE, OR OTHER TORT OR OTHERWISE. THIS EXCLUSION OF CONSEQUENTAL, INCIDENTAL, AND SPECIAL DAMAGES IS INDEPENDENT FROM AND SHALL SURVIVE ANY FINDING THAT THE EXCLUSIVE REMEDY FAILED OF ITS ESSENTIAL PURPOSE.

THE IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE IS EXCLUDED FROM THIS LIMITED WARRANTY. ALL OTHER IMPLIED WARRANTIES (INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTY OF MERCHANTABILITY) ARE LIMITED IN DURATION TO THE ABOVE 24 MONTH/6 MONTH WARRANTY PERIOD, AS APPLICABLE. INDIAN MOTORCYCLE DISCLAIMS ALL EXPRESS WARRANTIES NOT STATED IN THIS WARRANTY. SOME STATES DO NOT PERMIT THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES OR ALLOW LIMITATIONS ON THE DURATION OF IMPLIED WARRANTIES, SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU IF INCONSISTENT WITH CONTROLLING STATE LAW.

HOW TO OBTAIN WARRANTY SERVICE

If your motorcycle requires warranty service, you must take it to an INDIAN MOTORCYCLE Servicing Dealer. When requesting warranty service you must present your copy of the Warranty Registration Form to the dealer. (THE COST OF TRANSPORTATION TO AND FROM THE DEALER IS YOUR RESPONSIBILITY). INDIAN MOTORCYCLE suggests that you use your original selling dealer; however, you may use any INDIAN MOTORCYCLE Servicing Dealer to perform warranty service.

IN THE COUNTRY WHERE YOUR MOTORCYCLE WAS PURCHASED:

Warranty or Service Bulletin repairs must be done by an authorized INDIAN MOTORCYCLE dealer. If you move or are traveling within the country where your motorcycle was purchased, Warranty and Service Bulletin repairs may be requested from any authorized INDIAN MOTORCYCLE dealer.

OUTSIDE THE COUNTRY WHERE YOUR MOTORCYCLE WAS PURCHASED:

If you are traveling temporarily outside the country where your motorcycle was purchased, you should take your motorcycle to an authorized INDIAN MOTORCYCLE dealer. You must show the dealer photo identification from the country of the selling dealer's authorized location as proof of residence. Upon residence verification, the servicing dealer will be authorized to perform the warranty repair.

IF YOU MOVE:

If you move to another country, be sure to contact INDIAN MOTORCYCLE Customer Assistance and the customs department of the destination country before you move. Vehicle importation rules vary considerably from country to country. You may be required to present documentation of your move to INDIAN MOTORCYCLE in order to continue your warranty coverage. You may also be required to obtain documentation from INDIAN MOTORCYCLE in order to register your motorcycle in your new country. You should warranty register your motorcycle at a local INDIAN MOTORCYCLE dealer in your new country immediately after you move to continue your warranty coverage and to ensure that you receive information and notices regarding your motorcycle.

IF YOU PURCHASE FROM A PRIVATE PARTY:

If you purchase an INDIAN MOTORCYCLE from a private party, to be kept and used outside of the country in which the motorcycle was originally purchased, all warranty coverage will be denied. You must nonetheless register your motorcycle under your name and address with a local INDIAN MOTORCYCLE dealer in your country to ensure that you receive safety information and notices regarding your motorcycle.

EXPORTED VEHICLES

EXCEPT WHERE SPECIFICALLY REQUIRED BY LAW, THERE IS NO WARRANTY OR SERVICE BULLETIN COVERAGE ON THIS VEHICLE IF IT IS SOLD OUTSIDE THE COUNTRY OF THE SELLING DEALER'S AUTHORIZED LOCATION. This policy does not apply to vehicles that have received authorization for export from INDIAN MOTORCYCLE. Dealers may not give authorization for export. You should consult an authorized dealer to determine this vehicle's warranty or service coverage if you have any questions. This policy does not apply to vehicles registered to government officials or military personnel on assignment outside the country of the selling dealer's authorized location. This policy does not apply to Safety Bulletins.

NOTICE

If your vehicle is registered outside of the country where it was purchased and you have not followed the procedure set above, your vehicle will no longer be eligible for warranty or service bulletin coverage of any kind, other than safety bulletins. Vehicles registered to government officials or military personnel on assignment outside of the country where the vehicle was purchased will continue to be covered by the Limited Warranty.

Please work with your dealer to resolve any warranty issues. Should your dealer require any additional assistance, they will contact the appropriate person at INDIAN MOTORCYCLE.

MOTORCYCLE NOISE REGULATION

Tampering with noise control systems is prohibited. Federal law prohibits the following acts or causing thereof:

- The removal or rendering inoperative by any person other than for the purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use, or
- The use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

Among those acts presumed to constitute tampering are:

- Removal or puncturing of the muffler, baffles, header pipes, or any other component which conducts exhaust gasses.
- Removal or puncturing of any part of the intake system.
- Lack of proper maintenance.
- Replacing any moving part of the vehicle, or parts of the exhaust system or intake system, with parts other than those specified by the manufacturer.

This product should be checked for repair or replacement if the motorcycle noise has increased significantly through use. Otherwise, the owner may become subject to penalties under state and local ordinances.

NOISE EMISSION WARRANTY

INDIAN MOTORCYCLE warrants that this exhaust system, at the time of sale, meets all applicable U.S. EPA Federal noise standards. This warranty extends to the first person who buys this exhaust system for purposes other than resale, and to all subsequent buyers.

Warranty claims should be directed to:

- *An authorized INDIAN MOTORCYCLE dealer, or*
- *INDIAN MOTORCYCLE, 2100 Highway 55, Medina, MN 55340*

EMISSIONS CONTROL SYSTEM WARRANTY

INDIAN MOTORCYCLE COMPANY – EMISSION CONTROL SYSTEM WARRANTY STATEMENT

YOUR WARRANTY RIGHTS AND OBLIGATIONS

The California Air Resources Board and INDIAN MOTORCYCLE are pleased to explain the emission control system warranty on your 2015 or later INDIAN MOTORCYCLE. In California, new motor vehicles must be designed, built and equipped to meet the state's stringent anti-smog standards. INDIAN MOTORCYCLE must warrant the emission control system on your motorcycle for the periods of time listed below provided there has been no abuse, neglect or improper maintenance of your motorcycle. Your emission control system may include parts such as the fuel-injection system, the ignition system, catalytic converter and engine computer. Also included may be hoses, belts, connectors and other emission related assemblies. Where a warrantable condition exists, INDIAN MOTORCYCLE will repair your motorcycle at no cost to you, including diagnosis, parts and labor.

MANUFACTURER'S WARRANTY COVERAGE

Class III motorcycles (280cc and larger): for a period of use of five (5) years or 30,000 kilometers (18,641 miles), whichever first occurs.

If an emission-related part on your motorcycle is defective, the part will be repaired or replaced by INDIAN MOTORCYCLE. This is your emission control system DEFECTS WARRANTY.

OWNER'S WARRANTY RESPONSIBILITIES

As the motorcycle owner, you are responsible for the performance of the required maintenance listed in your Rider's manual. INDIAN MOTORCYCLE recommends that you retain all receipts covering maintenance on your motorcycle, but INDIAN MOTORCYCLE cannot deny warranty solely for the lack of receipts or for your failure to ensure the performance of all scheduled maintenance. You are responsible for presenting your motorcycle to an INDIAN MOTORCYCLE dealer as soon as a problem exists. The warranty repairs should be completed in a reasonable amount of time, not to exceed 30 days. As the motorcycle owner, you should be aware that INDIAN MOTORCYCLE may deny your warranty coverage if your motorcycle or part has failed due to abuse, neglect, improper maintenance or unapproved modifications.

If you have any questions regarding your warranty rights and responsibilities, you should contact INDIAN MOTORCYCLE, 2100 Highway 55, Medina, MN 55340, or the California Air Resources Board, P.O. Box 8001, 9528 Telstar Avenue, El Monte, CA 91734-8001.

INDIAN MOTORCYCLE warrants that each new 2015 and later INDIAN MOTORCYCLE that includes as standard equipment a headlight, taillight and stoplight, and is street legal:

A. is designed, built and equipped so as to conform at the time of initial retail purchases with all applicable regulations of the United States Environmental Protection Agency, and the California Air Resources Board; and

B. is free from defects in material and workmanship which cause such motorcycle to fail to conform with applicable regulations of the United States Environmental Protection Agency or the California Air Resources Board for a period of use, depending on the engine displacement, of 12,000 kilometers (7,456miles), if the motorcycle's engine displacement is less than 170 cubic centimeters; of 18,000 kilometers (11,185 miles), if the motorcycle's engine displacement is equal or greater than 170 cubic centimeters but less than 280 cubic centimeters; or of 30,000 kilometers (18,641miles), if the motorcycle's engine displacement is 280 cubic centimeters or greater; or 5 (five) years from the date of initial retail delivery, whichever occurs first.

I. COVERAGE

Warranty defects shall be remedied during customary business hours at any authorized INDIAN MOTORCYCLE dealer located within the United States of America in compliance with the Clean Air Act and applicable regulations of the United States Environmental Protection Agency and the California Air Resources Board. Any part or parts replaced under this warranty shall become the property of INDIAN MOTORCYCLE.

In the State of California only, emission-related warranted parts are specifically defined by the state's Emission Warranty Parts List. These warranted parts are: carburetor and internal parts; intake manifold; fuel tank; fuel injection system; spark advance mechanism; crankcase breather; air cutoff valves; fuel tank cap for evaporative emission controlled vehicles; oil filler cap; pressure control valve; fuel/vapor separator; canister; igniters; breaker governors; ignition coils; ignition wires; ignition points; condensers, and spark plugs if failure occurs prior to the first scheduled replacement; and hoses, clamps, fittings and tubing used directly in these parts. Since emission related parts may vary from model to model, certain models may not contain all of these parts and certain models may contain functionally equivalent parts. In the State of California only, Emission Control System emergency repairs, as provided for in the California Administrative Code, may be performed by other than an authorized INDIAN MOTORCYCLE dealer. An emergency situation occurs when an authorized INDIAN MOTORCYCLE dealer is not reasonably available, a part is not available within 30 days or a repair is not complete within 30 days. Any replacement part can be used in an emergency repair. INDIAN MOTORCYCLE will reimburse the owner for expenses, including diagnosis, not to exceed INDIAN MOTORCYCLE's suggested retail price for all warranted parts replaced and labor charges based on INDIAN MOTORCYCLE'S recommended time allowance for the warranty repair and the geographically appropriate hourly labor rate. The owner may be required to keep receipts and failed parts in order to receive compensation.

II. LIMITATIONS

The Emission Control System Warranty shall not cover any of the following:

A. Repair or replacement required as a result of:

- Accident
- Misuse
- Repairs improperly performed or replacements improperly installed
- Use of replacement parts or accessories not conforming to INDIAN MOTORCYCLE specifications which adversely affect performance and/or
- Use in competitive racing or related events.

B. Inspections, replacement of parts, and other services and adjustments necessary for required maintenance.

C. Any motorcycle on which the odometer mileage has been changed so that actual mileage cannot be readily determined.

III. LIMITED LIABILITY

A. The liability of INDIAN MOTORCYCLE under this Emission Control System Warranty is limited solely to the remedying of defects in material or workmanship by an authorized INDIAN MOTORCYCLE dealer at its place of business during customary business hours. This warranty does not cover inconvenience or loss of use of the motorcycle or transportation of the motorcycle to or from the INDIAN MOTORCYCLE dealer. INDIAN MOTORCYCLE SHALL NOT BE LIABLE FOR ANY OTHER EXPENSES, LOSS OR DAMAGE, WHETHER DIRECT, INCIDENTAL, CONSEQUENTIAL OR EXEMPLARY ARISING IN CONNECTION WITH THE SALE OR USE OF OR INABILITY TO USE THE INDIAN MOTORCYCLE FOR ANY PURPOSE. SOME STATES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU.

B. NO EXPRESS EMISSION CONTROL SYSTEM WARRANTY IS GIVEN BY INDIAN MOTORCYCLE EXCEPT AS SPECIFICALLY SET FORTH HEREIN. ANY EMISSION CONTROL SYSTEM WARRANTY IMPLIED BY LAW, INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, IS LIMITED TO THE EXPRESS EMISSION CONTROL SYSTEM WARRANTY TERMS STATED IN THIS WARRANTY. THE FOREGOING STATEMENTS OF WARRANTY ARE EXCLUSIVE AND IN LIEU OF ALL OTHER REMEDIES. SOME STATES DO NOT ALLOW LIMITATIONS ON HOW LONG AN IMPLIED WARRANTY LASTS SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU.

C. No dealer is authorized to modify this INDIAN MOTORCYCLE Limited Emission Control System Warranty.

IV. LEGAL RIGHTS

THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, AND YOU MAY ALSO HAVE OTHER RIGHTS WHICH VARY FROM STATE TO STATE.

V. THIS WARRANTY IS IN ADDITION TO THE INDIAN MOTORCYCLE LIMITED MOTORCYCLE WARRANTY

VI. ADDITIONAL INFORMATION

Any replacement part that is equivalent in performance and durability may be used in the performance of any maintenance or repairs. However, INDIAN MOTORCYCLE is not liable for these parts. The owner is responsible for the performance of all required maintenance. Such maintenance may be performed at a service establishment or by any individual. The warranty period begins on the date the motorcycle is delivered to an ultimate purchaser.

INDIAN MOTORCYCLE

2100 Highway 55

Medina, MN 55340

ATTN: Warranty Department

HOW THE CALIFORNIA EMISSIONS WARRANTY ON EMISSIONS -RELATED PARTS MUST FUNCTION AS PRESCRIBED IN 13 CCR § 2036

1. Any warranted part which is not scheduled for replacement as required maintenance in the Owner's Manual must be warranted for the warranty period. If any such part fails during the warranty period, it must be repaired or replaced by INDIAN MOTORCYCLE according to subsection (4) below. Any such part repaired or replaced under warranty must be warranted for the remaining warranty period.
2. Any warranted part which is scheduled only for regular inspection in the Owner's Manual must be warranted for the warranty period. A statement in such written instructions to the effect of "repair or replace as necessary" shall not reduce the period of warranty coverage. Any such part repaired or replaced under warranty shall be warranted for the remaining warranty period.
3. Any warranted part which is scheduled for replacement as required maintenance in the Owner's Manual must be warranted for the period of time or mileage, whichever first occurs, prior to the first scheduled replacement point for that part. If the part fails before the first scheduled replacement point, the part shall be repaired or replaced by INDIAN MOTORCYCLE according to subsection (4) below. Any such part repaired or replaced under warranty shall be warranted for the remainder of the period prior to the first scheduled replacement point for the part.
4. Repair or replacement of any warranted part under the warranty provisions of this article must be performed at no charge to the motorcycle owner, at a warranty station, except in the case of an emergency when a warranted part or a warranty station is not reasonably available to the motorcycle owner. In an emergency, repairs may be performed at any available service establishment, or by the owner, using any replacement part. INDIAN MOTORCYCLE must reimburse the owner for his or her expenses including diagnostic charges for such emergency repair or replacement, not to exceed INDIAN MOTORCYCLE's suggested retail price for all warranted parts replaced and labor charges based on INDIAN MOTORCYCLE's recommended time allowance for the warranty repair and the geographically appropriate hourly labor rate. A motorcycle owner may reasonably be required to keep receipts and failed parts in order to receive compensation for warranted repairs reimbursable due to an emergency.
5. Notwithstanding the provisions of subsection (4) above, warranty services or repairs must be provided at all INDIAN MOTORCYCLE dealerships which are franchised to service the subject motorcycles.
6. The motorcycle owner must not be charged for diagnostic labor which leads to the determination that a warranted part is in fact defective, provided that such diagnostic work is performed at a warranty station.
7. INDIAN MOTORCYCLE is liable for damages to other vehicle components proximately caused by a failure, under warranty, of any warranted part.

8. Throughout the motorcycle's warranty period, INDIAN MOTORCYCLE must maintain a supply of warranted parts sufficient to meet the expected demand for such parts. The lack of availability of such parts or the incompleteness of repairs within a reasonable time period, not to exceed 30 days from the time the motorcycle is initially presented to the warranty station for repair, shall constitute an emergency for purposes of subsection (4).
9. Any replacement part may be used in the performance of any maintenance or repairs. Any replacement part designated by INDIAN MOTORCYCLE may be used in warranty repairs provided without charge to the motorcycle owner. Such use will not reduce the warranty obligations of INDIAN MOTORCYCLE, except that INDIAN MOTORCYCLE will not be liable under this article for repair or replacement of any replacement part which is not a warranted part (except as provided under subsection (7)).
10. Any add-on or modified part exempted by the Air Resources Board from the prohibitions of Vehicle Code section 27156 may be used on a motorcycle. Such use, in and of itself, will not be grounds for disallowing a warranty claim made in accordance with this article. INDIAN MOTORCYCLE is not liable under this article to warrant failures of warranted parts caused by the use of an add-on or modified part.

EXCLUSION

1. The repair or replacement of any warranted part otherwise eligible for warranty coverage described above, shall be excluded for such warranty coverage if INDIAN MOTORCYCLE demonstrates that the motorcycle has been abused, neglected, or improperly maintained, and that such abuse, neglect, or improper maintenance was the direct cause of the need for the repair or replacement of the part.

MAINTENANCE LOG

MAINTENANCE LOG

MAINTENANCE PERFORMED	MILES/KM	NOTES	PERFORMED BY

A

About the Rider's Manual....9
Accelerating 57
AGM Battery Charger
Recommendations 108
AGM Battery Charging
Recommendations 109
AGM Battery Maintenance Tips 109
Air Filter 68
Anti-Lock Brake System (ABS) 36
Anti-Lock Brake System (ABS) Tone
Ring/Sensor Inspection (if equipped) .. 95
Assembly View
Exhaust 112

B

Battery 105
Battery Care....121
Battery Charging and Maintenance....108
Battery Installation 106
Battery Removal....105
Battery Tender/Heated Gear Plug.... 33
Battery Voltage 31
Brake Disc Inspection / Cleaning.... 94
Brake Fluid 130
Brake Fluid Precautions.... 90
Brake Hoses/Connections 90
Brake Pads.... 93
Braking 57
Break-In Maintenance 49

C

Carrying a Passenger 12
Cleaning Products....117
Clock 31
Clutch Lever.... 34
Cold Weather Operation 54
Component Identification
Indian Scout 19
Indian Scout Sixty.... 20
Component Locations
Console.... 21
Coolant Level Inspection 67
Cooling System 66
Crankcase Breather Hoses.... 86

D

Diagnostic Functionality.... 32
Display Units (Standard / Metric).... 31
Drive Belt Alignment 79
Drive Belt Maintenance
Drive Belt Tension Adjustment 77
Lifting the Motorcycle 76
Drive Belt Tension Check 76

E

Electrical Inspections 39
Electrical Precautions 111
Elevating the Motorcycle....113
Engine Break-In 49
Engine Error Codes.... 31
Engine Identification Number 8
Engine Oil Level 41
Engine Oil Recommendation 130
Engine Oil/Filter Change 65
Engine Protection....121
Engine Speed.... 30
Engine Starter Switch.... 26
Evaporative Emission Control System
(California and International Models) .. 87
Exhaust
Assembly View....112
Exhaust System Inspection 111
Exposure to Dirt/Dust 120
Exposure to Moisture....119
Exposure to Sun....119

F

Fastener Inspection 114
Fastener Torques 114
Fork Oil 130
Front Brake Fluid.... 92
Front Brake Fluid Level 43
Front Brake Lever.... 37, 92

Front Fork/Suspension Inspection 85
Front Suspension, Inspection 46
Front Wheel Installation 96
Fuel and Exhaust Safety 15
Fuel Filter 68
Fuel Level 46
Fuel Recommendation 130
Fuel Stabilizer 121
Fuel System
Depressurization..... 68
Fuel System Components 87
Fuel Tank
Installation..... 73
Removal 69
Fueling..... 50
Fuse Replacement.....109

G

Gear Indicator..... 30
Gear Shift Lever..... 35
Gloss Clear Coat Finish Care 118
Gross Vehicle Weight Rating..... 17
GVWR..... 17

H

Headlight Aim Adjustment.....103
Headlight Aim Inspection 102
Headlight Lamp Replacement 103

I

Identification Number Record 7
Idle Timer Shutdown Notification 53
Ignition/Light Key Switch..... 27
Indicator Lamps..... 28
Instrument Cluster 28

K

Key Identification Number 8

L

Leather Care 119
Leather Care Dressing 120
Left Control..... 22
Limited Warranty 131
LUBRICANTS AND FLUIDS 133

M

Maintenance During Storage.....122
Maintenance Log 145
Maintenance Table
Table Key 61
Maintenance, Major..... 60
Matte Clear Coat Finish Care 118
Mechanical Clutch Cable Lubrication.... 89
Mechanical Clutch Lever Freeplay 88
Mechanical Clutch Lever Lubrication 89
Mechanical Clutch, Inspection 45
MFD Tell-Tales 29
Mirrors..... 34
Misfire Detection..... 54
Modifications 14
Motorcycle Noise Regulation 135
Multi-Function Display (MFD)..... 30

N

Noise Emission Warranty.....136
Notice 135

O

Odometer..... 30
Operating Motorcycle Outside the U.
S.A. 7
Operating Speeds and Gears 50
Operation 49
Over Temperature Display and
Warning Indicator..... 32

P

Park and Cover the Motorcycle 122
Parking 58

Parking on a Slope 58
Parking on a Soft Surface 58
Parking the Motorcycle 14
Periodic Maintenance 61
  Severe Use Definition..... 61
Periodic Maintenance Table 62
Pre-Ride Inspection
  General Inspection..... 40
Pre-Ride Inspections..... 39
  Brake Lines 45
  Fasteners 47
  Front Brake Lever, Inspection..... 44
  Rear Brake Pedal, Inspection..... 44
  Throttle 46
  Tire Condition 43
  Tires 42, 97
Priming the Fuel System..... 52
Protective Apparel 12

R

Re-torque Exhaust Hose Clamps.....111
Rear Brake Fluid 91
Rear Brake Fluid Level 44
Rear Brake Pedal..... 37, 90
Rear Drive Belt Cleaning..... 81
Rear Drive Belt Condition..... 82
Rear Drive Belt Wear Analysis..... 81
Rear Drive Belt, Inspection 46
Rear Shock Preload (Ride Height)
  Adjustment..... 83
Rear Shock Preload Inspection 82
Rear Suspension, Inspection 46
REGISTRATION.....131
Removal From Storage 123
Reporting Safety Defects..... 17
Reporting Safety Defects (Canada) 17
Right Control..... 22
Road Test.....113
Road Tests 60
Rodents 122

S

Saddlebags..... 14
Safe Riding Practices 9
  Motorcycling Has Inherent Risks.....9
Safety and Information Labels 18
Safety During Service Procedures..... 60
Safety Maintenance 16
Safety Symbols 4
Seat Removal
  Indian Scout 99
  Indian Scout Sixty.....101
Service Information 7
Service Procedures 59
Shift Point, Recommended..... 56
Shifting Gears..... 54
Shifting Gears While Stationary 55
Sidestand..... 35
Sidestand Lubrication 87
Sidestand, Inspection 47
Signal Words 4
Spark Plugs..... 99
Specifications.....130
  Indian Scout 125
  Indian Scout Sixty.....127
Speedometer 28
Starting the Engine..... 52
Steering Head Inspection 85
Steering Lock 36
Stopping the Engine 57
Storage Area Preparation 121
Swing Arm/Rear Axle Inspection 84
Switches
  Engine Stop/Run Switch 26
  Hazard Switch..... 24
  High/Low Headlight Beam Switch 24
  Horn Switch 25
  Mode Switch 25
  Switch Symbols..... 23

T

Throttle Control Grip 33
Throttle Control Inspection 87
Tire Condition 97
Tire Inflation.....121
Tire Pressure 42, 97
Tire Pressure Chart 98

Tire Replacement 97
Tire Tread Depth 43, 98
Tires 42, 97
Transporting the Motorcycle 15
Trip Odometer 30
Troubleshooting 114

W

Warning Symbols 4
Warranty Information 7
Washing the Motorcycle 117
Wheel Alignment 96
Wheel Inspection 96
Windshield Care (if equipped) 118

To locate your nearest dealer,
visit www.indianmotorcycle.com

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