

1937

Indian

Motorcycles

BARNSTORMERS.CO.NZ

THE NEW 1937 *Indian* MOTOCYCLES . . .

"Plus" performance, "plus" beauty, "plus" comfort, "super" control . . . brand new motorcycles by a famous company . . . above anything you have ever seen or ridden . . . motorcycles that will take you anywhere . . . anytime.

This year . . . the famous "Y" motor—"standard" equipment on the "74" Chief and "45" models, with sparkling, high polished, chrome-plated exhaust pipes and valve covers!

The shift lever, chrome-plated . . . in a forward position . . . for easy operation!

Interchangeable wheels . . . new construction . . . innovations galore . . . on Indian Chief, Standard Scout, Indian "4"—part and parcel of Indian's mighty drive to make Indian Motorcycles "Kings of the Road"!

For better control . . . on all models except the Junior Scout . . . a chrome hi-lo beam switch . . . mounted on the handlebar . . . another Indian help to give you more pleasure in motorcycling!

"Streamlines more pronounced than ever"! Marvel at the smooth construction, the new mudguards, new chain guards.

Brilliant improvements—along with dry sump lubrication, unit power plant, distributor ignition or optional magneto ignition, easy fill gas and oil caps, combination stop and tail light, hi-lo headlight, husky Willard battery, large capacity Auto-Lite generator, protected ignition cables, make Indian the all-round favorite with those who know a winner . . . beauty, smartness, speed!

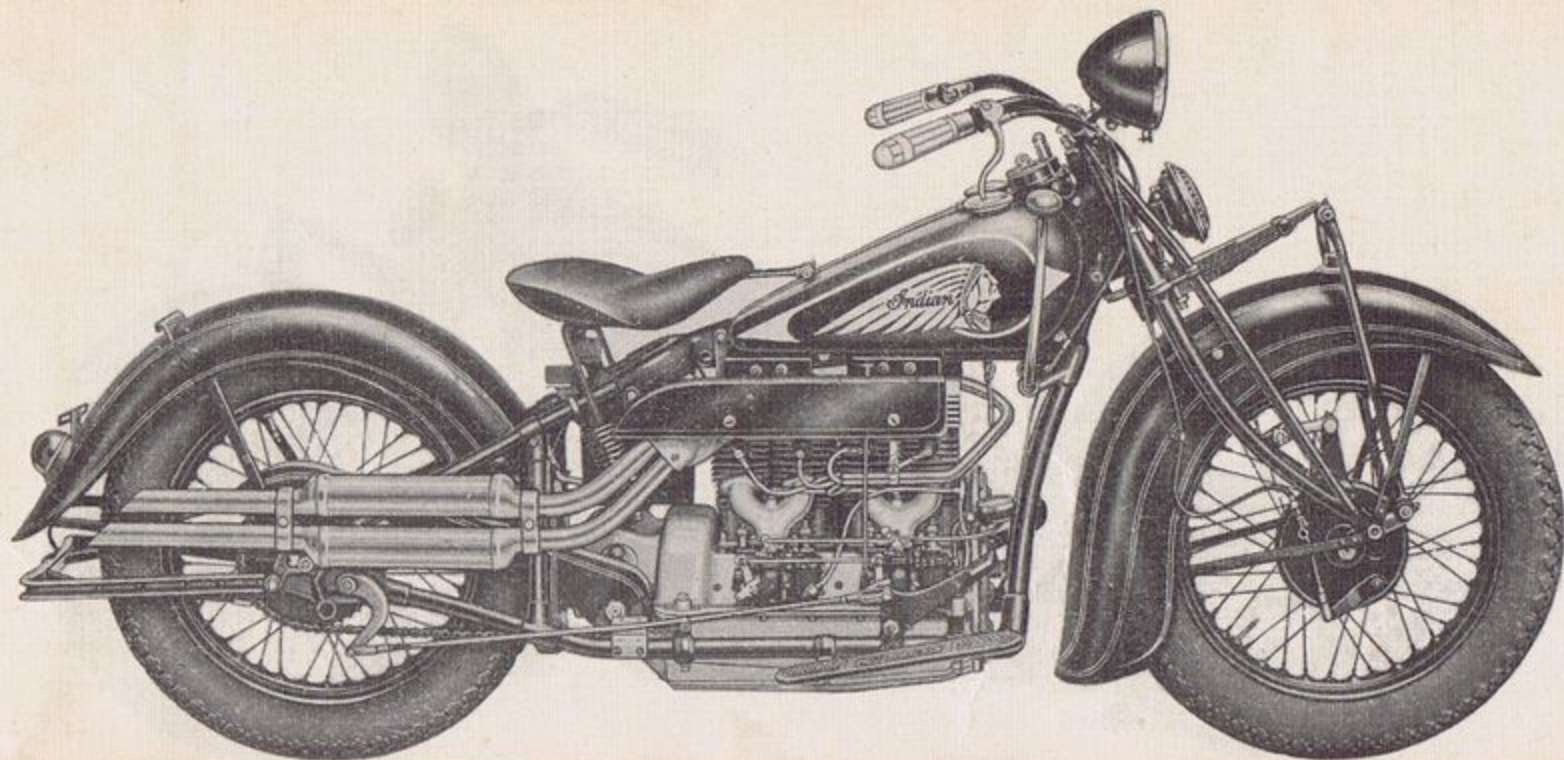
Note the mechanical improvements, the innovations that insure economy . . . performance . . . comfort . . . safety . . . on any road . . . at any time.

The machines that set a new standard for the motorcycle industry. But, more than this . . . ride a famous 1937 Indian. Flashing pick-up . . . thrilling performance . . . sweeping grace . . . dashing streamlines! Experience what real motorcycling joy can be . . . at its best.



Indian 4

Model 437



BRAKES—Front and rear wheel brakes, internal expanding. Front, hand operated; rear, foot operated. Cast brake drums.

CLUTCH—Multiple steel disc, operating in oil. Full automatic centrifugal clutch weights.

DRIVE—Helical bevel gears between motor and transmission. Final drive, $\frac{3}{8}$ " x $\frac{5}{8}$ " roller chain. Gear ratios: Solo 4.17 to 1; Sidecar 4.72 to 1.

ELECTRIC AND IGNITION SYSTEM—Auto-Lite Generator; Auto-Lite Distributor; Willard 6-volt, 24-ampere hour battery, outside fill type. Splitdorf Magneto optional at extra cost. Combination tail and stop light standard. Hi-Lo beam headlight with beam control switch on handlebar, standard.

FINISH—duPont Dulux, Indian Red, standard. A new variety of other color combinations optional. Special colors at extra cost. Triple chromium-plated gear shift lever, saddle front connection and ignition cable tube.

FORK—Indian triple-stem type. Leaf spring suspension.

FRAME—Indian double tube cradle type. Theft-proof lock in steering head. Large crown fenders with streamline skirts front and rear.

LUBRICATION—Pressure feed system to all bearings. Visible oil pressure gauge. All oil contained in motor base. Crankcase oil capacity, three quarts. Automatically lubricated exhaust rocker arms and push rods.

MOTOR—Four-cylinder, air-cooled. Bore $2\frac{3}{4}$ ", stroke $3\frac{1}{4}$ ", 77.21 cubic inches displacement. Overhead exhaust valve. Removable exhaust valve seats and cages. Side inlet valve. Twin aluminum intake manifolds. Dual carburetors. High lift camshaft. Lynite pistons. Five-bearing crankshaft.

MUFFLER—Dual chrome-plated mufflers and exhaust pipes.

SADDLE—Side spring type. Rubber cushioned leather top.

TANK—Main and reserve tanks. Petcocks on both halves. Capacity 4.61 gallons. Easy-On filler caps.

TRANSMISSION—Three-speed integral with motor. Semi-constant mesh.

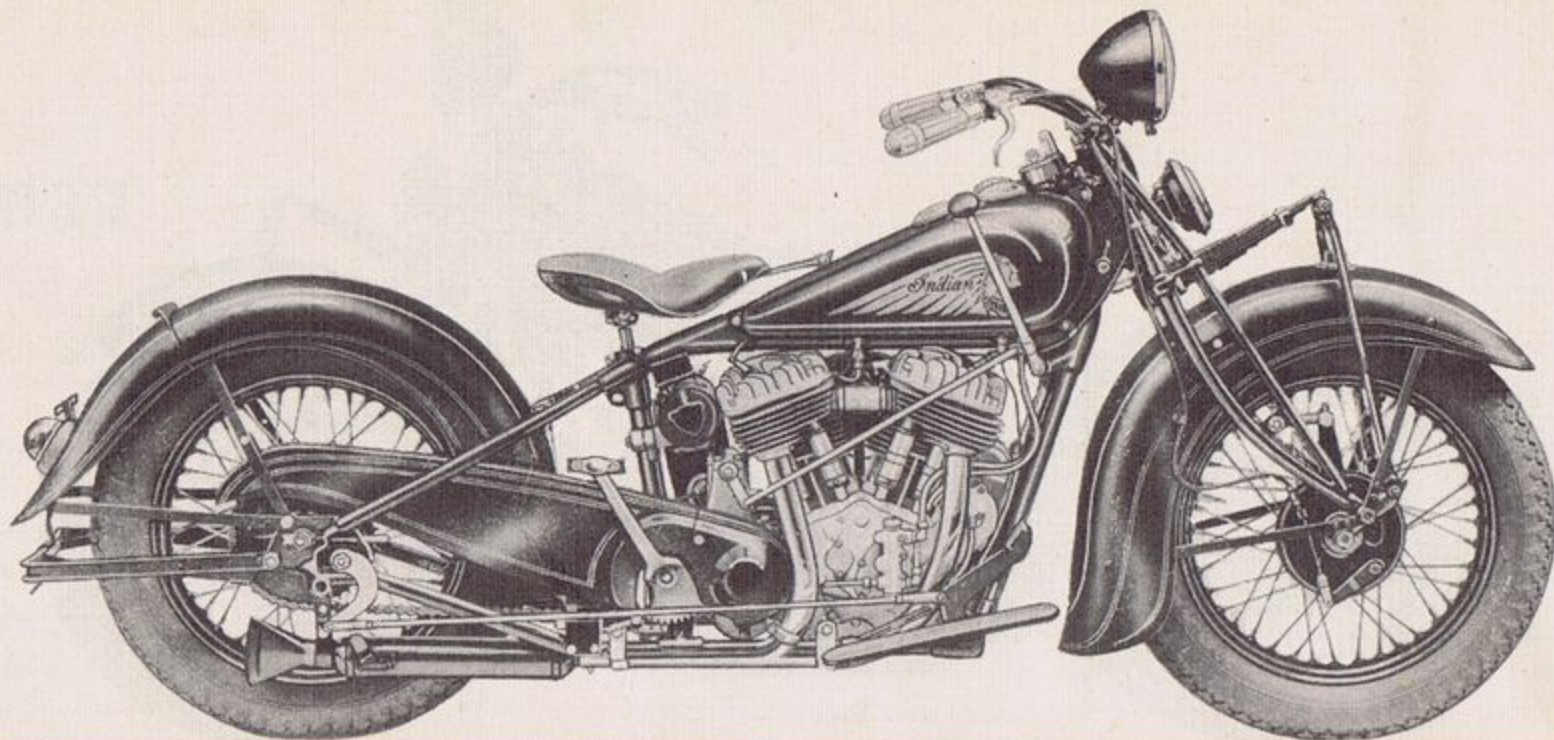
WHEEL BASE—61".

WHEELS AND TIRES—Wire wheels; interchangeable front, rear and side car; 18" drop center rims. Tires 18" x 4.00; Goodyear or Firestone optional.

WEIGHT—515 lbs.

Indian Chief 74

Model 337



BRAKES—Front and rear wheel brakes, internal expanding. Front, hand operated; rear, foot operated. Cast brake drums.

CLUTCH—Multiple disc, operating in oil.

DRIVE—Primary drive, four-row chain in oil bath. Adjustment does not affect rear chain. Final drive $\frac{3}{8}$ " x $\frac{5}{8}$ " roller chain. Streamline chain guard.

ELECTRIC AND IGNITION SYSTEM—Auto-Lite Generator; Auto-Lite Distributor; Willard 6 volt, 24 ampere hour battery, outside fill type. Splitdorf magneto ignition available at extra cost. Combination tail and stop light standard. Hi-Lo beam headlight with beam control switch on handlebar, standard.

FINISH—duPont Dulux, Indian Red standard. A new variety of other color combinations optional. Special colors at extra cost. Triple chromium plated exhaust pipes, gear shift lever, valve spring covers, saddle front connection and ignition wire tube, standard.

FORK—Indian triple-stem type. Leaf spring suspension.

FRAME—Indian double tube cradle type. Theft-proof lock

in steering head. Large crown fenders with streamline skirts, front and rear.

LUBRICATION—Indian Dry Sump system. Circulating oil. Alemite hydraulic lubrication at necessary points. Lubricated valve guides.

MOTOR—Two cylinder, 42° "V" type, air-cooled. Bore $3\frac{1}{4}$ ", stroke $4\frac{1}{16}$ ", 73.625 cubic inches displacement. "L" head. Cam ground "T" slot, lynite pistons. All main bearings roller. Special large cylinders and aluminum heads, standard.

SADDLE—Seat post type. Rubber cushioned leather top.

TANK—Main and reserve tanks. Capacity 3.7 gallons of gas, 3 quarts of oil. Easy-On filler caps.

TRANSMISSION—Three speed standard. Gear shift in forward position. Four speed or reverse gear transmissions available at extra cost.

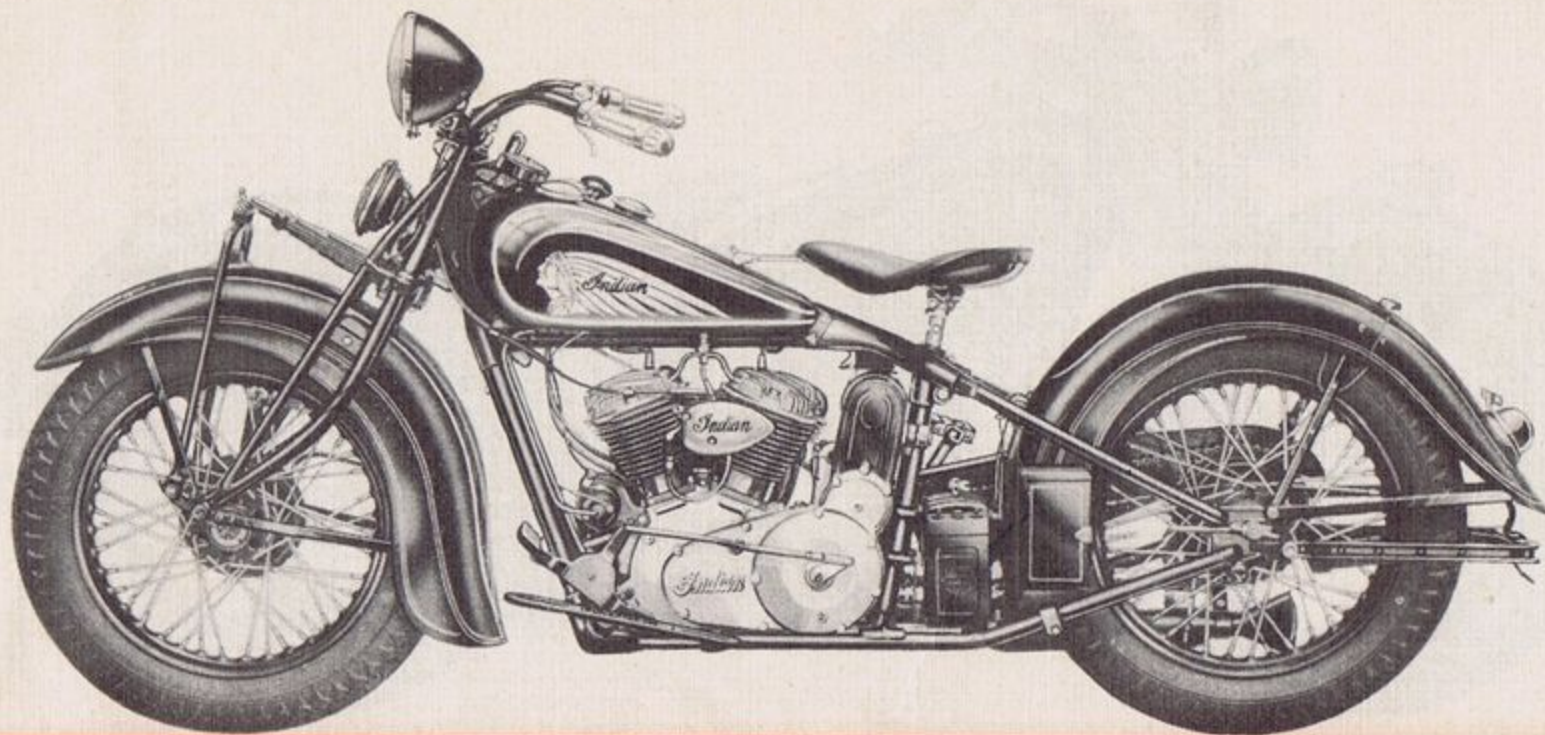
WHEEL BASE—61 $\frac{1}{2}$ ".

WHEELS AND TIRES—Wire wheels; interchangeable front, rear and side car; 18" drop center rims. Tires 18" x 4.00", Goodyear or Firestone optional.

WEIGHT—482 lbs.

Indian Scout 45

Model 237



BRAKES—Front and rear wheel brakes, internal expanding. Front, hand operated; rear, foot operated. Cast brake drums.

CLUTCH—Multiple disc, operating in oil.

DRIVE—Primary drive, four-row chain in oil bath. Adjustment does not affect rear chain. Final drive $\frac{3}{8}$ " x $\frac{5}{8}$ " roller chain.

ELECTRIC AND IGNITION SYSTEM—Auto-Lite Generator; Auto-Lite Distributor; Willard 6 volt, 24 ampere hour battery, outside fill type. Splitdorf magneto ignition available at extra cost. Combination tail and stop light standard. Hi-Lo beam headlight with beam control switch on handlebar, standard.

FINISH—duPont Dulux, Indian Red standard. A new variety of other color combinations optional. Special colors at extra cost. Triple chromium plated exhaust pipes, gear shift lever, valve spring covers, saddle front connection and ignition wire tube, standard.

FORK—Indian triple-stem type. Leaf spring suspension.

FRAME—Indian double tube cradle type. Theft-proof lock

in steering head. Large crown fenders with streamline skirts, front and rear.

LUBRICATION—Indian Dry Sump System. Circulating oil. Alemite hydraulic lubrication at necessary points. Lubricated valve guides.

MOTOR—Two cylinder, 42° "V" type, air-cooled. Bore $2\frac{7}{8}$ ", stroke $3\frac{1}{2}$ ", 45.44 cubic inches displacement. "L" head. Cam ground "T" slot, lynite pistons. All main bearings roller. Special large cylinders and aluminum heads, standard.

SADDLE—Seat post type. Rubber cushioned leather top.

TANK—Main and reserve tanks. Capacity 3.7 gallons of gas, 3 quarts of oil. Easy-On filler caps.

TRANSMISSION—Three speed standard. Gear shift in forward position. Four speed or reverse gear transmissions available at extra cost.

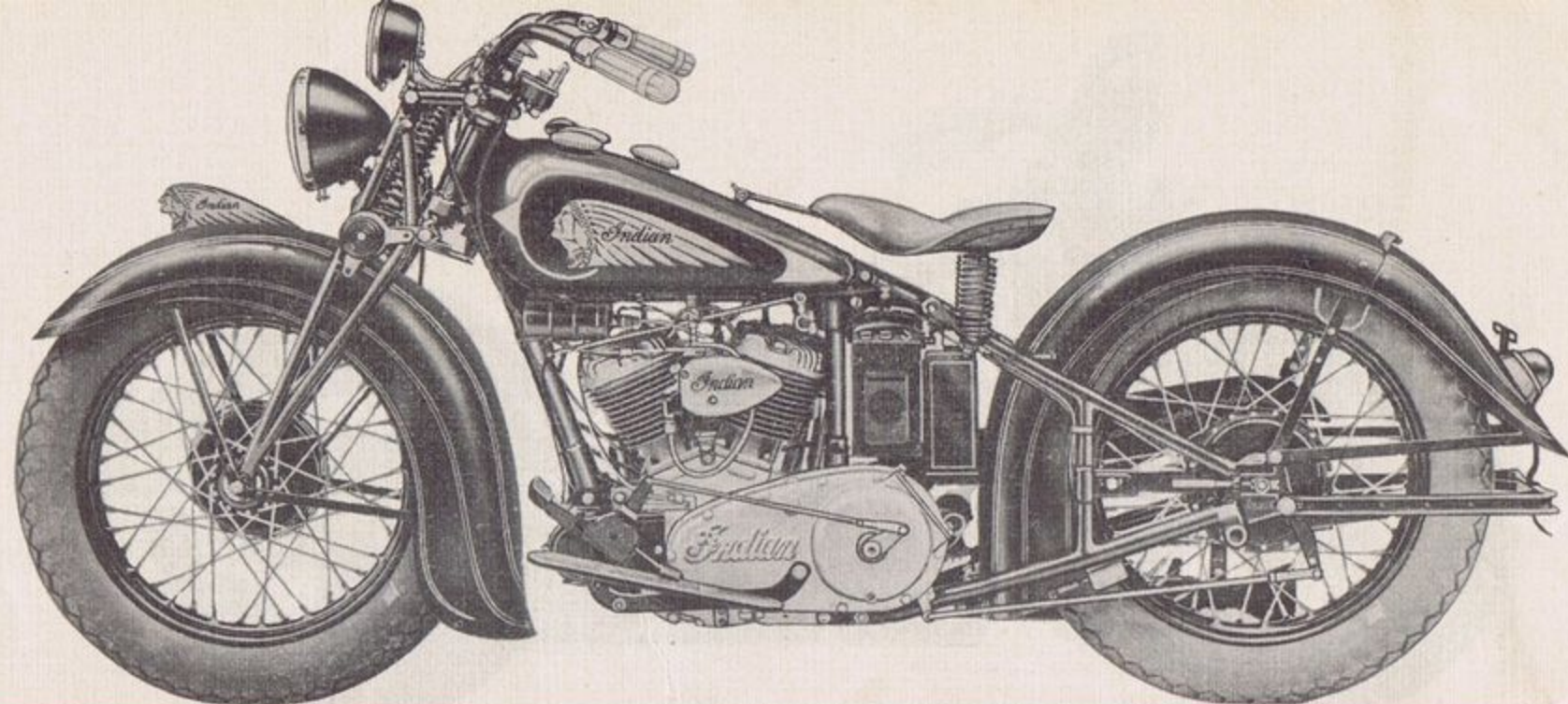
WHEEL BASE—61 $\frac{1}{2}$ ".

WHEELS AND TIRES—Wire wheels; interchangeable front, rear and side ear; 18" drop center rims. Tires 18" x 4.00", Goodyear or Firestone optional.

WEIGHT—460 lbs.

Indian Sport Scout

Model 637



BRAKES—Front and rear wheel brakes, internal expanding.

Front, hand operated; rear, foot operated.

CLUTCH—Multiple disc, operating in oil.

DRIVE—Primary drive, three row chain in oil bath. Adjustment does not affect rear chain. Final drive, $\frac{3}{8}$ " x $\frac{5}{8}$ " roller chain. Streamline chain guard.

ELECTRIC AND IGNITION SYSTEM—Auto-Lite Generator; Auto-Lite Distributor; Willard 6 volt, 24 ampere hour battery, outside fill type. Splitdorf magneto ignition available at extra cost. Combination tail and stop light standard. Hi-Lo beam headlight with beam control switch on handlebar, standard.

FINISH—duPont Dulux, Indian Red standard. A new variety of other color combinations optional. Special colors at extra cost. Triple chromium plated exhaust pipes, gear shift lever, valve spring covers, saddle front connection and ignition wire.

FORK—Indian truss type. Coil spring suspension. Fork and steering damper standard.

FRAME—Indian Keystone type. Theft-proof lock standard. Large crown fenders with streamline skirts front and rear.

LUBRICATION—Indian Dry Sump System. Circulating oil. Alemite hydraulic lubrication at necessary points. Lubricated valve guides.

MOTOR—Two cylinder, 42° "V" type, air-cooled. Bore $2\frac{7}{8}$ ", stroke $3\frac{1}{2}$ ", 45.44 cubic inches displacement. "L" head. Cam ground "T" slot lynite pistons. All main bearings roller. Special large cylinders and aluminum heads, standard.

SADDLE—Compression spring type. Rubber cushioned leather top.

TANK—Main and reserve tanks. Capacity 3.7 gallons of gas, 3 quarts of oil. Easy-On filler caps.

TRANSMISSION—Three speed standard. Gear shift in forward position. Four speed or reverse gear transmissions available at extra cost.

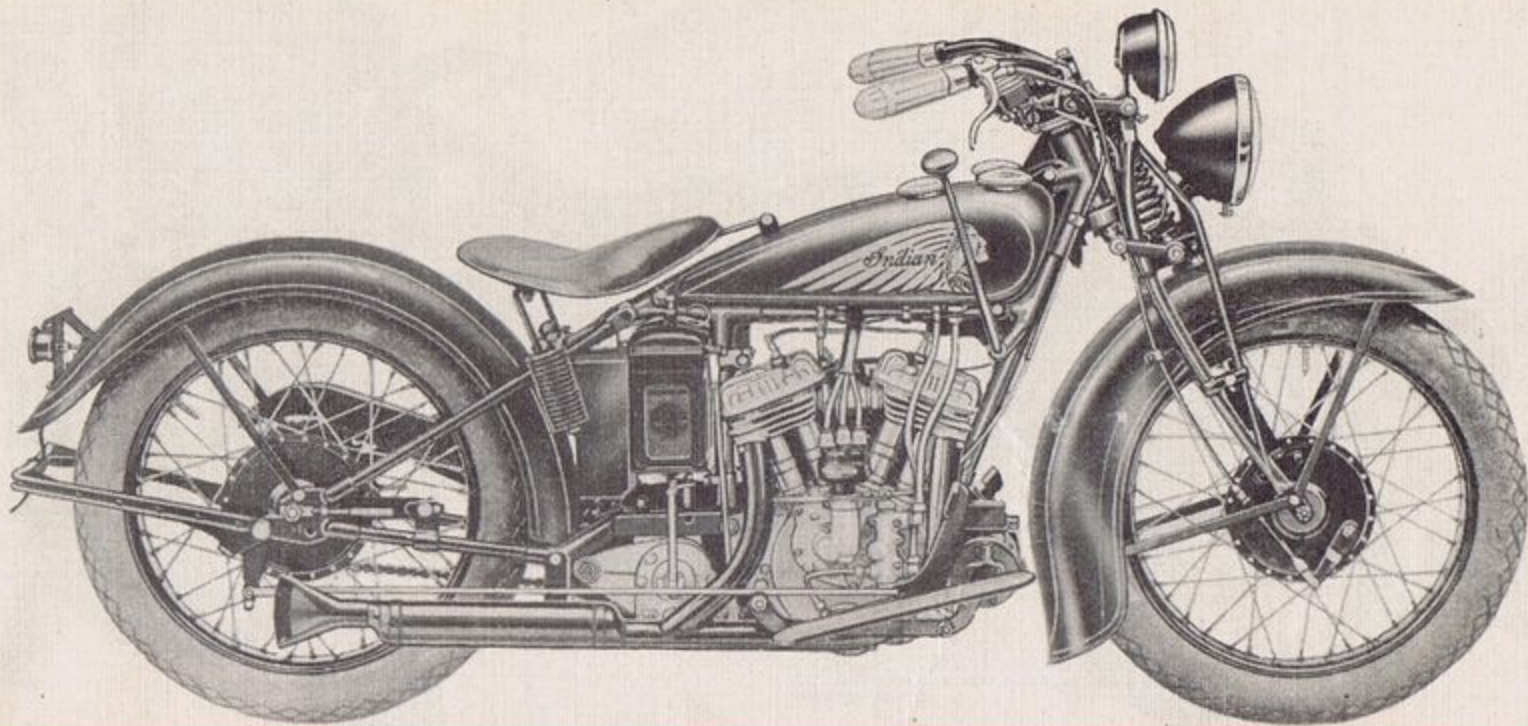
WHEEL BASE—56 $\frac{1}{2}$ ".

WHEELS AND TIRES—Wire wheels; 18" drop center rims. Tires 18" x 4.00", Goodyear or Firestone optional.

WEIGHT—420 lbs.

Indian Junior Scout

Model 537



BRAKES—Front and rear wheel brakes, internal expanding.
Front, hand operated; rear, foot operated.

CLUTCH—Multiple dry disc type.

DRIVE—Primary drive, two-row chain. Final drive $\frac{1}{4}$ " x $\frac{5}{8}$ " roller chain.

ELECTRIC AND IGNITION SYSTEM—Auto-Lite Generator; Auto-Lite Distributor; Willard 6 volt, 24 ampere hour battery, outside fill type. Low headlight position. Back of horn covered.

FINISH—duPont Dulux, Indian Red only.

FORK—Indian truss type. Coil spring suspension.

FRAME—Indian Keystone type.

LUBRICATION—Indian Dry Sump System. Circulating oil. Alemite hydraulic lubrication at necessary points.

MOTOR—Two cylinder, 42° "V" type, air-cooled. Bore $2\frac{1}{2}$ ", stroke $3\frac{1}{16}$ ", 30.07 cubic inches displacement. "L" head. Lynite pistons. Large valve springs.

SADDLE—Indian semi-bucket type. New saddle position.

TANK—Main and reserve tanks. Capacity 2.6 gallons of gas, 1.8 quarts of oil. Easy-On filler caps.

TRANSMISSION—Three speed.

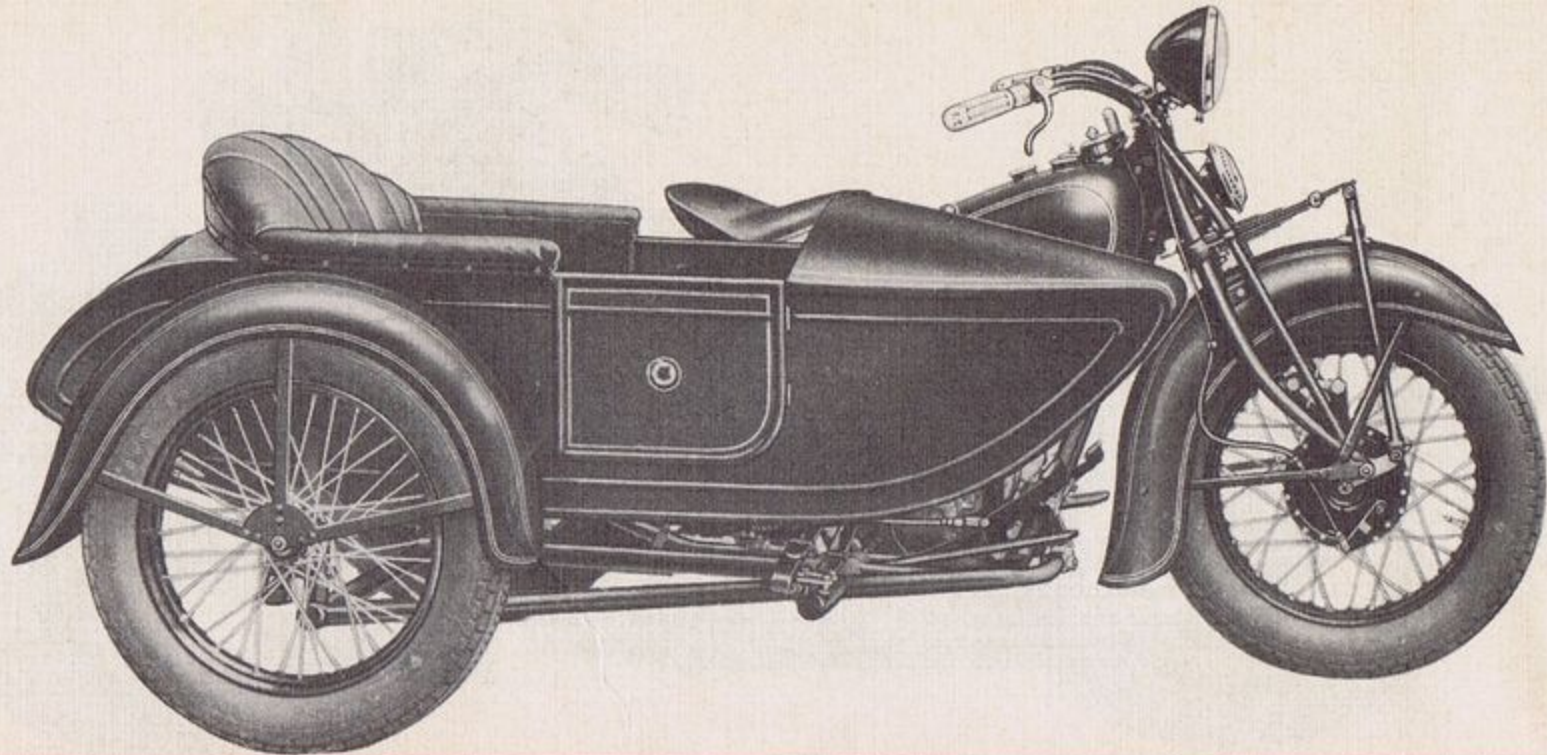
WHEEL BASE—52 $\frac{1}{2}$ ".

WHEELS AND TIRES—Wire wheels; 18" clincher rims. Tires 18" x 3.30", Goodyear or Firestone optional.

WEIGHT—345 lbs.

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Sidecar



The smart, smooth lines of the new Indian side car—pleasing to the eye—deeply upholstered and large enough so that you can really stretch your legs; it makes it easy for you to take along someone else with comfort; a rear compartment enables you to take along extra luggage.

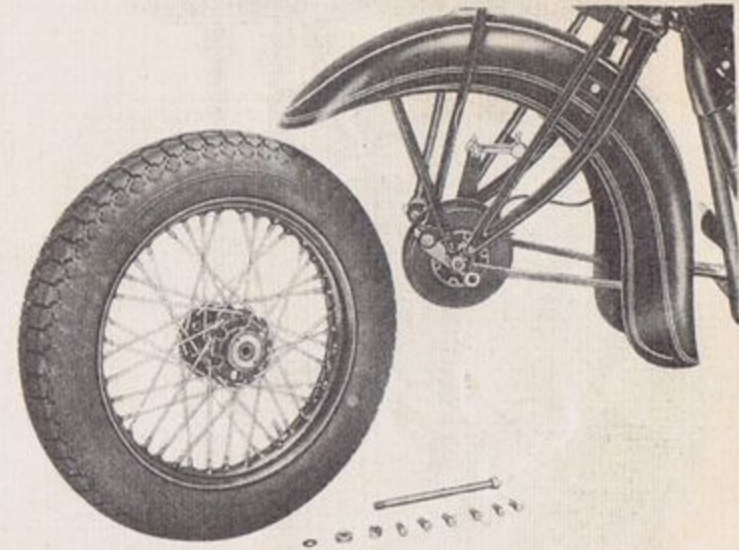
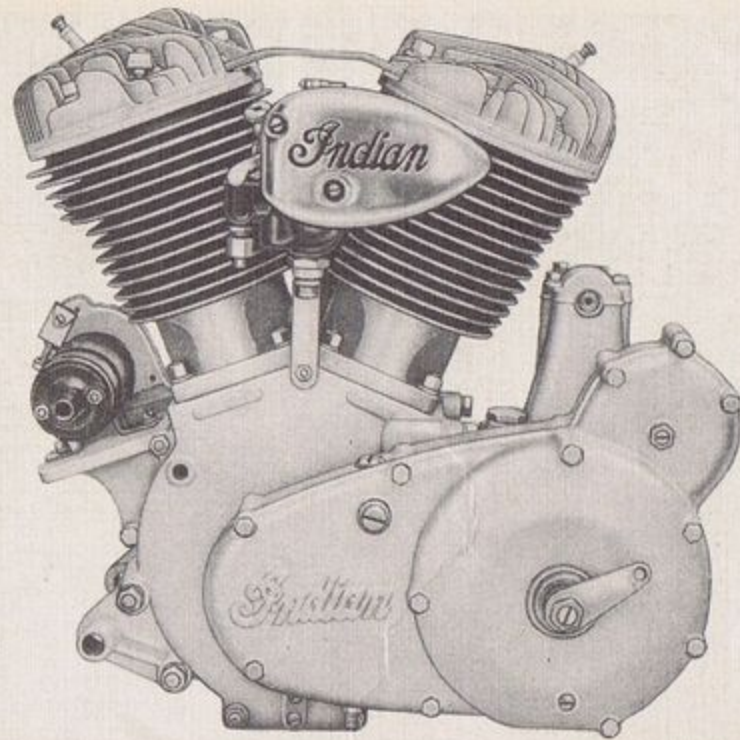
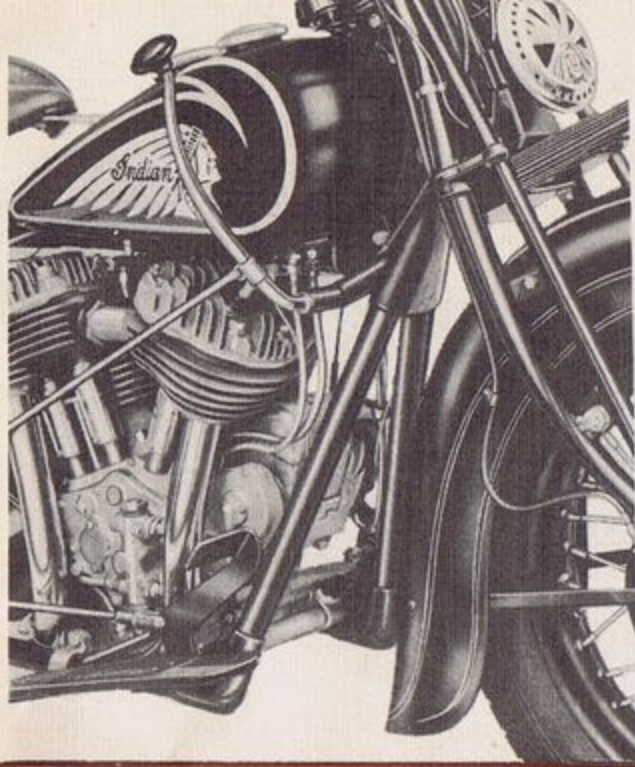
Extra safety is built into the side car itself and a welded steel tube chassis carries the body at just the right angle to make it easy for you to handle.

The new Indian side car fits the Chief, four-cylinder models, and the regular Scout motorcycle.

It is especially adapted to police work—because of its safety, construction, roominess, capacity, and handling qualities.

The Sidecar wheel is interchangeable with those on machine.

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NEW FORWARD SHIFT LEVER

The shifting lever has been brought to the forward section of the gasoline tank . . . right at your finger tips for easy shifting . . . a natural position, and in line with the "right-hand shift" of all approved automotive equipment. (Reverse controls optional.)

To provide additional beauty all shift-lever rods on the 1937 INDIANS are now heavily chrome plated and highly polished.



"Y" MOTORS

These famous "Y" motors are ruggedly designed to meet the increasing demands of this fast day. Extra-large cooling fins reduce distortion, increase motor life. Cylinder heads of a special heat-treated aluminum alloy provide a higher compression ratio. "Y" cylinder construction lowers the operating temperature, thus giving you oil economy and higher speeds over long distances.

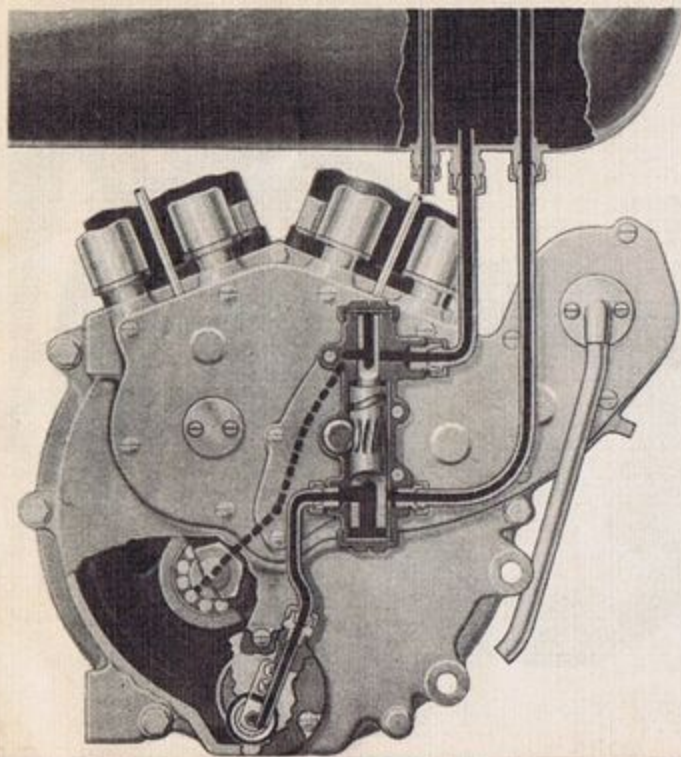
INDIAN has reduced vibration and wear with its unit power plant design—motor, primary drive and transmission bolted together as a single unit. Additionally, this construction brings you great convenience. The complete power plant can be removed from the frame as a single unit.

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INTERCHANGEABLE WHEELS

The new 1937 Indian Chief, INDIAN "4" and Standard Scout feature *interchangeable wheels* as standard equipment. They are simple and foolproof. Their construction allows you to change wheels easily, in a few minutes, without throwing any brake or chain adjustment out of place. The Sidecar wheel is also interchangeable with those on machine.



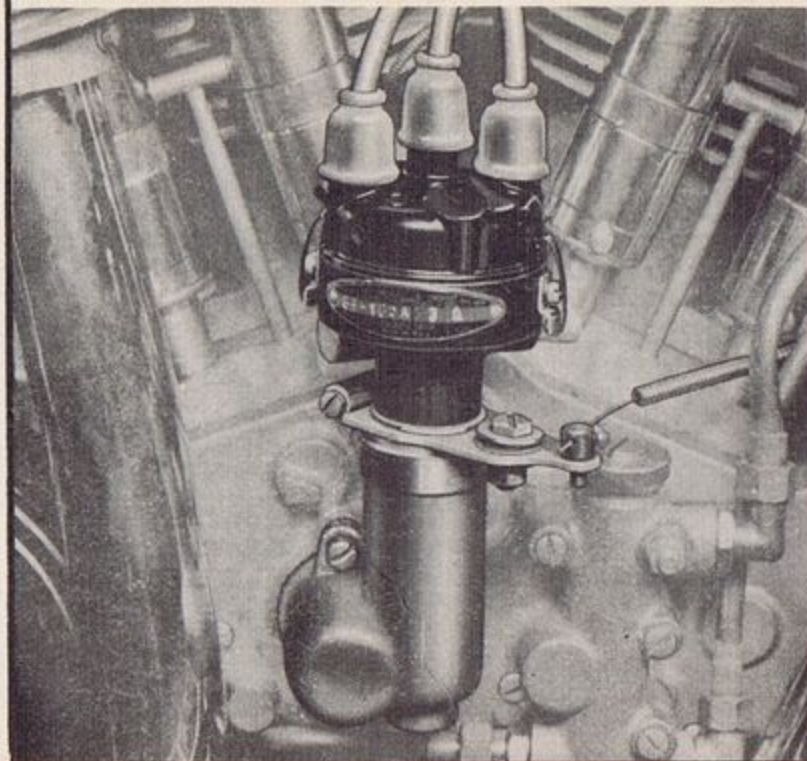


DRY SUMP LUBRICATION

INDIAN brings you the same type of oiling system built into the most expensive aircraft engines . . . where the grueling grind demands an oiling system of unfailing dependability. INDIAN now incorporates this finest of automatic oiling systems for air-cooled motors on *all* INDIAN twin-cylinder motorcycles.

From the front storage tank, fresh oil is pumped under pressure through the main bearings and engine. As oil settles to the base, a larger pump forces the oil back to the storage tank through a cooling line.

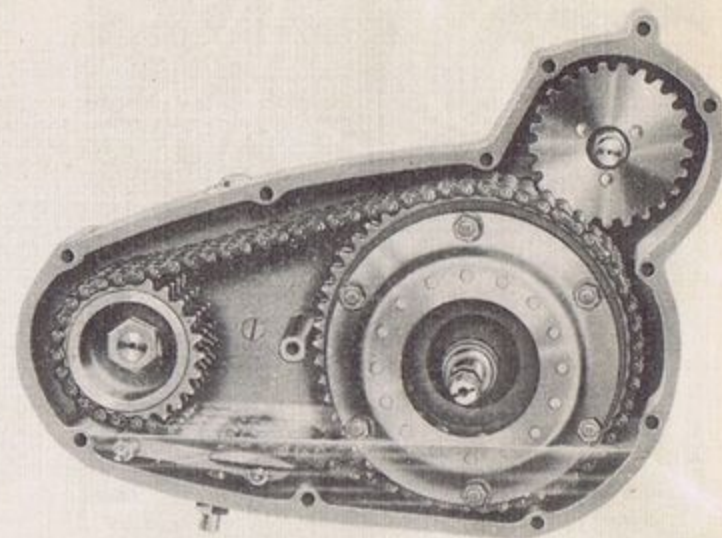
(The INDIAN "4" also features forced-feed lubrication, with pressure oiling through drilled passages and lines to all parts of engine. The oil supply is carried in the motor base.)



DISTRIBUTOR IGNITION

The new INDIAN distributor type ignition system—exclusively an Indian feature and after a year's performance on standard INDIAN Motorcycles has proved to be even better than expected—simple in operation, free from mechanical trouble, efficient at all speeds, not affected by rain . . . the ideal battery-operated ignition system—standard on all 1937 INDIANS.

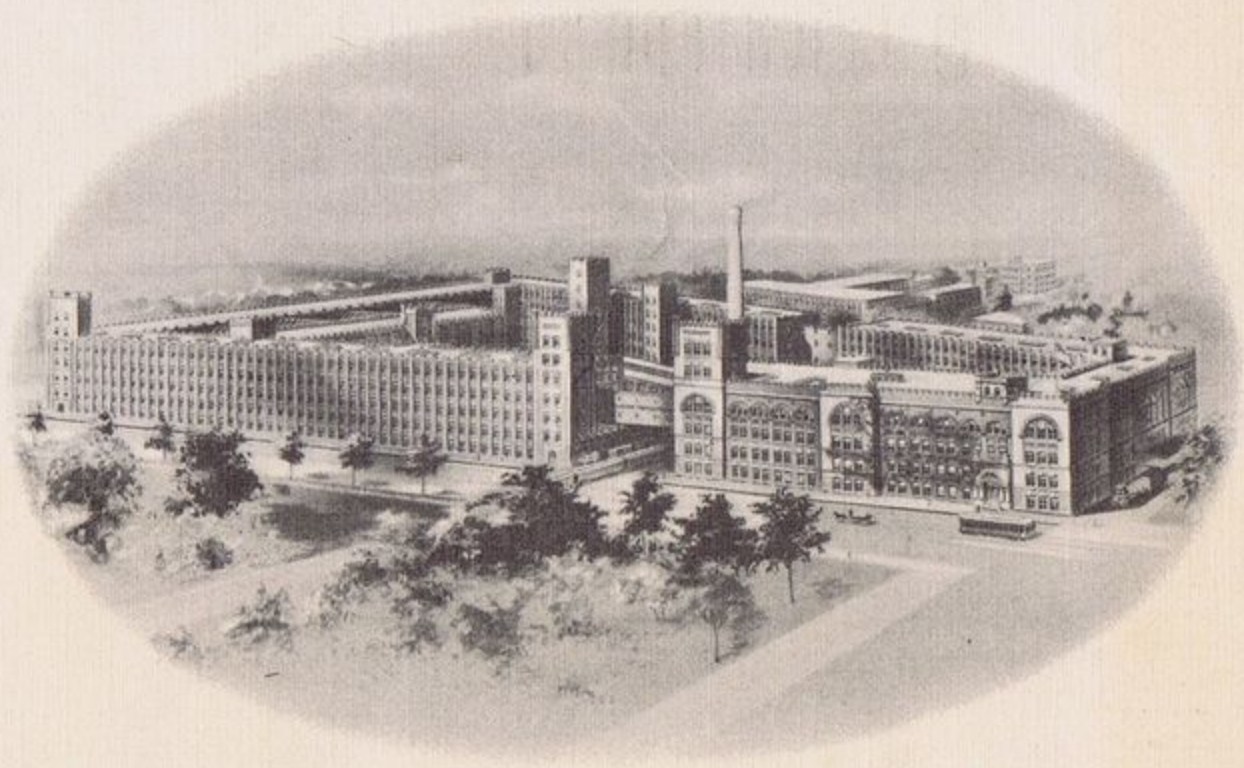
For those who want the finest ignition system available, we offer the fully enclosed magneto which provides independent ignition—free from trouble and care . . . leave battery for operation of lights, accessories and radio . . . at slight extra cost as original equipment.



PRIMARY CHAIN DRIVE

The INDIAN construction primary drive consists of a four-row chain, operating in an oil bath within a sealed case . . . smooth and silent in operation—protected from all dirt and "road grit"—adjustments are quickly and easily made without affecting the rear chain adjustment.





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Indian Motorcycle Company

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