

Indian
1935
MOTORCYCLES



BARNSTORMERS.CO.NZ

1935

Indian

MOTOCYCLES

STREAMLINES *for Beauty and Strength*

All models of Indian Motorcycles for 1935 are "modern to the minute"—and more! They have been completely streamlined—and if you wonder how a motorcycle can be streamlined study the illustrations in this folder—or better, SEE THESE NEW INDIANS AT ANY INDIAN DEALER'S SHOWROOM!

There's beauty of line in these new Indians unequalled by any motorcycle ever built. You'll see it in the "set" of the handlebars, in the sweeping lines of the fenders, in the flowing grace of the tanks . . . even in details such as the chain guard and muffler. You'll even see it in the powerful double tube truss-type frame that's built like a cantilever bridge, and equally as strong. It is apparent, too, in the famous Indian truss-type, triple-stem front fork. This unique front fork construction used on all the heavier models is an exclusive Indian feature. Originally designed to take up the shock of bumps, it has been improved for 1935 by adding "rebound leaves" which gives this leaf spring double action that "irons out the wrinkles in the road."

IMPROVED MOTORS

For 1935 Indians will have still better motors . . . the famous "B" series motors which for years sustained the enviable speed records of Indian Motorcycles will be used in all stock models. This means greater power, more speed, and finer performance. These big, rugged motors will add new joy to your travels, new exhilaration to motorcycling.

In addition there is available for maximum speed requirements a new "Y" series of SPECIAL MOTORS for 74 cubic inch Chief and Sport Scout (at slight extra cost) built with extra heavy duty cylinders and special high-compression cylinder heads with larger cooling fins designed to draw the windstream inward over the top of the motor. For power, speed, and stamina they will offer a new conception of motorcycle performance.

And, of course, there will be the Indian 4, the only American-built four-cylinder motorcycle—the last word in smooth, silent motorcycling. Its quiet, efficient operation, its lightning acceleration, its unequalled riding comfort are known throughout the world.

OPTIONAL TRANSMISSION

Again Indian pioneers! . . . for the 1935 Scout "45" and "74" you may substitute for the standard three-speed-transmission, a FOUR SPEED transmission that will give you the last ounce of performance from the big sturdy motors. Four forward speeds, a simple, efficient, rugged unit outwardly identical with the standard 3-speed transmission, but providing for higher gearing when desired.

In addition there is also a three-speed-and-reverse transmission which is especially advantageous for commercial and sidecar units. Both of these optional transmissions are available at a slight extra charge.

NEW COLORS AND DESIGNS

In keeping with the times Indian offers a new range of color combinations surpassing in richness and finish anything ever offered to motorcyclists. This wide choice of colors has been carefully selected to make Indian Motorcycles the finest on the road.

Also a new additional tank design is provided for 1935 at no extra cost. See your Indian dealer for complete list of colors and color combinations or send direct for one to the Indian Motorcycle Co.

INDIAN MOTORCYCLE CO.

BARNSTABLE, MASS. U. S. A.

Indian 74

F.O.B. \$320 and up
(plus tax)



SPECIFICATIONS

BRAKES: Front wheel and rear wheel brakes, internal expanding type. Total brake area 33.375 square inches. Front brake hand operated, rear brake foot operated.

CLUTCH: Multiple disc, operating in oil.

CONTROLS: Twist type. Throttle, left grip; spark, right grip. Reversed controls optional.

DRIVE: Primary drive, 4 row chain, in oil bath. Adjustment does not affect rear chain. Final drive $\frac{5}{8}$ " x $\frac{3}{8}$ " roller chain. Gear ratios: Solo 4.31 to 1; sidecar 4.66 to 1.

ELECTRIC SYSTEM: Auto-Lite generator, Willard 6 volt, 24 ampere hour battery, outside fill type. Lighted instrument panel.

FINISH: DuPont DuLux, Indian Red standard: a variety of other color combinations optional. Special colors at extra cost.

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

FRAME: Indian double-tube cradle type. Low saddle position. Theft-proof lock in steering head.

IGNITION: Battery ignition standard. Splitdorf or Bosch magneto optional at extra cost.

LUBRICATION: Indian dry sump system. Surplus oil returned to tank. Alemite lubrication at necessary points.

MOTOR: Two-cylinder 42° "V" type air-cooled, bore $2\frac{3}{8}$ " inch, stroke $4\frac{7}{16}$ ", 73.525 cubic inches displacement. L head. T-slot, cam ground, Lynite pistons. All main bearings roller. Aluminum heads and special cylinders available at extra cost.

MUFFLER: Indian thru-valve muffler. Adjustable to city or country riding.

SADDLE: Seat post type standard. Side spring type optional. Saddle position adjustable. Saddle top leather covered rubber cushion on bucket type base.

TANK: Two-piece, covering frame top tube. Petcocks on both halves. Capacity 3.7 gallons of gas. $2\frac{1}{2}$ quarts of oil.

TRANSMISSION: Three-speed, progressive type standard. Four-speed or reverse gear optional at extra cost.

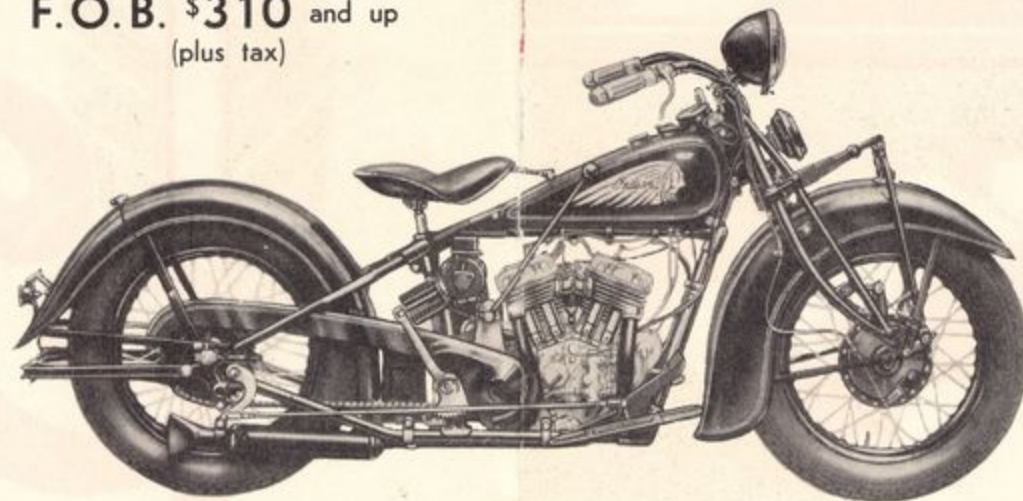
WHEEL BASE: 61 $\frac{1}{2}$ inches.

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

WEIGHT: 507 pounds.

Indian 45

F.O.B. \$310 and up
(plus tax)



SPECIFICATIONS

BRAKES: Front wheel and rear wheel brakes, internal expanding type. Total brake area 33.375 square inches. Front brake hand operated, rear brake foot operated.

CLUTCH: Multiple disc, operating in oil.

CONTROLS: Twist type. Throttle, left grip; spark, right grip. Reversed controls optional.

DRIVE: Primary drive, 4 row chain, in oil bath. Adjustment does not affect rear chain. Final drive $\frac{5}{8}$ " x $\frac{3}{8}$ " roller chain. Gear ratios: Solo 4.90 to 1; sidecar 5.49 to 1.

ELECTRIC SYSTEM: Auto-Lite generator, Willard 6 volt, 24 ampere hour battery, outside fill type. Lighted instrument panel.

FINISH: DuPont DuLux, Indian Red standard: a variety of other color combinations optional. Special colors at extra cost.

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

FRAME: Indian double-tube cradle type. Low saddle position. Theft-proof lock in steering head.

IGNITION: Battery ignition standard. Splitdorf or Bosch magneto optional at extra cost.

LUBRICATION: Indian dry sump system. Surplus oil returned to tank. Alemite lubrication at necessary points.

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. T-slot, cam ground, Lynite pistons. All main bearings roller. Aluminum heads available at extra cost.

MUFFLER: Indian thru-valve muffler. Adjustable to city or country riding.

SADDLE: Seat post type standard. Side spring type optional. Saddle position adjustable. Saddle top leather covered rubber cushion on bucket type base.

TANK: Two-piece, covering frame top tube. Petcocks on both halves. Capacity 3.7 gallons of gas. $2\frac{1}{2}$ quarts of oil.

TRANSMISSION: Three-speed, progressive type standard. Four-speed or reverse gear optional at extra cost.

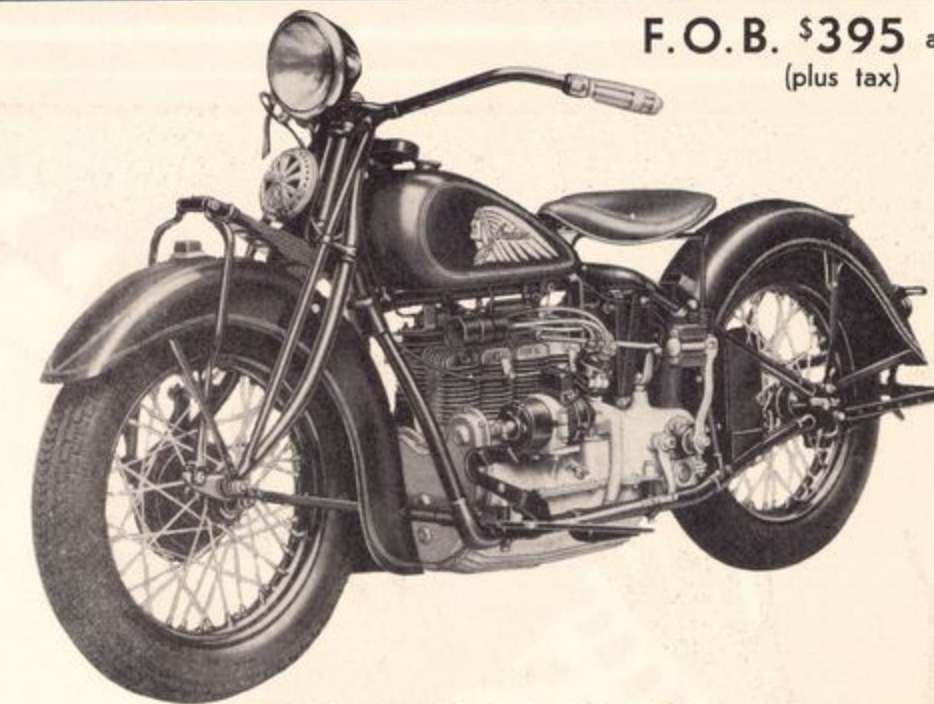
WHEEL BASE: 61 $\frac{1}{2}$ inches.

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

WEIGHT: 489 pounds.

Indian 4

F.O.B. \$395 and up
(plus tax)



SPECIFICATIONS

BRAKES: Front wheel and rear wheel brakes, internal expanding type. Total brake area 33.375 square inches. Front brake hand operated, rear brake foot operated.

CLUTCH: Multiple disc, operating in oil.

CONTROLS: Twist type. Throttle, left grip; spark, right grip. Reversed controls optional.

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

ELECTRIC SYSTEM: Auto-Lite generator, Willard 6 volt, 24 ampere hour battery, outside fill type. Lighted instrument panel.

FINISH: DuPont DuLux, Indian Red standard: a variety of other color combinations optional. Special colors at extra cost.

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

FRAME: Indian double-tube cradle type. Low saddle position. Theft-proof lock in steering head.

IGNITION: Battery ignition standard. Auto-Lite distributor in combination with generator. Splitdorf magneto optional at extra cost.

LUBRICATION: Pressure feed system to all bearings. Visible oil pressure gauge on right side of motor. All oil contained in motor base. Crankcase oil capacity 3 quarts.

MOTOR: Four-cylinder, air-cooled, bore $2\frac{3}{4}$ ", stroke $3\frac{1}{4}$ ", 77.21 cubic inches displacement. F head. Overhead inlet valve. Lynite pistons. Five bearing crankshaft. Main bearings adjustable.

SADDLE: Side spring type. Saddle position adjustable. Saddle top leather covered rubber cushion on bucket type base.

TANK: Two-piece, covering frame top tube. Petcocks on both halves. Capacity 4.6 gallons of gas.

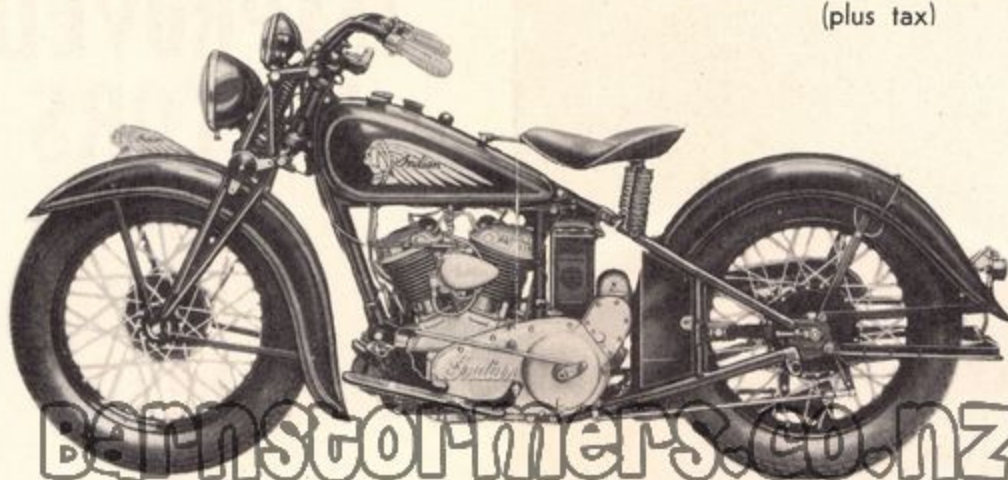
WHEEL BASE: 61 inches.

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

WEIGHT: 531 pounds.

Indian SPORT SCOUT

F.O.B. \$300 and up
(plus tax)



SPECIFICATIONS

BRAKES: Front wheel and rear wheel brakes, internal expanding type. Total brake area 25.5 square inches. Front brake hand operated, rear brake foot operated.

CLUTCH: Multiple disc, operating in oil.

CONTROLS: Twist type. Throttle, left grip; spark, right grip. Reversed controls optional.

DRIVE: Primary drive, 3 row chain, in oil bath. Adjustment does not affect rear chain. Final drive $\frac{5}{8}$ " x $\frac{3}{8}$ " roller chain. Gear ratio: Solo 4.81 to 1.

ELECTRIC SYSTEM: Auto-Lite generator, Willard 6 volt, 24 ampere hour battery, outside fill type. Lighted instrument panel.

FINISH: DuPont DuLux, Indian Red standard: a variety of other color combinations optional. Special colors at extra cost.

FORK: Indian truss type. Coil spring suspension. Forged side links. Fork and steering damper standard.

FRAME: Indian Keystone type. Low saddle position. Theft-proof lock standard.

IGNITION: Battery ignition standard. Splitdorf or Bosch magneto optional at extra cost.

LUBRICATION: Indian dry sump system. Surplus oil returned to tank. Alemite lubrication at necessary points.

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. T-slot, cam ground, Lynite pistons. All main bearings roller. Aluminum heads and special cylinders available at extra cost.

MUFFLER: Indian thru-valve muffler. Adjustable to city or country riding.

SADDLE: Compression spring type standard. Side spring type optional. Saddle position adjustable. Saddle top leather covered rubber cushion on bucket type base.

TANK: Two-piece, covering frame top tube. Petcocks on both halves. Capacity 3.7 gallons of gas. $2\frac{1}{2}$ quarts of oil.

WHEEL BASE: 56 $\frac{1}{2}$ inches.

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

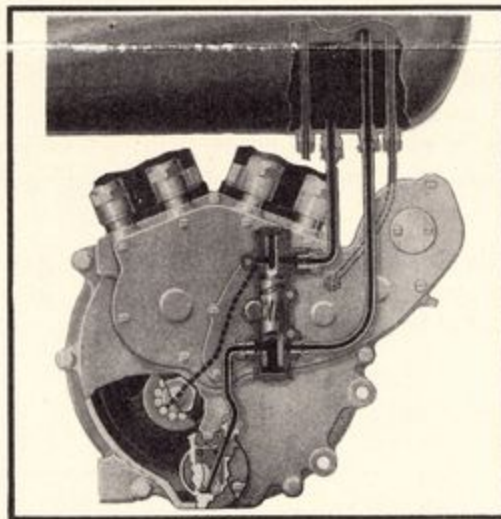
WEIGHT: 436 pounds.

THE SPORT SCOUT

What a motorcycle! Indian engineers have designed it on racing principles for riders who want the utmost in a light, economical, exceptionally fast "twin." For "handle"—maneuverability—it is as simple as a bicycle. Being light, it is built with a racing type trussed front fork, making it ideal for amateur competition of all sorts. Stock models equipped with famous Indian "B" motor; unit power plant construction with fully enclosed three-row chain primary drive running in oil. Battery ignition standard with magneto ignition optional at slight extra cost. New, fully enclosed chain drive to generator, with easily removed inspection cover. The rear chain guard is split, allowing the rear half to be removed for competition. Special extra-hard brake linings in rear wheels. In every respect the 1935 Sport Scout is the outstanding motorcycle for the man who wants to participate in competition.

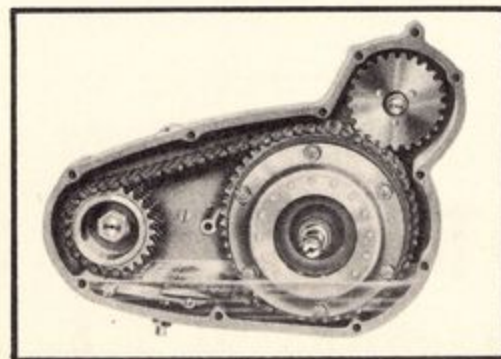
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The 1935 Indians are Better than Ever



MULTIPLE ROW PRIMARY CHAIN

THE PRIMARY DRIVE between motor and transmission on all 1935 model INDIAN "74's" and Scout "45's" is achieved by means of a FOUR ROW OVERSIZE CHAIN RUNNING IN OIL and completely enclosed. Adjustment is made very easily without removing the primary drive case cover. This chain drive is extremely quiet in operation and requires little or no attention. Friction is minimized; therefore the chain life is exceptionally long. Primary drive on all Indian twins is identical except that three-row chain is employed on the Sport Scout.



DRY SUMP

DRY SUMP LUBRICATION has been standard practice in most aircraft motors—where absolutely dependable, efficient lubrication is the very foundation of safety.

INDIAN DRY SUMP IS FULLY AUTOMATIC. Regardless of speed or weather conditions, exactly the proper amount of lubricating oil is delivered in a constant stream and under positive pressure through the crankshaft to the motor bearings. THEN the sump pump withdraws this hot oil from the crankcase, filters it, cools it, and returns it to the tank where it is again ready for another fast trip through the motor.

INDIAN DRY SUMP IS EFFICIENT

BECAUSE the oil is circulated back through the cooling windstream. BECAUSE the oil is constantly being filtered. BECAUSE the hand pump—the human element—is eliminated. BECAUSE it has PROVEN IN ACTUAL SERVICE that it will deliver 25% to 50% more miles of carefree lubrication from every quart of oil.

NEW ROLLER BEARING RETAINERS

For 1935 "twins," INDIAN engineers have found a new, tough, durable light-weight alloy which reduces the weight of connecting rod roller bearing retainers by FIFTY PER CENT. This great reduction of weight automatically lessens the enormous strains imposed on the bearings, especially at high speeds.

New Aluminum Cylinder Heads

HEAVIER—avoid warping or distortion. LARGER FINS—for perfect cooling. NEW COMBUSTION CHAMBER—delivers even more power. AND—a NEW ANGLE on cylinder head fins which draws the cooling airstream inward over the top of the motor and directs it where it will do the most good! Optional at slight extra cost.

NEW DETACHABLE REAR WHEEL

1935 INDIAN 45, 74, AND "4" feature a new automotive type detachable rear wheel mounting of rugged, trouble-free construction which positively centralizes and holds the hub to the brake drum and sprocket—yet may be easily and quickly detached without disturbing brake, sprocket, or chain. SIX sturdy studs and six tapered nuts insure ample strength and safety and eliminate possibility of wear or play in the rear wheel mounting.

NEW MUFFLERS

THE NEW MUFFLERS with which all 1935 INDIAN twins are equipped are of streamline design and increased efficiency. The new through valve, of heavy construction, has been moved to the rear for greater efficiency.



VALVE GROUP

ALL 1935 MODEL TWIN CYLINDER INDIANS are equipped with:

- (A) NEW AIRCRAFT TULIP TYPE VALVES of the most modern and efficient design which improve intake and exhaust flow and provide better cooling.
- (B) LARGER, THICKER VALVE STEMS AND GUIDES which greatly increase bearing surface (38% on "74" and 28% on "45") without increasing weight, thus reducing wear and increasing service life.
- (C) LARGER, HEAVIER VALVE SPRINGS of a new special heat-resisting steel that not only improves performance but also increases resistance to setting or loss of compression.
- (D) NEW VALVE TAPPET adjustment locking device that is positive in action and eliminates undesired variations in clearances.
- (E) NEW, LARGER VALVE DUST COVERS of simplified design require no wrenches for tappet inspection.

NEW STREAMLINE CARBURETORS

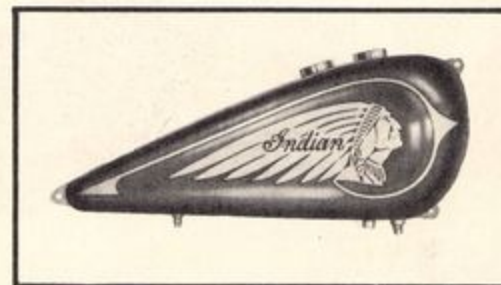
ALL 1935 TWIN CYLINDER INDIANS are equipped with the new Schebler De Luxe streamlined carburetor. The carburetor bodies now feature a corrosion resisting gun-metal finish which is extremely attractive. The highly polished airflow intake contains an efficient double aircleaner. All carburetor passages may be cleaned easily and quickly.



CAM-GROUND "T"-SLOT PISTONS

The "T"-SLOT feature of this ultra-modern, efficient piston is self-explanatory. CAM GROUND means that the piston is NOT ROUND. The front and rear faces of the pistons are very close to the cylinder bore; the sides are not so close to the cylinder bore. Therefore, when the aluminum of the pistons—which expands faster than the cast iron of the cylinders—reaches operating temperatures, there is no danger of seizing or "sticking" because there is always plenty of room at the sides. Cam grinding, combined with "T"-slot, permits a very close fit of piston to cylinder; and this means QUIET, LONG LIFE for both piston and cylinder. It assures IMPROVED MOTOR PERFORMANCE.

BECAUSE close fitting keeps piston in perfect alignment. BECAUSE close fitting reduces piston "slap." BECAUSE piston skirt or "slap" rings are eliminated.



CYLINDERS AND HEADS

CYLINDERS AND CYLINDER HEADS on all 1935 INDIANS are nickel finished.

NEW HANDLEBAR GRIPS

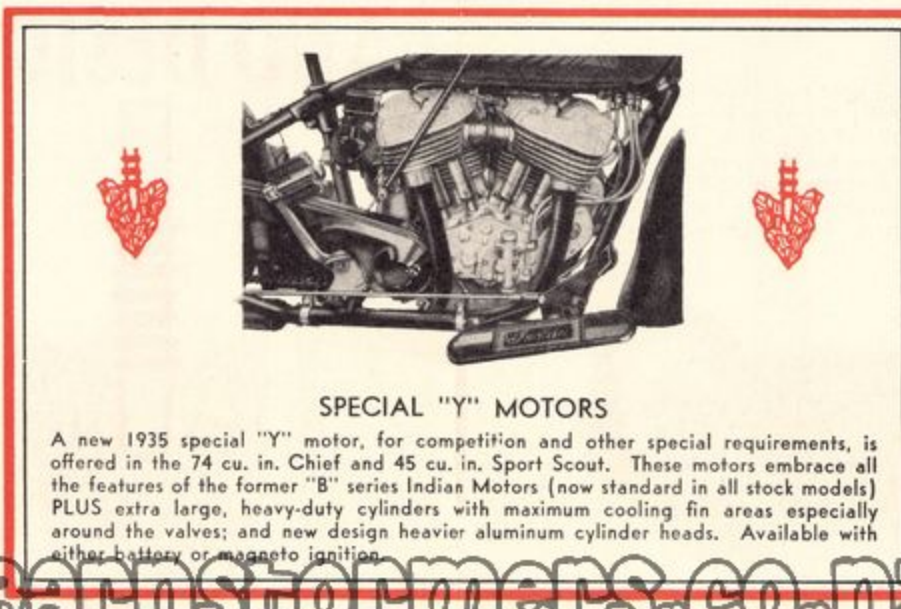
Standard for all 1935 machines will be short type white grips.

NEW WILLARD BATTERY

ALL 1935 INDIANS are equipped with the new Willard outside-fill battery. This battery is outstanding in power and long life, and is so designed that it may be inspected and each cell filled without removing the battery or cover. The INDIAN mounting of this new battery provides perfect air cooling and high accessibility.

A NEW TANK DESIGN

A new additional tank design is provided for 1935 at no extra cost. (Note illustration.)

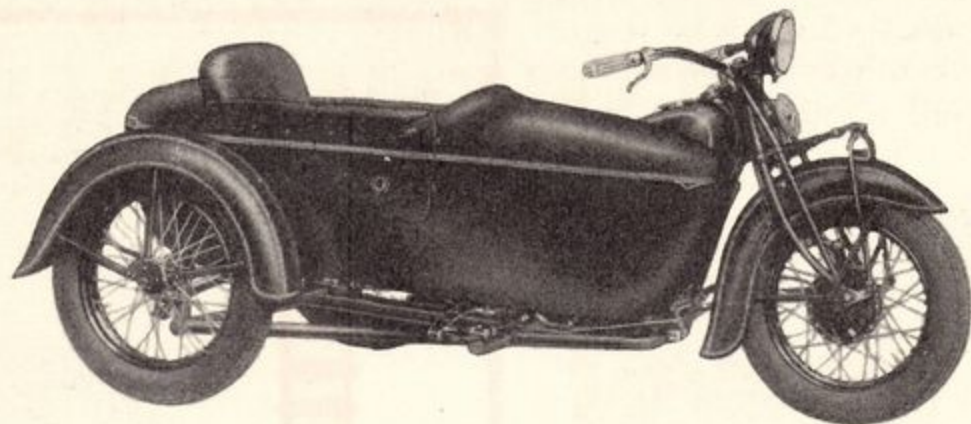


SPECIAL "Y" MOTORS

A new 1935 special "Y" motor, for competition and other special requirements, is offered in the 74 cu. in. Chief and 45 cu. in. Sport Scout. These motors embrace all the features of the former "B" series Indian Motors (now standard in all stock models) PLUS extra large, heavy-duty cylinders with maximum cooling fin areas especially around the valves; and new design heavier aluminum cylinder heads. Available with either battery or magneto ignition.

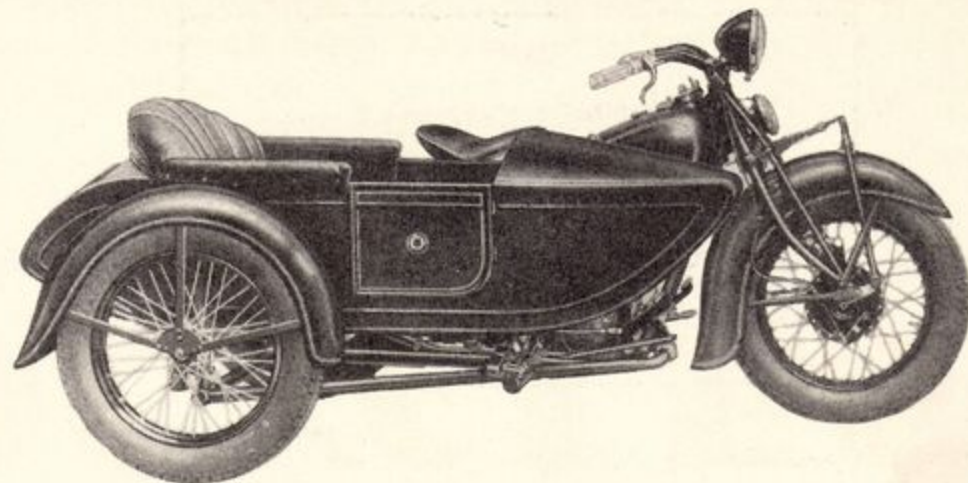
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Indian Sport Sidecar



America's most beautiful sport sidecar. The graceful streamlined all steel body and a seat position that is designed to give the utmost in comfort for long touring. Ample leg room is provided and the upholstery is soft DuPont high-grade leatherwove. The back of the seat hinges forward, giving access to a roomy compartment for luggage. The chassis is the same as used on the Indian standard sidecar, with its strong atomic welded chassis and perfection of springing.

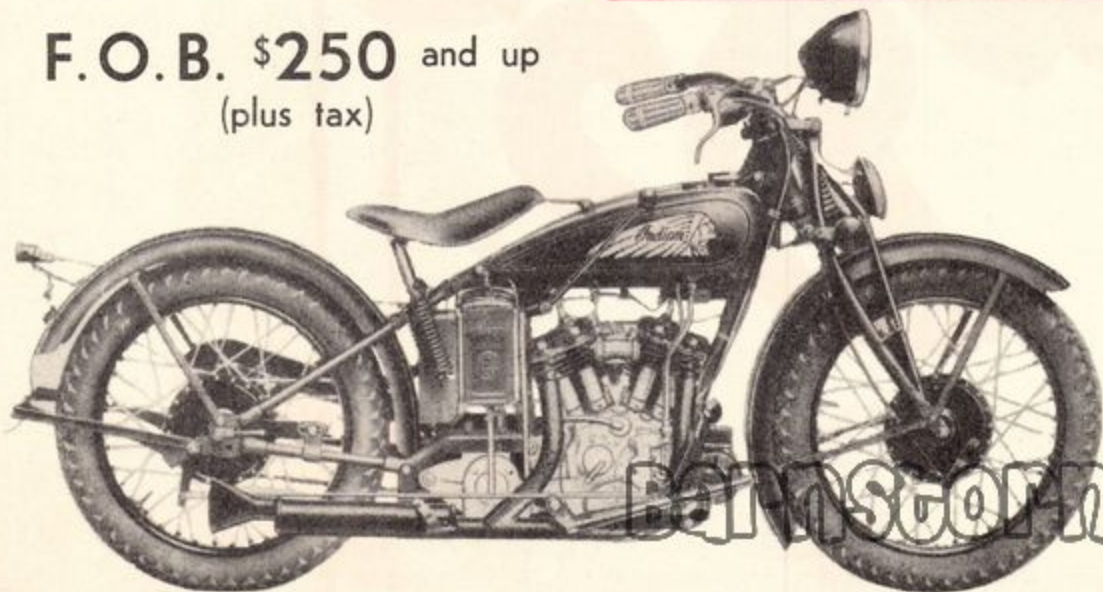
Indian Standard Sidecar



This roomy streamlined sidecar is built to give ultra-comfort and heavy duty service. Body constructed of heavy gauge auto body metal. Seat comfortably upholstered with DuPont high-grade leatherwove. The chassis is of seamless steel tubing, of a large diameter, atomic welded for strength and rigidity. Proper spring suspension assures riding comfort under all conditions. Front spring is full elliptic, while the rear of the body is mounted on a long semi-elliptic spring to avoid side sway.

Adaptable to Indian 4, Chief 74, and Scout 45.

F.O.B. \$250 and up
(plus tax)



The *Indian* Scout Pony

Here is 315 pounds of real motorcycle. It's light in weight but heavy in sturdy dependability. It's every inch a rugged Indian. With its low weight and its wheelbase of only 52½" it possesses a fast-handling ease that's a revelation to veteran motorcyclists.

Its powerful 30.50 cubic inch twin-cylinder motor has reserve power and speed to burn. The Keystone frame is heavy and strong enough for many times the stress it will ever be called upon to stand. The RIDE CONTROL front fork with steering damper is a typical Indian feature that enables the rider to actually adjust his machine to road conditions while riding. (Special description and specifications stated herein as applicable to all Indian twin-cylinder machines DO NOT APPLY TO THIS MODEL.)

Indian

MOTORCYCLE COMPANY

SPRINGFIELD, MASS.

U. S. A.



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