

Indian Chief 1948 1200cc matching numbers, engine number CDGH 6477, frame 348 6477

Bike originally from Ohio but was stripped down in 1971 for a rebuild. The bike came to Ireland in 2005 as a basket case but with some of the items missing including taillight, horn, ignition switch, carburettor and headlight. It took two years to acquire these original items but in original condition. The bike received a full mechanical and electrical rebuild which took approx. 300 hours. The black paint is old, but I cannot verify this is original paint.

Frame/Forks/Wheels/Brakes

Checked for straightness and new seat post bushing installed, seat post completely rebuild with new springs and spacers. Original centre and side stands fitted. Forks checked for straightness damaged threads helicoid. Original shackle shafts were cylindrically ground with new oversize bushed installed. NOS grease nipples were installed. NOS Munroe shock was sourced and fitted. New wheel bearings and seals on both wheels. Brake drums skimmed 0.020" with new bonded brake shoes machined to fit. Rear wheel was re spoked. Tanks were pressure tested and re soldered where required.

Engine

Crank shaft/fly wheel assembly was disassembled and trued, balanced to 58% balance factor as per photographs. 0.012" end float on con rods and 0.015" end float on flywheels between crank cases. 0.001" runout on crankshaft and 0.0005" runout on spigot shaft. New big end rollers and thrust washers. New small end bushes honed to correct tolerances and con rods checked for straightness as per jig in photograph. New Starklite pistons 0.030" over bored to 0.0045" clearance with Hastings rings. New valve guides and stainless valves from Starklite. Valve seats machined to correct angle and band width using as per photos. Upgraded to sealed crankcase including Krank Vent (Indian introduced this upgrade in 1950) Oil pump rebuilt with new gears. New bushing in distributor. Linkert M344 carburettor was completely rebuilt to factory specifications but with a new Rubber Ducky float, new venturi, throttle shaft and bushings honed to size.

Transmission/Clutch/Primary

Sealed primary and clutch housing as per photos. New primary chain. Complete NOS plates and springs and seal fitted. Sealed primary with breather and filler cap upgrade in gearbox. Complete set of NOS gears was fitted in 1991 but rebuild never finished installed with correct end float. 0.012" on lay shaft and 0.015" on main shaft. This upgrade allows 30 grade oil to be used in the primary case and EP90 gearbox oil in the transmission. New generator drive busing installed with upgraded lip seal.

Electrical: Original Autolite was sent to Indian Frank in USA and converted to 12V with electronic regulator. Original ignition switch. Original Dietz headlight. Original LUX taillight. I think the front fender light is original but cannot confirm. Bike completely rewired and fitted with new battery.

Bike was run for the first 50 miles on Castrol 20/50 mineral oil and was then changed to straight 50 grade oil. At this point the heads were re torqued to 55 lbs, timing and tappets were also checked. The bike has now done 300 miles and carb is dialled in.