

**ME, ML, MT & MX
SERIES**

OWNER'S MANUAL

Indian

80601006

FOREWORD

The Indian motorcycles covered in this Owner's Manual are the Model ME and MX Series — 50 through 125cc. These fine bikes are American designed and engineered with safety in mind for the rider. The Owner's Manual is your Rider's Handbook. It will become your best friend while operating your Indian on the street, track or trail. The procedures contained in this manual have been carefully prepared to acquaint you with all the proper handling and servicing procedures that you will require to keep your motorcycle in top operating condition.

If you have any questions at any time, the Indian Dealer will be happy to assist you.

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OPERATING TIPS

Engine Warm-up. Always warm-up the engine at a low speed for two minutes before riding. This will allow oil to begin proper circulation.

Racing the Engine. Do not race the engine at high speed without a load. The engine, if run under these conditions, will be seriously harmed.

Starting the Motorcycle and Shifting Gears. Start the motorcycle gently in accordance with instructions in this manual. Excessive high speed upon starting is harmful to your engine.

Change Gears Gently. Gently change gears by pressing or pulling the gear change lever lightly with your toe while the clutch is engaged. Do not change gears roughly since rough handling will result in rapid wear of the transmission.

Operation With Air Cleaner Removed. Do not ever operate your motorcycle with the air cleaner removed from the carburetor. If you do, dirt and dust will be inhaled into the engine causing very rapid wear.

Tire Pressure. The recommended front tire pressure is 25 lbs., and rear tire pressure is 28 lbs.

Break-In Tips. Do not ride at high speeds, carry heavy loads, or operate your motorcycle for long periods of time for the first 500 miles. Half throttle operation is recommended for this break-in period. NOTE: Use a 16:1 gas to oil mixture for the first 20 hours of running time.

Gasoline Recommendations. Use only premium gasoline. Use only SAE 2 stroke motorcycle oil, premix gas to oil at 20:1 (unless equipped with automatic oil-injection unit). This mixture can be used in your motorcycle from the time of break-in period. Assure that dirt, dust or water does not become mixed with the fuel.

Transmission Oil Recommendations. Use only SAE 30 weight, non-detergent oil or an equivalent weight transmission lubricant in your motorcycle. Always drain oil before refilling. After filling, double check the oil filler plug, drain plug and oil inspection screw for tightness.

HIGH SPEED OPERATION

For high speed riding on your motorcycle, it is recommended that a spark plug with a "colder" heat range be used.

STOPPING AND PARKING

Stopping

Apply front and rear brake at the same time to stop or brake your motorcycle. The motorcycle may skid or slide if only the rear brake is applied during quick stops. The front brake is hand-operated. The rear is foot controlled.

Parking

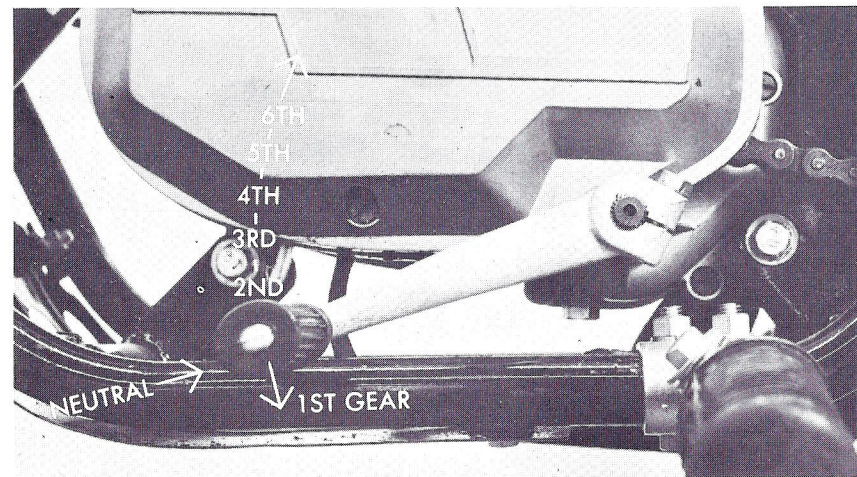
1. Turn the ignition switch off.
2. Close the fuel cock lever.

GEAR CHANGING

1. Pull in clutch lever fully and change gears by moving gear change lever gently up or down with toe to change gears.

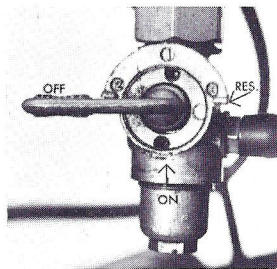
2. To engage low gear, press gear change lever down one time from neutral. To engage second, third, fourth, fifth, and top gear, pull up with toe to the position above neutral. The operating angle between low and neutral and between neutral and second is approximately one-half that between other gears to allow for rapid gear changing.

3. The number of gears, whether four, five or six will depend upon the individual model type.

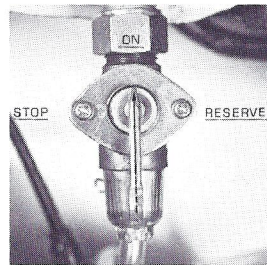


STARTING: STEP 1

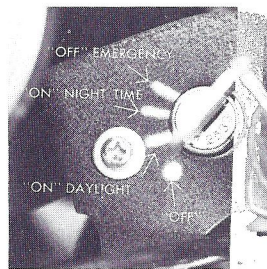
Make sure that the gear shift lever is in neutral position.



TYPE-A



TYPE-B



STARTING: STEP 2

Turn the fuel cock lever and ignition switch to the "ON" position.

Position	Operation	Key
0	OFF (All electrical circuits turned off)	Can be removed
I	Day time riding and starting engine (Stop light on)	Cannot be removed
II	Night riding and starting engine (All safety devices such as head light, tail light and stop light turned on)	Cannot be removed
III	Tail lamp only	Can be removed

HEADLIGHT

1. When the switch key is turned to position "II," the head light is turned on.

STOP LIGHT

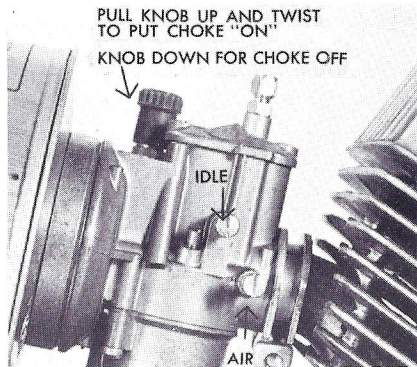
1. The stop light operates when the ignition key is in either "I," "II," position.

2. The tail light bulb is 6 volt 15/8 watt . One bulb normally contains both stop light and tail.

TAIL LIGHT

1. The tail light turns on when the ignition key is in position "II" or "III."

CHOKE FOR P4- AND P6-70 ENGINE

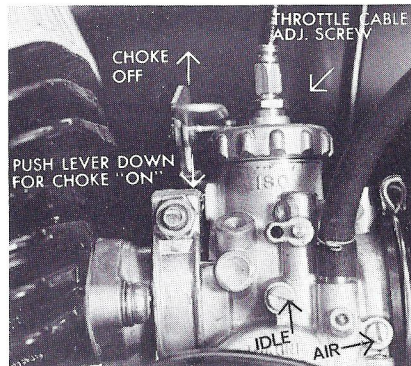


STARTING: STEP 3

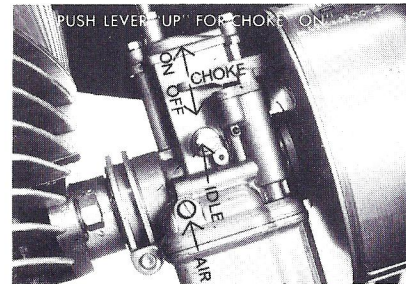
Choke the engine.

NOTE: Choke is not necessary if the engine is warm.

CHOKE FOR 100cc ENGINE



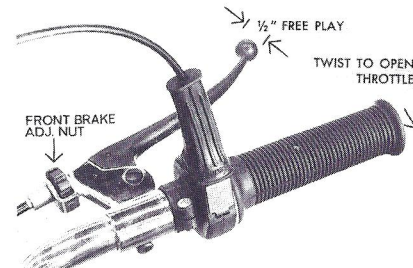
CHOKE FOR 125cc ENGINE



STARTING: STEP 4

Open the throttle about $\frac{1}{8}$ to $\frac{1}{4}$ turn and kick the kick starter.

NOTE: After the engine fires, warm up the engine at medium speed. When the engine is sufficiently warm, open the choke.



ADJUSTING THROTTLE

1. Sitting in riding position slowly twist grip assembly and assure that engagement of throttle is felt after $\frac{1}{8}$ " movement of grip.

2. Adjust throttle cable adjustment screw as necessary.

ADJUSTING CARBURETOR

1. Use the air screw to adjust the carburetor.
 - a. Turn air screw (clockwise) lightly down onto its seat.
 - b. Back air screw out $\frac{3}{4}$ to $1\frac{1}{2}$ turns.
2. Start engine, if engine does not run smoothly, turn air screw $\frac{1}{4}$ turn in or out and adjust engine idle for 1000 rpm operation with throttle stop screw.
 - a. Turn throttle stop screw in to increase RPM.
 - b. Turn throttle stop screw out to decrease RPM.

Adjust carburetor when the engine is warm.

INSPECTING AND ADJUSTING BRAKES

Front Brakes (ref. pict. pg. 9)

The front brake lever should have only $\frac{1}{2}$ " of play between tip of lever and tip of handlebar. Check the amount of play as follows:

1. Sit on motorcycle in riding position.
2. Check lever play of front brake lever by squeezing lever and measuring play.
3. To assure that lever engages front brake properly, squeeze levers tightly and using feet try to push motorcycle forward.
4. If front brake lever play is more than $\frac{1}{2}$ " or brake does not engage properly,

simply adjust the handlebar lever screw or the adjuster on the front wheel.

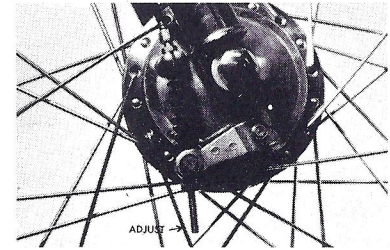
Rear Brakes

The rear brake foot controlled lever on the right side of the motorcycle near the engine should be checked in the same manner as the front brake lever only:

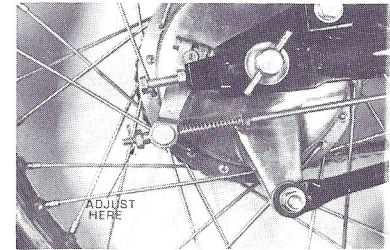
1. Full weight of rider should be on motorcycle while making adjustment.
2. Brake adjuster is on rear wheel of motorcycle. (Adjust in the same manner as the front brake.)

CAUTION:

The brakes are your "Life Line." Be sure to check them every time you ride your motorcycle.



FRONT WHEEL



BACK WHEEL

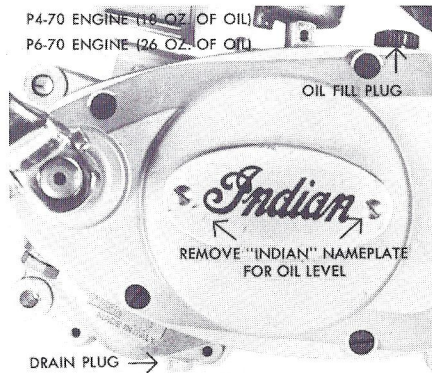
CHANGING OIL

1. Remove drain plug.
2. Remove filler plug.
3. Drain oil.
4. Replace drain plug.
5. Pour in 30 weight, non-detergent oil in filler hole.
6. Replace filler plug.
7. Check for presence of oil level at Indian nameplate with motorcycle in up-right position. (Or use oil level screw or dip stick.)

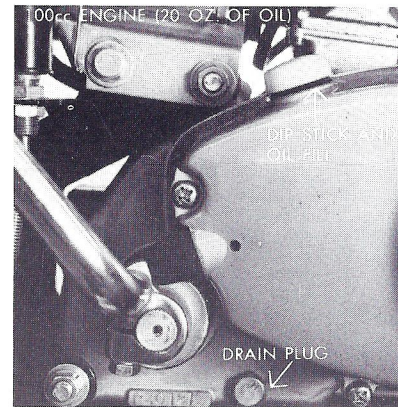
HELPFUL HINTS

1. Drain oil when oil in engine is warm.
2. Do not operate with dirty oil. Check periodically and change as required. Frequent oil changes result in excellent operation.

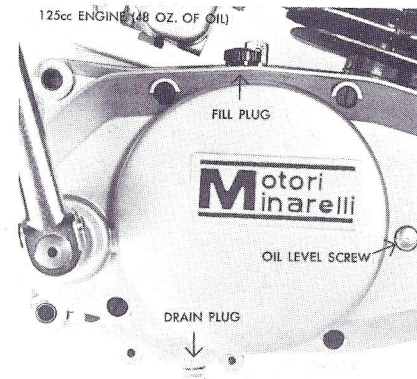
3. Remove drain plug and drain oil. Replace drain plug. Remove "Indian" nameplate and pour in oil. Replace nameplate.



P4-70 ENGINE (18 OZ. OF OIL)
P6-70 ENGINE (26 OZ. OF OIL)



100cc ENGINE (20 OZ. OF OIL)
125cc ENGINE (48 OZ. OF OIL)

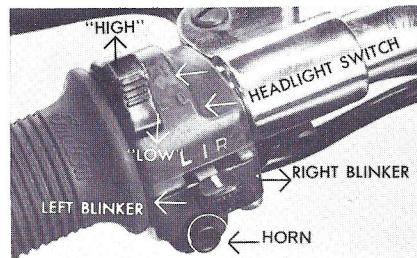
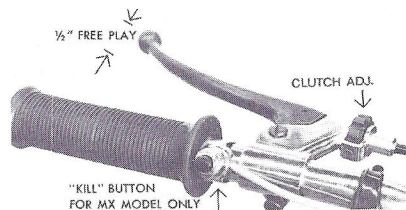


ADJUSTING THE CLUTCH

- a. Squeeze clutch lever and check play at end of clutch lever. There should be $\frac{1}{2}$ inch of play at end of clutch lever before the clutch begins to disengage.
- b. To adjust clutch lever, adjust clutch cable adjuster on clutch lever.

CAUTION:

There must be at least $\frac{1}{16}$ inch of free play at clutch actuating rod or the clutch will be seriously damaged. If sufficient adjustment cannot be obtained see your Indian Dealer.

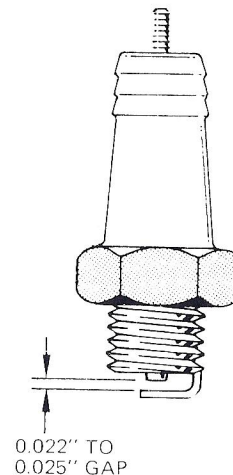


CLEANING AND ADJUSTING SPARK PLUGS

1. To clean spark plug:
 - a. Remove spark plug from engine.
 - b. Clean with cleaning solvent using a wire brush.
 - c. Wipe dry with a clean shop rag.
2. To adjust the spark plug:
 - a. Check spark plug gap.
 - b. If gap is not within 0.022" to 0.025", set as required.

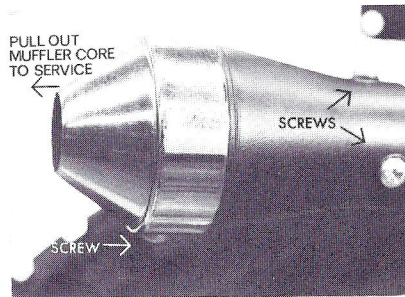
HELPFUL HINTS:

1. When installing spark plug, first screw plug in by hand and then tighten securely with spark plug wrench.
2. Do not attempt to clean plugs by burning the electrode.



CLEANING THE MUFFLER

1. Remove inner core from tail pipe and remove fiberglass packing from core.
2. Heat inner core with torch and lightly tap to remove carbon deposits.
3. Replace fiberglass packing with new fiberglass.
4. Replace inner core assembly in tail pipe and replace holding screws and tighten.
5. Replace spark arrestor screen.

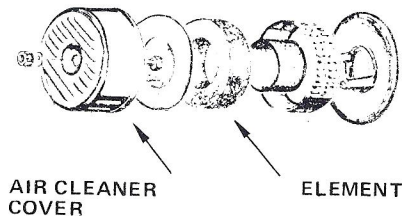


HELPFUL HINTS

Muffler should be cleaned out every 500 miles.

CLEANING AIR FILTER

1. Remove the air cleaner from the carburetor.
2. Remove the air cleaner cover and then remove the cleaning element.
3. Soak in solvent to clean. Squeeze dry.
4. Oil the element with 30 weight oil and squeeze out excess.
5. Replace the air cleaner in the reverse order of removal.



BATTERY SERVICING PROCEDURE

1. Assure that ignition switch is in the off position (fully counterclockwise)
2. Remove the battery from left side of motorcycle per wiring diagram. (pg. 21)
3. Disconnect battery strap and remove battery.
4. Being extremely careful, fill battery with approved battery acid up to "upper level mark."
5. Replace and tighten the three access plugs and tighten.
6. Replace battery in battery holder and insert overflow tube down between top and bottom engine mounts.
7. Replace rubber battery strap.

8. Reconnect per wiring diagram.
9. Tuck wiring harness into access area (rear back side of fender).
10. Replace side plate covers.

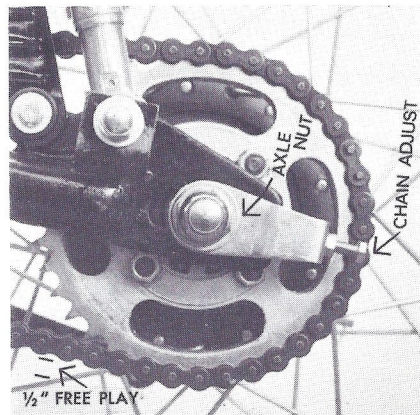
ADJUSTING DRIVE CHAIN

To Adjust Drive Chain:

1. Loosen rear axle nuts and inspect the drive chain.
2. There should be $\frac{1}{2}$ " to $\frac{3}{4}$ " of slack in the drive chain midway between the sprockets.
3. Adjust chain adjuster screws in or out to obtain proper slack.

NOTE: Screws must be adjusted evenly for proper adjustment.

1. Tighten the rear axle nuts.
2. Wash the chain with solvent and lubricate it with oil or chain grease



periodically. Lack of proper lubrication can cause stiff chain links and will result in unusual sprocket wear.

PERIODIC INSPECTION	Mileage 200 Or 1 mo.	Mileage 500 Or 2 mo.	Regular Maintenance Intervals After Break-in
Change gear box oil	X	X	Every 1000 Miles
Check and Adjust Clutch	X	X	Every 1000 Miles
Check and Adjust Throttle	X	X	Every 1000 Miles
Check and Adjust Hand Brake Levers	X	X	Every 1000 Miles
Check and Adjust Foot Brake Travel	X	X	Every 1000 Miles
Check and Adjust Carburetor	X	X	Every 1000 Miles
Check and Clean Air Cleaner	X	X	Every 1000 Miles or sooner if used in dirt
Clean Carbon from Muffler and Inner pipe	X	X	Every 500 Miles

PERIODIC INSPECTION

Item	Mileage 200	Mileage 500	Regular Maintenance Intervals After Break-in
	Or 1 mo.	Or 2 mo.	
Clean, Adjust, and Oil Chain	X	X	Every 1000 Miles
Inspect and Tighten Spokes	X	X	Every 1000 Miles
Check for and Tighten Loose Hardware	X	X	Daily & Every 1000 Miles
Clean Spark Plug	X	X	Every 500 Miles
Inspect Tire and Pressure	X	X	Daily & Every 300 Miles
Check Battery Level	X	X	Every 1000 Miles
Check Head Light, Tail Light and Brake Light	X	X	Daily & Every 1000 Miles

Return the Motorcycle to your Indian Dealer for the proper service check.

For additional information on servicing or repairing your cycle, your Indian dealer makes available the following items:

- parts books
- service manuals
- exploded drawings

Professional tool kits, designed specifically for ME, MX, MT & ML engines, are available through your dealer.

The Indian Motorcycle Company

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