

Indian Vertical Parts and Variations Pictures by Leroy Burgess

Picture 1. Rear brake back plate: LH is TT Warrior with .212" wide edge to clear TT Warrior rear sprocket attach bolts. RH is standard back plate with .295" wide edge for riveted sprockets.

Picture 2. TT Warrior rear wheel: Note spoke pattern (3 cross) and large holes to sprocket attach bolts.

Picture 3. TT Warrior rear wheel: Reverse side.

Picture 4. TT warrior rear wheel close up of hub and spoke pattern.

Picture 5. Standard rear wheel: Note early spoke pattern (two cross) and small holes in hub to drive rivets in sprocket flange.

Picture 6. Rims: LH, Arrow or Scout rim (2.90" overall width) with square drop center. RH, Warrior Rear and TT Warrior front and rear rim (3.20 overall width) with curved drop center.

Picture 7. Same info as Picture 6.

Picture 8. Front Fork Lower Tubes: Bottom tube is TT Warrior LH tube (15.87" overall length) Note higher fender attach bracket. Center tube is Standard Arrow, Scout and Warrior LH tube (14.18" overall length) (Warrior has drain screw on bottom, see Picture 10.) Top tube was used on BDJ serial numbered prototypes and Laconia Scouts. It is 1/4 inch longer (16.12" overall length) than a TT Warrior with the fender bracket located as for the standard tube and has the later brake bracket used on Warriors and TT Warriors.

Picture 9. Different shot. Same info as Picture 8.

Picture 10. Bottom of Warrior Front Fork Lower Tube showing drain screw.

Picture 11. Transmission main case change: LH is early case. RH is later case with two additional webs.

Picture 12. Transmission center case: LH is for Warrior and TT Warrior with hole for vent. RH is standard.

Picture 13. Different shot. Same info as Picture 12.

Picture 14. Ignition Components (Left to Right) Edison AJ-2 Magneto, Edison AJ-2 Magneto for TT Warrior (Note vent connection), Distributor System, Edison AJ-1-2 Magneto, Not shown: Battery Ignition in AJ-2 Body (Has Wrinkle Black body and two electrical connections.)

Picture 15. Different picture of Ignition Components,

Picture 16. TT Warrior optional tail light assembly.

Picture 17. Cylinder Head to frame brace (One per cylinder head.)

Picture 18. Crank shafts, early Scout at bottom, Late Scout and Warrior at top. Only difference in Late Scout and Warrior cranks is Scouts have 7/8" journal oil passage and Warriors have 5/8" journal oil passages.

Picture 19. Different picture of crankshafts.

Picture 20. TT Warrior Rear sprocket and Special Attach bolts. Optional 45 tooth sprocket shown.

Picture 21 & 22 TT Warrior skid plate, with center stand attach brackets. Center stand and brackets could be removed prior to competition by removing four bolts.

Picture 23. Additional transmission attach point, standard on Warriors and frequently added to Scouts. Note: Original parts were spot welded together.

Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



Picture 8



Picture 9



Picture 10



Picture 11



Picture 12



Picture 13



Picture 14



Picture 15



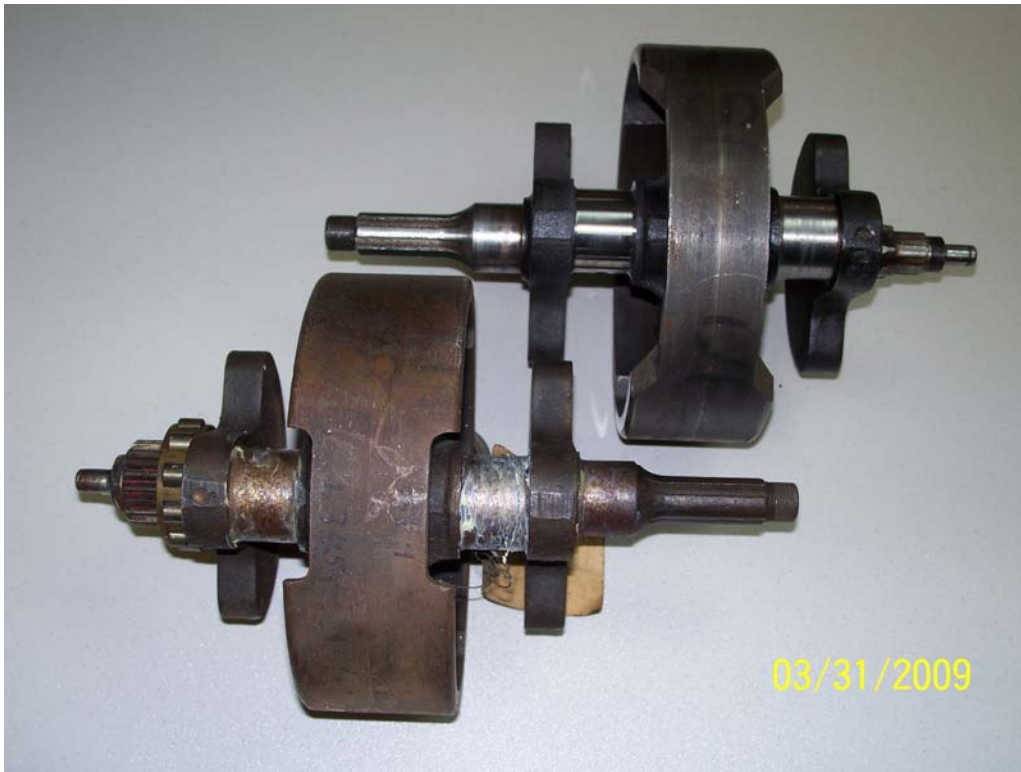
Picture 16



Picture 17



Picture 18



Picture 19



Picture 20



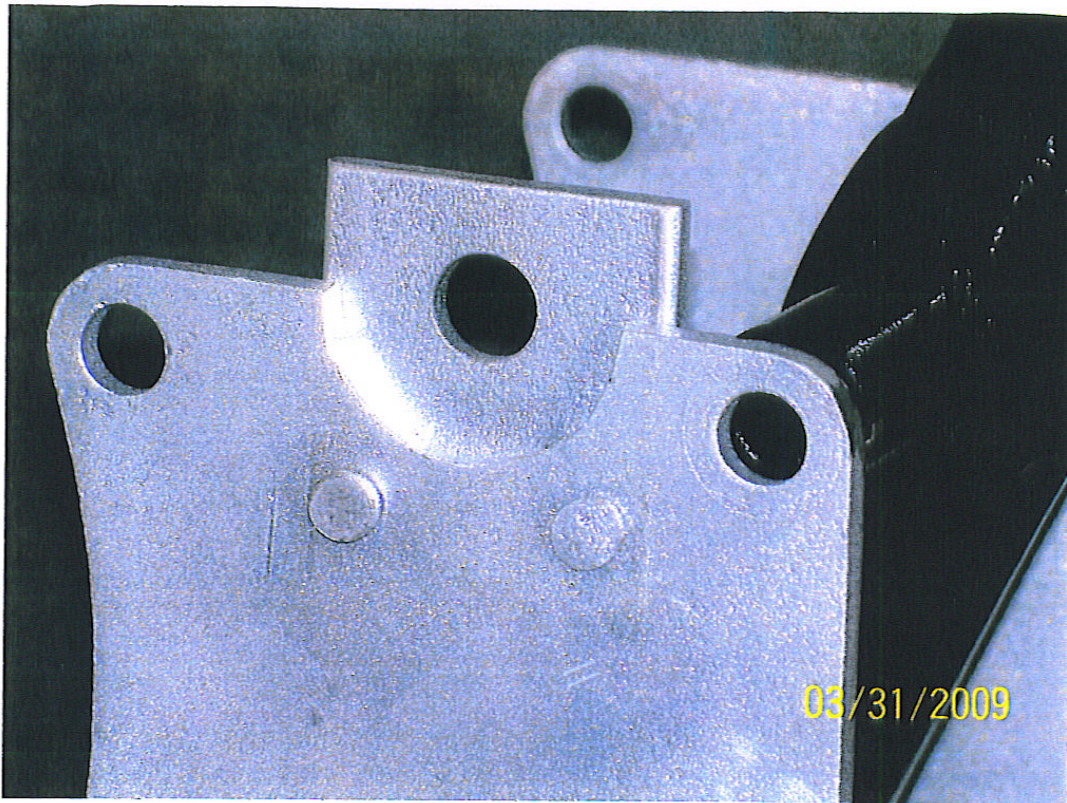
Picture 21



Picture 22



Picture 23



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Wheel True 1



Wheel True 2

