PARTS LIST

Model 298 Indian Chief
27"-3.85 Balloon Tires

Speedometer Head		298-B
Speedometer Head Screws (two)		13395
Speedometer Head Washers (two)		5052
Speedometer Head Bracket		32873
Wire Core, 35"	24900	Complete Shaft 24971
Casing, 35"	22500	
Gear Section	No. 24180 Assembled	24172
Fibre Pinion, 26-T—9-P	No. 24180 Assembled	22537
Pinion Lock Washer	No. 24180 Assembled	23986
Pinion Lock Nut	No. 24180 Assembled	23987
Pinion Drive Washer	No. 24180 Assembled	23990
Clamp		24619
Drive Gear, 92-T—9-P		22780
Screws (eight)		13726
Clips (eight)		22781
Strap		23801

Model 298 Indian Scout
25 x 3.85 Balloon Tires

Same as standard equipment, with the following exceptions:

Wire Core, 28"	24900	Complete Shaft 24971
Casing, 28"	22500	
Fibre Pinion ..... 29-T—9-P		22540
Clamp		24619

J-M
MAXIMUM HAND
Motorcycle Speedometer

FOR

INDIAN
MOTORCYCLE
1925-26

Description and Directions for Installing

Model
298

STEWART-WARNER
SPEEDOMETER CORPORATION
CHICAGO, ILLINOIS

Form 4609—3-18-26

The J-M Motorcycle Speedometer

The J-M MAXIMUM HAND Speedometer is a QUALITY Instrument of the centrifugal type, accurate in its reading, produced to meet the conditions peculiar to motorcycle speedometer installation.

Speedometer and parts stay in place under the most excessive strain and vibration.

Speedometer has pointer type indicator, that is steady at all speeds.

Speedometer is equipped with special MAXIMUM HAND which remains at maximum speed until released by INSTANTANEOUS RESET feature, conveniently located on the instrument.

This special MAXIMUM HAND feature enables you to know how fast you HAVE traveled as well as how fast you ARE traveling.

White primary hand with MAXIMUM HAND colored in orange finish, standing out very clearly against white figures on a black dial background.

Instrument placed in most convenient line of vision, facilitates reading of speed and mileage. Pointer hand allows reading at a glance.

Instrument placed low on machine, free from interference with handle bars.

CAPACITY—80-mile speed scale, 10,000-mile season odometer, white figures on black background, 100-mile trip register, tenths figure in red, trip reset to any mile or tenths of mile, through knurled stem readily accessible and quick acting.

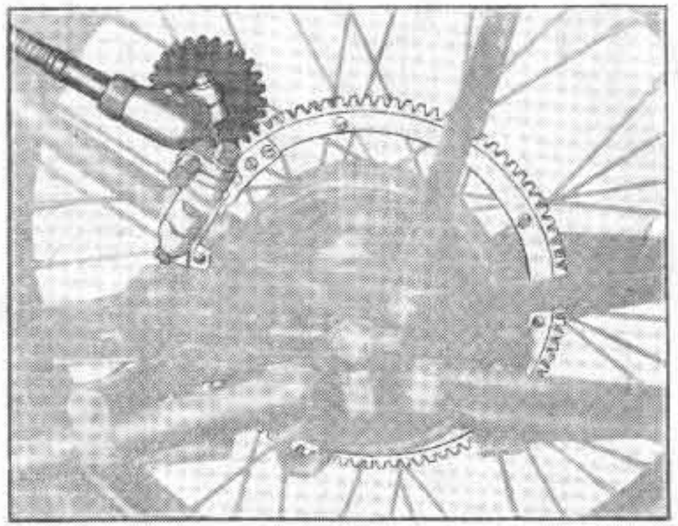
Model 298—complete with fittings, ready for installing—$20.00.

Special Features—If desired, Luminous Dial and Hand (at additional cost).

Directions for Installing on Indian Motorcycle

1925-26

First, remove the two screws holding the halves of the drive gear together, and then place the gear around the brake drum. Next, fasten the gear halves together with the two screws. Fasten the gear to the



spokes with the screw and clips furnished, but leave loose enough to permit centering of the gear.

Remove the screws located on the end of the clamp having the small hole and place angle joint in the hole. Next, remove the screws located on the end of the clamp having large hole and mount the clamp carrying the angle joint and pinion on the frame, as shown in illustration.

In order to determine whether the drive gear is concentric, proceed as follows:

Clamp lightly, with the pinion not in mesh with the large gear, but about 1/8" from it, then rotate the wheel and large gear assembly. Centering the large gear so that on all parts of its circumference the outside edge of the teeth are the same distance from the teeth in the pinion.

Next, clamp the large gear tight to the spokes. Mesh the pinion with the large gear so that both faces are flush, and provide sufficient clearance in the mesh so that both pinion and gear will run free when the wheel is spun around, then clamp the bracket firmly to the frame and spin the wheel again to make sure the gears still mesh freely together.

Mount the bracket to the speedometer with the two screws furnished. Loosen the head clamp screws enough to slip the clamp over the center bar of the motorcycle. Next, tighten the screws slightly and connect the lower end of the shaft to the angle joint. Next, carry the free end of the shaft up over the gasoline tank and connect to the speedometer. When the correct position of the speedometer has been located to insure proper shaft installation, tighten up the screws on the clamp around the center bar until the speedometer is rigid.

After the installation is complete, examine it again carefully, making sure there are no bends in the shaft less than a seven-inch radius. Also spin the wheel for a few minutes and observe if everything works freely and if the speedometer head is indicating.