FREE SAMPLE

The opening pages of

1940 Indian Scout Buyer's Guide

Read these pages exactly as they appear in the full guide.
Nothing here is rewritten or summarised — it is the product itself,
so you can judge the depth before you spend a dollar.

The full guide: https://ironheadguides.com/product/IH-INDIAN-SCOUT-1940

IronHead — instant PDF download after checkout.

IRONHEAD

1940 Indian Scout

Factory-Correct Restoration Guide

IronHead single-year guide · Model year 1940 only

KEY FACTS AT A GLANCE

- Model year 1940 — full/deep-skirted fenders introduced across the Indian line, including the Junior Scout
- Junior Scout: 30.50 cu in (499.8 cc) 42-degree side-valve V-twin, about 20 hp (Hagerty) — indicative
- Sport Scout (standalone guide): full-skirt fenders, lower seat, increased fork rake for 1940 (Rider Magazine)
- 3-speed, hand shift, foot clutch; chain primary and final drive
- Front and rear drum brakes; rigid rear (Junior Scout — the Sport Scout gains its plunger rear in 1941)
- DuPont color range

SAMPLE EXCERPT — full guide available at the link on the cover sheet

Year chosen: 1940. The fender year: the full-skirted fenders arrive across the Indian line — including on the Junior Scout covered here and on the Sport Scout covered in its standalone guide. The Sport Scout also gains a lower seat and increased fork rake for 1940. A 1940 Scout is the Thirty-Fifty in the new silhouette: same 30.50ci Junior underneath, the iconic bodywork on top.

SCOPE OF THIS GUIDE: this guide covers the Junior Scout (30.50 cu in, the Thirty-Fifty family) — the civilian Scout line of these years. The Sport Scout (1934–1942) has its own standalone IronHead guide.

1. Manufacturer history: Indian

Indian began in 1901 as the Hendee Manufacturing Company of Springfield, Massachusetts, founded by bicycle racer and manufacturer George M. Hendee and engineer Carl Oscar Hedstrom. Their first product was a motorized bicycle; by 1905 Indian was racing V-twins, and a street V-twin followed in 1907. The factory team's 1-2-3 sweep of the 1911 Isle of Man TT made Indian the largest motorcycle manufacturer in the world for a time, and the company's machines earned a reputation for strength that outlived every later corporate convulsion.

Both of Indian's immortal V-twins were designed by Charles B. Franklin, an Irish road racer who had campaigned Indians in Ireland and at the Isle of Man (including that 1911 TT sweep) before joining the Springfield factory as chief engineer. Franklin drew the Scout first — introduced in October 1919 as a 1920 model — a middleweight 42-degree side-valve V-twin with its three-speed gearbox bolted to the engine cases and a geared primary drive, the only American V-twin to use that maintenance-free system. The Chief followed for 1922 as Indian's big twin, a 61-cubic-inch machine that replaced the Powerplus, with a 74-cubic-inch Big Chief joining it for 1923. In 1923 the company renamed itself the Indian Motocycle Company — deliberately without the "r" — the spelling every pre-war tank badge carries.

The later 1920s brought expansion and upheaval: Indian bought the Ace Motor Corporation in 1927 and launched the four-cylinder Indian Four for 1928; the 101 Scout of 1928 — Franklin's masterpiece — set the handling standard; and a front brake finally arrived across the V-twin line. The 1929 crash nearly killed the company — production fell to about 4,500 machines a year and stayed there into the war years — and in 1930 the DuPont family took control, merging Indian with DuPont Motors. DuPont's paint-industry connections gave Indians the spectacular DuPont color range that defines the 1930s machines. The Depression forced ruthless rationalization: for 1932 one basic frame served the Scout, Chief, and Four; the beloved 101 was replaced by the heavier Standard Scout; and the Sport Scout of late 1934 was Indian's answer to the riders who never forgave that decision.

For 1940 every Indian gained the deep-skirted fenders that became the marque's visual signature, and the big twins gained plunger rear suspension — sprung rears a full two decades before Harley-Davidson. World War II ended civilian production in 1942; Indian built military machines instead — the 500cc 741, the 750cc 640, the Chief-based 340-B, and the radical shaft-drive

841. When civilian production resumed, only the Chief returned, and in 1953

the Springfield factory built its last motorcycles. The name passed through Brockhouse, AMC, Clymer, and bankruptcy courts before its modern revival; but every machine in this guide's line was built in Springfield, Massachusetts, between 1920 and 1953, and that is the only Indian this guide covers.

For the restorer, this history sets the parts reality: pre-war Indian factory literature is scarce, factory serial records are incomplete, and much of what is "knowledge" about these machines lives in marque specialists, the Antique Motorcycle Club of America, and the auction houses that have handled the survivors. This guide cites genuine sources for every claim and says plainly where the literature is silent.

SAMPLE EXCERPT — full guide available at the link on the cover sheet

2. Model history: the Scout

The Scout was introduced in October 1919 as a 1920 model (Model G-20) and was Charles B. Franklin's first clean-sheet Indian: a 37-cubic-inch (606cc) 42-degree side-valve V-twin with the three-speed gearbox bolted to the engine cases, driving through helical primary gears — the only American V-twin with a geared primary, and the source of the advertising boast "You can't wear out an Indian Scout." Detachable cylinder heads were the big news for 1925, and for 1927 Indian answered the Excelsior Super X by enlarging the engine to 45 cubic inches (745cc) in the original frame — the "Forty-Five." A front brake was added early in 1928.

In the spring of 1928 Franklin replaced his own design with the 101 Scout: a new frame with more fork rake, a 57-1/8-inch wheelbase, a 26-inch seat height, the engine moved forward, and a teardrop tank — geometry borrowed from the Indian 401 then under development. The 101 came standard with the 45ci engine (18 bhp), with the 37ci motor available though rarely advertised, and it is the machine generations of enthusiasts have called the best motorcycle Indian ever made — the mount of racers, hillclimbers, trick riders, and wall-of-death riders to this day.

The Depression killed it: for 1932 Indian rationalized onto one shared frame for Scout, Chief, and Four, and the Standard Scout — heavier, bulkier, in a Chief-family frame — replaced the 101 through 1937, to the dismay of the sporting riders. Indian's 1933 answer, the Motoplane (a Scout engine in the discontinued Prince single's frame), failed when the frame proved too weak; its smaller sibling, the 30.50-cubic-inch Pony Scout — soon renamed the Junior Scout, collectively the "Thirty-Fifty" — survived and ran into the war years. Late in 1934 came the Sport Scout: a near-clean-sheet sporting 45 with a bolted keystone frame, sprung girder fork, improved carburetion, and alloy heads. A tuned Sport Scout won the first Daytona 200 in 1937; the model gained full-skirt fenders for 1940 and plunger rear suspension for

1941. Civilian Scout production ended in 1942. The military 741 (500cc,

Thirty-Fifty-based, 30,000-plus built) and 640 (750cc, Sport Scout-based) carried the Scout name through the war; the Scout did not return to civilian production after it.

3. What is unique about the 1940 Scout

- Skirted-fender year — the 1940 bodywork change (see the dating correction: 1940, not 1934) applies to the Junior Scout in this guide and the Sport Scout in its standalone guide.
- Junior vs Sport Scout brake/suspension boundary for 1940: the Junior keeps the rigid rear; the Sport Scout's plunger rear is a 1941 introduction — don't mix the specifications.
- No factory-documented Junior Scout mechanical change beyond the fenders was located.

What did not change for 1940:

- 30.50ci side-valve twin; 3-speed; drum brakes.

4. Technical restoration data — 1940 Indian Scout

4.1 Frame and engine numbers (1940)

No complete 1940 Junior Scout serial table was located. Record the engine number (left crankcase) and frame number (frame); verify against factory records via the AMCA or a marque specialist. Confirm the skirted fenders are 1940-pattern — they are the year's bodywork fingerprint.

4.2 Engine specifications (1940)

30.50 cu in Junior Scout (Thirty-Fifty) engine:

SAMPLE EXCERPT — full guide available at the link on the cover sheet

Item	Specification
Type	Air-cooled 42-degree side-valve (flathead) V-twin, four-stroke
Displacement	30.50 cu in (499.8 cc)
Bore × stroke	Not published in surviving open literature
Compression ratio	Not published in surviving open literature
Max power	20 hp (Hagerty price-guide data, Junior Scout) — indicative
Valve train	Side valves, two per cylinder
Fuel system	Single carburetor
Lubrication	Mechanical oil pump with total-loss characteristics — see 4.3
Ignition	Battery-and-coil with breaker points
Transmission	3-speed, hand shift, foot clutch
Final drive	Chain

4.3 Fuel, oil, and electrical

Pre-war Indians run a **mechanical oil pump with total-loss characteristics**: oil is fed to the engine and not fully scavenged back in the modern recirculating sense, so **oil consumption is normal and the tank level must be checked as a pre-ride ritual**, not an occasional chore. Service guidance from the owner's literature: keep the oil tank filled to its mark, use a heavy straight-grade or period-correct multigrade engine oil, and expect the machine to mark its parking spot. No factory oil-pressure or oil-capacity figures were located in surviving open literature for this model year — set levels by the tank marks and the owner's manual for your year, not by a number from the internet.

Electrics are 6-volt, battery-and-coil with breaker points (magneto ignition was optional — and on some years a factory option — and many survivors have been converted). The charging system is marginal by modern standards: keep battery terminals clean, keep the points clean and correctly gapped per the owner's manual, and remember that a weak battery shows up first as hard starting, not as dim lights. Period equipment includes a Schebler-type carburetor and a Corbin speedometer; the ammeter and light switch live on the dash or tank panel depending on year. Reproduction wiring harnesses are available and are cheap insurance — eighty-plus years of heat, vibration, and amateur splicing hide inside every original loom.

4.4 Transmission, primary drive, and controls

Primary drive. Chain primary drive. The geared primary ended in 1933 (Bonhams); 1934-on Scouts run chain primary and chain final drive.

Gearbox. 3-speed constant-mesh, hand-shifted at the tank, with a foot clutch. (4-speed and reverse-gear options are documented for 1930s Chiefs — Hagerty — so identify the gearbox on the bike before ordering parts.) Rebuild with new bearings, seals, and gaskets; check every gear for pitting and the shift mechanism for wear — a vague shifter is usually a worn detent or linkage, not a worn gearbox.

Controls. Controls follow the period Indian pattern documented by Hagerty for the 1930s Chief: left-hand throttle twist grip (freeing the right hand — a police-use legacy), foot clutch, hand (tank) shift lever, and spark advance on the right grip. Earlier years follow the same hand-shift/foot-clutch architecture; verify the exact control layout against the owner's manual for your year during disassembly and photograph every cable run before disconnecting anything.

SAMPLE EXCERPT — full guide available at the link on the cover sheet

4.5 Chassis, suspension, and brakes (1940)

- Junior Scout: rigid rear; front and rear drum brakes; full-skirted fenders (new for 1940).
- Sport Scout 1940 changes (fenders, lower seat, rake) are covered in the standalone Sport Scout guide.

4.6 Paint and finish (1940)

DuPont color range. No complete 1940 Scout chart was located — preserve original paint for matching.

4.7 Production numbers

Model-year splits were not located. Civilian production continued into 1941–42 before ending for the war.

4.8 Fastener and assembly guidance

No factory torque table for pre-war Indians was located in surviving open literature — this is a genuine gap, not an omission. The 1920s–30s Springfield factory worked to fits and feel, and the manuals that survive specify procedures, not Newton-meters. Work to this discipline instead:

- **Threads are coarse and the castings are old.** Clean every thread, run a

tap or die over damaged ones, and never force a fastener into an aluminum or aged-iron casting. Anti-seize on exhaust and head hardware; light oil elsewhere.

- **Cylinder-head and base nuts:** tighten in a criss-cross pattern in three

equal increments to a firm, even feel — then re-torque after the first full heat cycle and again after ~500 miles. Uneven head torque on a side-valve twin weeps oil and blows head gaskets.

- **Critical fasteners** (axles, fork links, brake anchors, engine mounting

plates, primary-drive hardware): fit with new lock washers or wire where the factory used them, and mark each with paint after final tightening so any movement shows at a glance.

- **Spokes:** bring up to even tone, not maximum tightness; an over-tensioned

old rim cracks at the nipple holes.

4.9 Tune-up and service specifications

The pre-war Indian service rhythm is simpler than a Japanese bike's but less forgiving of neglect — there is no oil filter saving you from dirty oil and no hydraulic anything adjusting itself:

1. **Oil:** check the tank before every ride; change it often (the owner's

manual interval is the authority — typically every 1,000–2,000 miles depending on year and use). Clean any screens or sediment traps at every change.

2. **Valve clearances:** check and set per the owner's manual with the engine

cold. Side-valve adjusters are screw-and-locknut; no factory clearance figures were located in surviving open literature, so set them from the manual for your year.

3. **Ignition:** clean and gap the points per the owner's manual, check the

timing with a test light, and confirm the advance mechanism moves freely. Replace condensers on suspicion, not on proof.

4. **Primary drive and chains:** on geared-primary machines, check the primary

gears for backlash and the cases for oil; on chain-primary machines, keep the chains clean, lubricated, and correctly tensioned — about 3/4-inch total up-and-down play at the middle of the lower run is the traditional figure.

5. **Carburetor:** strip, clean, and set the float level per the manual;

verify jetting against the carburetor body stamping before ordering parts.

SAMPLE EXCERPT — full guide available at the link on the cover sheet

6. **Brakes:** inspect linings and drums every few thousand miles; the pre-war drums are small for the weight they stop — ride accordingly.
7. **Wheel bearings, steering head, fork links:** clean, inspect, and repack with fresh grease during the chassis rebuild; replace, don't nurse, pitted races.

4.10 Wear- and rust-prone areas — where to look first

1. **Fenders, undersides first.** The deep-skirted 1940-and-later fenders (and the flowing Sport Scout fenders) trap mud and moisture against the rolled edges — check from below, not from the showroom side.
2. **Rims and spokes.** Rust hides under the rim strips; chrome spokes pit and lose tone. Budget for a re-lace with correct-pattern spokes if the wheels are tired.
3. **Fuel tank interior.** Eighty-plus years of storage plus ethanol-era fuel equals rust. Inspect with a borescope; de-rust fully before any sealer, or the sealer will fail and clog the petcock screens and carburetor.
4. **Frame at the steering head and rear loops.** Check for crash damage, cracks at the neck, and rust where fenders and seats trap moisture. On keystone-frame Sport Scouts, inspect the bolted frame joints and the engine-mounting plates.
5. **Fork links and springs.** The trailing-link and girder forks wear at pivots and bushings; a vague front end is usually dried-out or worn bushings, not bent tubes.
6. **Plunger units (1940-on).** Springs sag and the plungers seize from disuse; rebuild with new springs and seals rather than shimming the old ones.
7. **Primary cases.** Geared-primary cases weep; chain-primary cases hide worn chains. Either way, open it during the rebuild — don't trust a closed case.
8. **Wiring loom.** Original cloth-insulated wiring is a fire risk; a reproduction harness is the single best electrical investment.
9. **Exhaust system.** Original pipes rust from the inside out; check the muffler seams and header flanges.
10. **Seat and rubber parts.** Leather dries and rots; grips, pedal rubbers, and wiring grommets are consumables — replace on principle.

4.11 Restoration sequence

1. **Document everything.** Photograph the machine complete from every angle, then every assembly as it comes apart: cable routing, wiring runs, clip positions, hardware. Bag and label every fastener by assembly.
2. **Decode and verify.** Record the frame and engine numbers (Section 4.1) and confirm the model-year allocation. Decide now: factory-correct restoration or sympathetic rider? A bike with a replacement engine or wrong-year major parts rarely justifies a concours paint-and-plate budget.
3. **Assess the engine before disassembly.** Compression test both cylinders. A healthy bottom end changes the whole project — many of these engines need only a top-end refresh (rings, valve job, guides) rather than a full crank-up rebuild.
4. **Disassembly.** Tank, seat, wheels, forks, electrics off; drop the engine

SAMPLE EXCERPT — full guide available at the link on the cover sheet