

How to start your Indian. By ParkerIndian (copyright)

This article applies to any Indian fitted with a Linkert carburetor, either the smaller 1", fitted to 741 Scouts, and retro fitted to the earlier Vintage Scouts, or the bigger 1 1/4" fitted to most Chiefs from 1941 on.

1. Turn gas on - on an Indian with two tanks, only turn one on unless the fuel is very low.
2. Full choke - four clicks down, unless the Linkert has the reverse Harley choke lever.
3. Full throttle - spark position not relevant at this stage.
4. Two to three priming kicks - strength or technique not important, just kick it all the way through, even slowly. You are just "priming" the engine, sucking some gas in so that it will start. Your old bike does not have a pumper or injector facility to squirt some gas into the engine, you have to do it with the kicker.
5. Half choke - two clicks back.
6. Return throttle to closed (push away), then open slightly, 1/4 to 1/3rd, if the engine is very tired and worn, you may need much more throttle - "a big handful of throttle".
7. Set spark to slightly retarded so, full advance, ie. turn in towards you, then back off one third. THIS IS IMPORTANT! Failure to do this will result in a potential "kick back" and a serious amount of pain!!!
8. Turn ignition on.
9. Deliver a strong steady and full kick, pushing the kick starter all the way to the bottom. Brutal strength is not required, technique is! It may take you a little time to develop this method. You should try to "load up the kicker" ie. push gently from the top, re-setting until you feel that you will get a full kick in compression stroke.
10. The engine should fire on the first or second kick, if not, something is wrong.
11. When it fires, give more throttle. Do not be afraid to rev it, be aggressive rather than timid.
12. Immediately back the choke off to one click, in warmer weather, come right off the choke or the run position. You will need to learn your bike, it's state of tune, and your prevailing weather conditions.
13. Let it settle down, slowly roll the throttle back to allow it to idle.

If the engine is warm, ie has been running, you can delete most of the above, just turn it on, some throttle, restart spark and kick!

You will need to learn to judge how cold or warm it is. Sometimes it may need one notch of choke.

If it won't start, either in your initial cold start, or on a re start, just revert to the cold start method.

If you flood the motorcycle, no problems! Go to no choke, full throttle, it will start hard but will start, then settle it down.

Simplified version.

1. Gas on.
2. Full choke, full throttle, spark slightly retarded, three kicks.
3. Ignition on, half choke, some throttle, check spark, KICK!
4. Running!