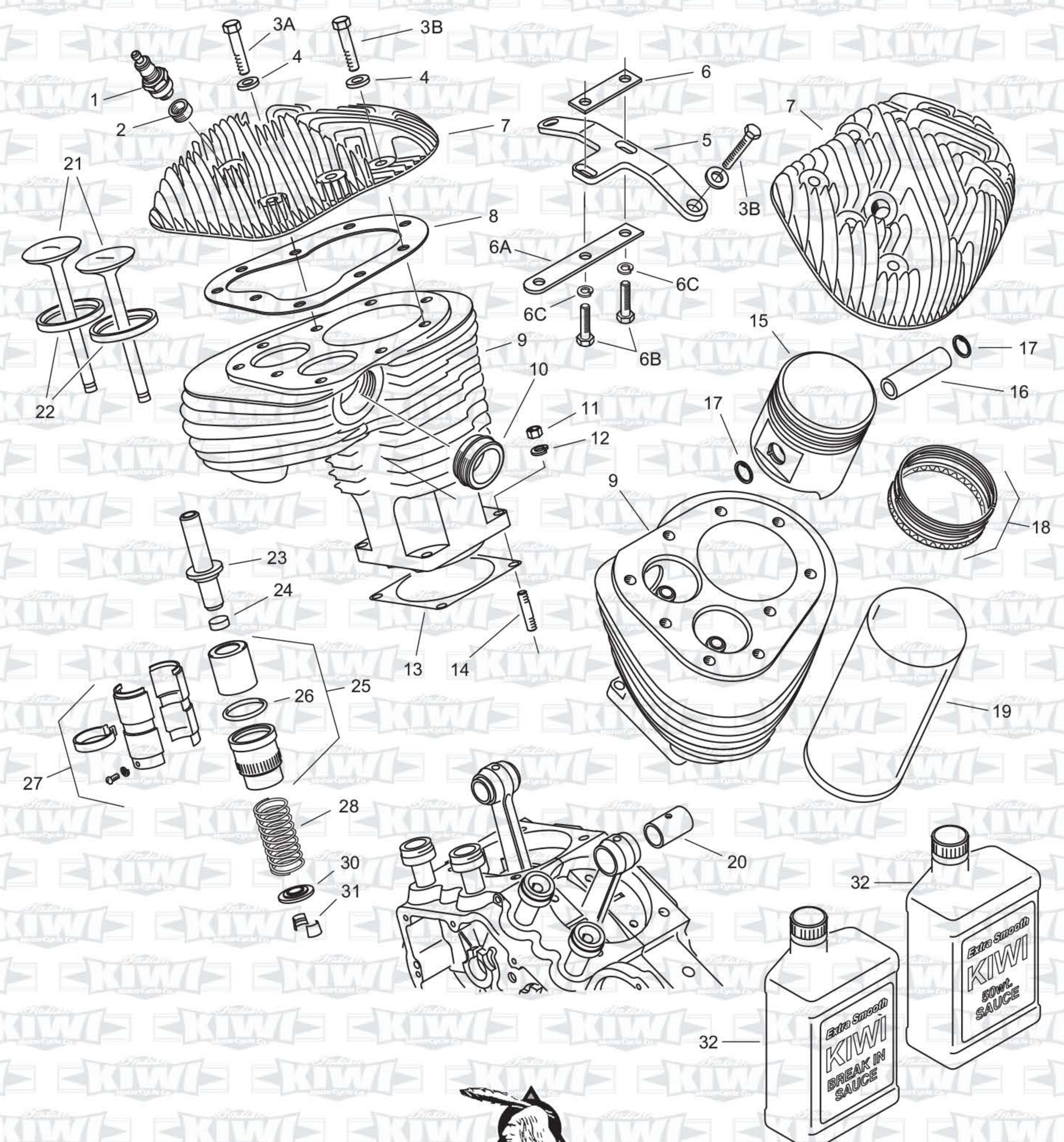




| No. | Part No. | Description | Year |
|---|-----------|--|-------|
| 1 | 1802001-S | Indian script spark plug (2) | 34-53 |
| Note: The 1802001-S plug is a real authentic Indian script spark plug with "Indian C" heat range marked on it. Spark plug comes in its own special Indian collector box. | | | |
| 1 | 1802001 | Spark plug: Regular, genuine Autolite (2) | 34-53 |
| 1 | 1802001-L | Spark plug: Long reach Autolite (2) | 34-53 |
| 2 | 522001 | Insert: Replacement, spark plug | 35-53 |
| 3A | 37216 | Bolt: Heads, long, stainless steel (16) | 35-53 |
| 3B | 35B85 | Bolt: Heads, short, stainless steel (2) | 35-23 |
| 3C | 37216-T | Head Bolt, Socket Set (pr) | 35-23 |
| 4 | 37618 | Washer: Head bolt, heat treated, cad plated (18) | 26-53 |
| 5 | 38235 | Bracket: Head to frame | 32-53 |
| 6 | 800019 | 1/8" spacer: Bracket to frame | 32-53 |
| 6 | 22B77 | 3/16" Spacer: Bracket to frame | 32-53 |
| 6A | 40594 | Strap: Loom tube mounting | 36-53 |
| 6B | 207113 | Bolt: Head bracket to frame | 32-53 |
| 6C | 922007 | lockwasher 5/16" S/S, 5 pk | 32-53 |
| 7 | 92440 | Heads: 74", pr. | 35-38 |
| 7 | 92882 | Heads: 74", pr. | 39 |
| Note: We can machine 35-38 and 39 heads to accept 80" pop up pistons | | | |
| 7 | 93102/8 | Heads: 74", 84" (no relief), pr. | 40-53 |
| 7 | 93106/12 | Heads: Bonne 74" & 88" (1/8" relief), pr. | 40-53 |
| 7 | 350016 | Heads: 80" & 92" upgrade cost (3/16" relief) pr. | 40-53 |
| Note: KIWI heads are designed with longer spark plug threads to accept our longer reach plugs for maximum performance. Heads have more material on the gasket surfaces in critical areas to reduce the chances of blown gaskets. We have paid close attention to the depth of the combustion chamber to eliminate any potential problems with detonation. Heads are made from high end aircraft grade A356 T6 (heat treated to T6) for increased strength over originals so as to not mush out under head bolt torque loads. Competitor heads are full of porosity and use recycled aluminum. While they are cheaper, they distort under heat and do not dissipate heat well or seal. KIWI heads are the finest heads available for your Indian. | | | |
| Note: 74" was the std engine displacement through to the end of 1948. 1950 was the introduction of the 80" engine. Any engine from 1940 can be upgraded to 80", hence, why we call out the head years from 1940-53. | | | |
| Note: Stock 74" engines had pistons that came up level with the top of the cylinder. Bonneville 74" pistons protrude 1/8" above the cyl. 80" pistons protrude 3/16". 84" pistons are level. 88" protrude 1/8". 92" protrude 3/16". | | | |
| - | L-10033 | Polishing service for heads/fins: pr. | 35-53 |
| 8 | 75378 | Gasket: Composite, ea. (2) | 35-53 |
| 8 | 75378-RC | Gasket: Copper, ea. (2) Cometic | 35-53 |

| No. | Part No. | Description | Year |
|-----|------------|---|------------------|
| 9 | 92865/6 | Cylinders: Stock, pr. Fits 74" & 80" engines (will retrofit to earlier models) | 38-39 |
| 9 | 93070/1 | Stock cylinders: (pr.) 74" & 80" Bare - Includes valve guides | 40-53 |
| 9 | 93070/1-K | Stock cylinders fully assembled: pr. Includes pistons, pins, rings, bores honed to size, rings gapped, pistons fitted to cylinders, valves and seats cut, valves installed. Assembled with chrome valve covers, springs, seals, collars, keys, powder coated & ready to fit to your engine. (Performance valve springs optional) | 40-53 74"-80" |
| 9 | 93072/3-K | Performance cylinders fully assembled: pr. Includes pistons, pins, rings, bores honed to size, rings gapped, pistons fitted to cylinders, valves and seats cut, valves installed. Assembled with chrome valve covers, performance springs, seals, collars, keys, powder coated & ready to fit to your engine. | 40-53 74"-80" |
| 9 | 93070-84 | 84" Upgrade price, pr. | 40-53 |
| 9 | 93070-84-P | 84" Upgrade price, pr. | 40-53 |

93070/1 KIWI cylinders are sold in pairs and suit 74, 80, 84, 88 & 92" engines. We have taken great care to develop a superior set of cylinders in every single respect. Metal has been added between the intake manifold nipple and head gasket surface which results in the head gasket surface having more support which increases gasket sealing in this area, a typical Indian weak spot. KIWI cylinders have upgraded cast iron to meet the latest SAE automotive specifications which has resulted in KIWI cylinders being harder for greater cylinder wear resistance and higher overall tensile strength. 40-53 cylinders can be fitted to 35-39 models (fin size differs). Cylinder base strength has been increased by utilizing the square base design and thicker flange. Cylinder bores are finished slightly under size for final sizing. We will gladly finish cylinders any way you would like in our service dept, e.g. cylinders honed to size, valve guides installed, valve jobs, powder coating through to fully assembled for you to bolt to your engine, etc. There is no doubt that KIWI top end components are the best money can buy for your Indian.

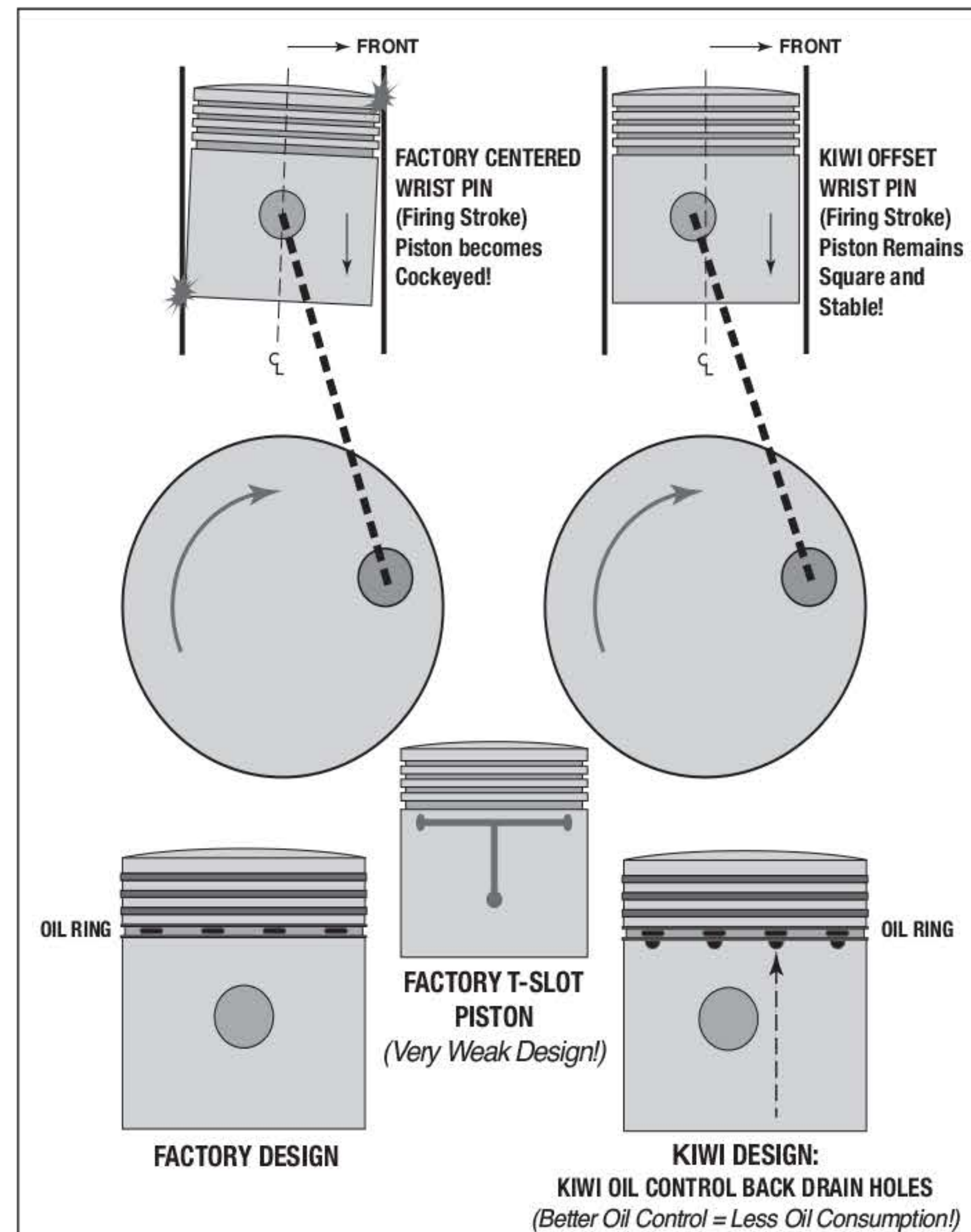




| No. | Part No. | Description | Year |
|-----|-----------|---|-------|
| 10 | 38136 | Nipple: Manifold, in cylinder (2) | 32-53 |
| 11 | 16A61 | Nut: Cylinder base, special (8) | 24-53 |
| 12 | 922008-K | Washer kit: Lock washers, cylinder base, set of 8 | 24-53 |
| 13 | 22B655 | Gasket: Cylinder base (2) | 24-53 |
| 13 | 22B655-R | Gasket: Composite, metal core, pr. (2) Cometic | 24-53 |
| 13 | 22B655-RF | Gasket: Composite, fiber, pr. (2) Cometic | 22-53 |
| 14 | 40056 | Stud: Cylinder base (8) | 24-53 |
| 15 | 86516 | Piston kit: KIWI performance design (stronger, quieter) 74" & 80" Available in STD, .010, .020, .030, .040 & .060 . State size. Order ring set separately 41711-R NOT included with pistons | |
| 15 | 86516-R | Piston kit : KIWI design, 84, 88 & 92". Available in STD, .010, .020, .030 & .040 . State size. Order ring set separately 41711-R NOT included with pistons | 35-53 |



Diagram "A"



FACTORY DESIGN: Oil has to go over the bottom rail in order to be returned to the crankcase leaving the top rail to do all the work which results in oil getting past it!

KIWI DESIGN: Oil is returned to the crankcase under the bottom rail, resulting in 2 rails doing full duty.

Result: No oil bypassing the ring = No oil consumption!

All KIWI pistons are made in the USA supplied with rings, pin and clips & are priced per piston (per cylinder). 84" pistons come level with top of the cylinder require the use of 93102 74" heads (no piston protrusion). 88" pistons protrude 1/8" above the cylinders (like Bonne 74") and require the use of 93106 heads. 92" pistons protrude 3/16" above the cylinders (like 80") and require the use of 350016 heads.

KIWI Indian 86516 and 86516-R pistons offer a superior design utilizing the latest engineering design. Never before has so much R&D been put into updating the old, dinosaur Indian pistons. (Diagram "A")

KIWI pistons feature:

- Solid slipper skirt design increases skirt rigidity (less flexing & increased strength) which reduces piston noise.
- Skirts have a special cam grind for greater piston stability during all operating temperatures and engine rpm ranges. Also reduces noise.
- Pistons come TIN coated. TIN allows for easy break in, reduces the chances of seizing, reduces friction and noise.
- Wrist pin is offset from the center of the piston towards the thrust face (rear) for quieter operation throughout the whole rpm range.
- Wrist pin bosses have oil troughs for added pin lubrication and increased life.
- Low expansion alloy ideally suited for Indian air cooled engines.
- Top ring groove is farther down from the top of the piston to keep direct combustion temperatures away from the top ring especially for 80" engines

| No. | Part No. | Description | Year |
|--|-------------|--|-------|
| 16 | 28B286 | Wrist pin: State length, (2) | 22-53 |
| 17 | 38439 | Snap ring: (4) | 22-53 |
| 18 | 41711-R | Ring set: Suits 86516 and 86516R pistons. Available in STD, .010, .020, .030, .040, .050 & .060 . State size. Sold per cyl | 22-53 |
| 18 | 41711 | Ring set: Fits stock (& competitors) 4 ring pistons. Available in STD, .010, .020, .030, .040, .050 & .060 . State size. Sold per cyl | 22-53 |
| <p>Note: We only supply USA made Hastings & Total Seal® ring sets for guaranteed quality. While these do cost more, they are the best by far. We do not sell cheap import rings.</p> <p>Note: Stock Indian 74 & 80" pistons had 3 compression rings 3/32" wide and 1 oil ring 5/32" wide. Technology has changed so much that our 41711-R & 41711-RT rings (2 x 1/16" wide compression & 1 x 5/32" oil) does a far better job of combustion sealing while increasing cylinder bore life.</p> | | | |
| 19 | KI-10004 | Sleeve: With correct 1/16" wall section. 3.379 OD | 44-53 |
| 19 | KI-10004-US | Sleeve: Suits 1942 and earlier round base cyls. 3.345 O.D. | 34-42 |
| 19 | KI-10004-OS | Sleeve: .005 oversize OD, 3.384 O.D. | 44-53 |
| <p>Note: KIWI sleeves are special made for Indian motorcycles and are NOT off the shelf automotive sleeves. KIWI sleeves have a reduced diameter on the lower 7/32" that protrudes below the cylinder base flange. This allows this portion of the cylinder to fit the crankcases and align properly. Be aware all others do not have this stepped reduced diameter and may not fit your cases which will require you to remachine your cases. KIWI sleeves are manufactured with the correct ring lead in bevel on the bottom inside diameter. These sleeves are alloyed with nickel, chrome and molybdenum for superior wear resistance to competitors and have a hardness of up to 240 Brinell which means super long lasting. KIWI sleeves are made specifically for Indians and are the finest available. Another winning engine part by KIWI.</p> | | | |
| 20 | 27-B2 | Bushing: Wrist pin (2) | 22-53 |
| 20 | 27B2-010 | Bushing: Wrist pin, .010 oversize outside diameter (2) | 22-53 |
| 20 | 27B2-R | Bushing: Forged "H" beam rods (KIWI) (2) | 22-53 |
| 21 | 20B417 | Valve: Intake & exhaust, stainless (4) | 22-34 |
| 21 | 42545/6 | Valve: Intake & exhaust, stainless (4) | 22-53 |
| 22 | 42546-S | Seat: Valve seat insert, stock | 28-53 |
| 23 | 27B31/2 | Valve guide: Intake and exhaust (4) | 27-34 |
| 23 | 40326 | Valve guide: Intake and exhaust (4) | 35-38 |
| 23 | 43647 | Valve guide: heat treated (4) | 39-53 |
| 23 | 43647-005 | Valve guide: .005 o/s outside diameter, heat treated (4) | 39-53 |

| No. | Part No. | Description | Year |
|---|----------|-----------------------------------|-------|
| <p>Note: KIWI supplies the most longest lasting valve guides for Indians. They feature a special high wear resistant alloy cast iron which have been heat treated for maximum hardness and a special surface coating for even more added wear resistance. No other valve guide on the market even comes even close. Beware of many other guides on the market that are soft or made of a substandard material. Flathead Indians operate in a dry/no lube environment and under extreme heat therefore the valves and guides MUST be the absolute best. KIWI valve train components are the best, period!!! Our parts may cost a tad more but NO one beats our quality.</p> | | | |
| 24 | 43647-S | Seal: Valve guide (4) | 35-53 |
| 25 | 339003-C | Cover: Valve, chrome (4) | 39-53 |
| 25 | 339003 | Cover: Valve, cad (4) | 39-53 |
| <p>Note: Valve covers are sold per valve</p> | | | |
| 26 | 763002-R | O-ring: Valve cover, silicone (4) | 39-53 |
| <p>Note: KIWI designed O-ring valve covers are the best you can buy. Outer covers are made from solid material while the inners are drawn over a mandrel creating a very precision fit. Covers are supplied with silicone O-rings (rather than cheaper black neoprene). Silicone is many times more expensive however it will not settle over time or deteriorate from heat created by the cylinders or acids from engine oils resulting in weep free valve cover for the life of your Indian. Only KIWI valve covers remain leak free for the life of the engine.</p> <p>Note: Valve covers can be retrofitted to 35-38 models but they require the use of 41814 threaded (39-53) pushrod guides. This ensures a completely leak free valve train.</p> | | | |
| 27 | 40929/0 | Cover: Valve, 3 pc, chrome (4) | 35-53 |
| 28 | 39909 | Spring: Valve (4) | 35-53 |

CYLINDERS, HEADS, PISTONS & VALVES

| No. | Part No. | Description | Year |
|-----|--|---|----------|
| | Note: KIWI valve springs are shot peened for stress relieving and durability. | | |
| 30 | 41785 | Collar: Valve spring (4), made from 4340 material | 35-53 |
| 31 | 42550 | Key: Valve collar, hardened. pr. (4) | 35-53 |
| 32 | KI-10123 | Oil: 50 wt. Petroleum base | all yrs. |
| 32 | KI-10124-S | Oil: Synthetic 50 wt. | all yrs. |
| 32 | KI-10124-BR | Break in oil | all yrs. |
| 33 | 101826 | Pliers: Valve cover | 35-53 |
| 34 | 35W242 | Wrench: Tappet adjusting, (2) | 22-53 |
| 35 | 43647-T | Valve Guide Removal/Installation | 22-53 |

NOTE: We have tested many oils and the oils we sell are by far the best. Off the shelf auto parts store oil lacks the important additives Indians need for them to last. It is well worth the few extra (minor) bucks (like 1 hamburgers worth). We've done tens of thousands of miles of testing up to 130 deg F in Death Valley and torn down engines for inspection. Without any doubt these oils are the best for Indian motorcycles.



Rebuilding service: We offer boring, honing, valve grinds, sleeving, welding, etc in our service dept. We have a specially made torque plate to simulate the cylinders being bolted to the crankcase. This torque plate method is important as it simulates the distortion when it is fitted to the engine.