

CRANKCASES & ENGINE



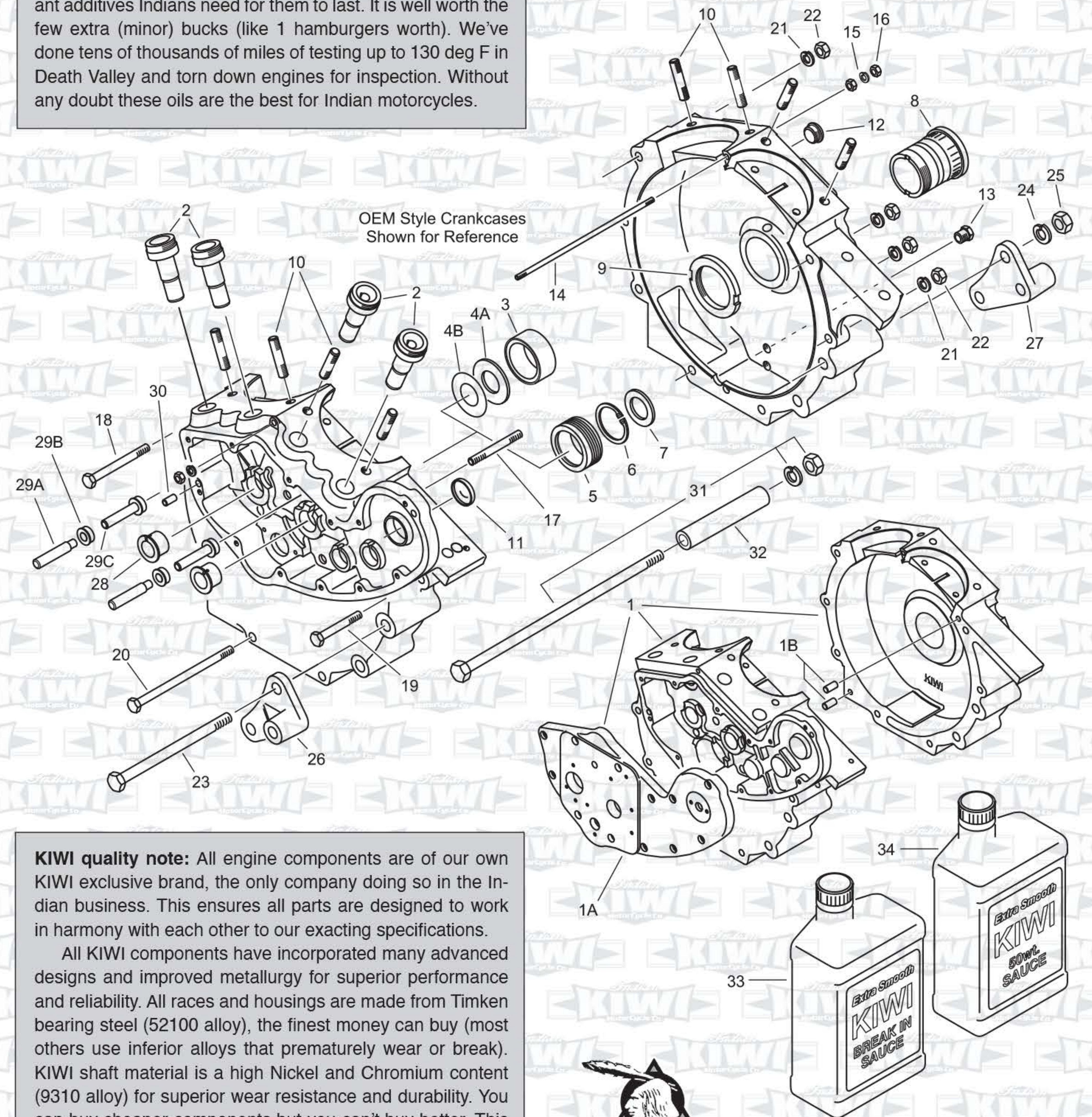
No.	Part No.	Description	Year
Note: All KIWI crankcases come with matching cam cover			
1	289027	Crankcase: With cam cover	32-53
1	289027-R	Crankcase: With breather outlet in crankcase. Breather tube is hidden behind the coil for a nice, clean look to the cam Cover. Use 42843R breather	32-53
1	289027-P	Polishing cost: Additional cost to cases.	32-53
1	289027-L	Crankcase w/cam cover: Loaded Includes 1A with bushings installed, 2, 5, 8, 9, 28 and 29C	32-53
Note: KIWI crankcases and cam cover are designed to mate up with either 38-47 cast iron or 48-53 aluminum pumps.			
1A	86012	Cam cover: Original style	38-53
1A	86012-R	Cam cover: Without breather hole	38-53
1A	86012-L	Cam cover: Loaded with bushings	38-53
1B	16A68-R	Dowel pin: Crankcase, KIWI cases (2)	32-53
2	41814	Guide: Pushrod (4)	39-53
2	41814-005	Guide: Pushrod (4) .005 o/s	39-53
Note: Push rod guides can be retrofitted to 35-38 models so later style O-ring sealed valve covers can be used.			
3	22B19	Pinion housing: 1.8145 O.D.	22-47
3	22B19-003	Pinion housing: .003 o/s	22-47
3	22B19-005	Pinion housing: .005 o/s	22-47
3	22B19-010	Pinion housing: .010 o/s	22-47
4A	22B20	Thrust washer: Pinion housing	22-47
4B	22B476	Shim: Pinion housing .006	22-47
5	504006	Pinion housing: 1.817 O.D.	48-53
5	504006-003	Pinion housing: .003 o/s	48-53
5	504006-005	Pinion housing: .005 o/s	48-53
5	504006-010	Pinion housing: .010 o/s	48-53
6	50250	Snap ring: Pinion housing	48-53
7	924014	Thrust washer: Pinion housing	48-53
8	40871	Drive housing: 1.7515 O.D.	22-53
8	40871-003	Drive housing: .003 o/s	22-53
8	40871-005	Drive housing: .005 o/s	22-53
8	40871-010	Drive housing: .010 o/s	22-53
9	28B161	Nut: Drive housing	22-53
10	40056	Stud: Cylinder base (8)	22-53
11	35B894	Plug: Magneto hole in c/case	22-53
12	661003	Plug: Inspection	22-53
13	661006	Plug: drain (2)	22-53
13	661006-M	Magnetic plug: drain (2)	22-53

No.	Part No.	Description	Year
-	661003-T	Tool: Inspection plug	22-53
14	28B314	Tie bolt: Crankcase top center, #10 diameter	22-53
15			
16			
17	22B25	Stud: Crankcase upper front	22-53
18	KI-10001	Bolt Kit: 18 thru 25 Crankcase, stainless	32-53
25			
23	209013	Bolt: 7/16" crankcase, stainless (2)	32-53
24			
25			
26	74483	Bracket: Crankcase, right side	32-53
27	74482	Bracket: Crankcase, left side	32-53
26	74482/3-R	Bracket set: Replacement, pr.	32-53
27			
28	40455	Bushing: Camshaft, .814 O.D (2)	36-53
28	40455-005	Bushing: .005 o/s (2)	36-53
29-A	22B12	Lift pin: (2)	22-38
29-B	22B13	Bushing: Lift pin	22-38
29-B	22B13-005	Bushing: Lift pin, .005 o/s	22-38
29-C	41852	Lift pin w/bushing: .692 O.D. (2)	39-53
29-C	41852-005	Lift pin w/bushing: .005 o/s (2)	39-53
Note: KIWI 41852 lift pins and bushings have been improved into a 1 piece design for superior strength and durability. The original design had a tendency to come loose and break.			
30	16A68	Dowel pin: Cam cover (2)	22-53
31	38092	Bolt: Engine to frame, includes brake pivot nut	32-39
31	42565	Bolt: Engine to frame, including nuts & LW	40-47
31	209013	Bolt: Engine to frame, includes nuts & LW	48-53
Note: Use 209013 bolt on 40-47 models when using a 1948 side stand.			
32	38091	Spacer: Engine mounting brackets	32-53
33	KI-10124-BR	Break in oil	all yrs.
34	KI-10124	Oil: 50 wt. Petroleum base	all yrs.
34	KI-10123	Oil: Synthetic 50 wt.	all yrs.
	L-10036	Vapor Blast Cases	all yrs.

Note: We continually come up with new ways of improving things so please check our website www.KiwiIndian.com for the latest in specifications, products, and tech information.
Rebuilding service: We offer rebuilding services for your crankcases in our service dept.
Vapor Blast Cases: Restores the original factory finish.

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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.



KIWI quality note: All engine components are of our own KIWI exclusive brand, the only company doing so in the Indian business. This ensures all parts are designed to work in harmony with each other to our exacting specifications.
 All KIWI components have incorporated many advanced designs and improved metallurgy for superior performance and reliability. All races and housings are made from Timken bearing steel (52100 alloy), the finest money can buy (most others use inferior alloys that prematurely wear or break). KIWI shaft material is a high Nickel and Chromium content (9310 alloy) for superior wear resistance and durability. You can buy cheaper components but you can't buy better. This applies to all KIWI parts for Indian motorcycles.

