

# ***Instruments, Features and Controls***

## **Instrument Cluster (CHIEF)**

### **Multi-Function Display (MFD)**

#### **Diagnostic Functionality**

Certain conditions will cause an error message to display in the screen. If this occurs, please see your authorized dealer.

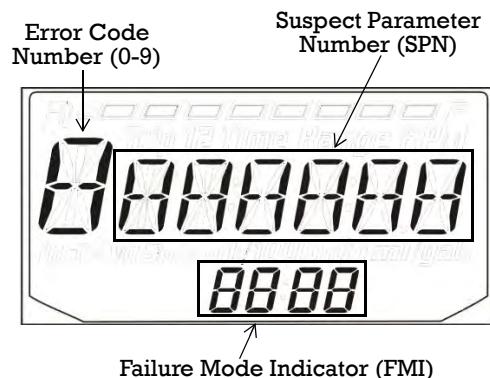
Message	Location	Indicates
LO	DC Voltage Screen	Voltage remains below 11.0 volts for more than 10 seconds
OV	DC Voltage Screen	Voltage remains above 15.0 volts for more than 10 seconds
ERROR	All	Checksum error (gauge malfunction)

#### **Engine Error Codes**

The error screen displays only when the CHECK ENGINE light is on or when it goes on and off during one ignition cycle. Error codes display only during the current ignition cycle. When the power switch is turned OFF, the code and message is lost, but will reappear if the fault reoccurs after restarting the engine.

If the CHECK ENGINE indicator lamp illuminates, retrieve the error codes from the display.

1. If the error codes are not displayed, use the LEFT-TOGGLE switch to toggle until "Ck ENG" displays on the main line of the display.
2. Press and hold the LEFT-TOGGLE switch to enter the diagnostics code menu.
3. Record the three numbers displayed in the gear position, clock and odometer displays.
4. See an authorized dealer for code details and diagnosis.



## ***Instruments, Features and Controls***

### **Instrument Cluster (CHIEF)**

#### **Multi-Function Display (MFD)**

##### **Low Oil Pressure Display**

“LO OIL” displays under the following conditions.

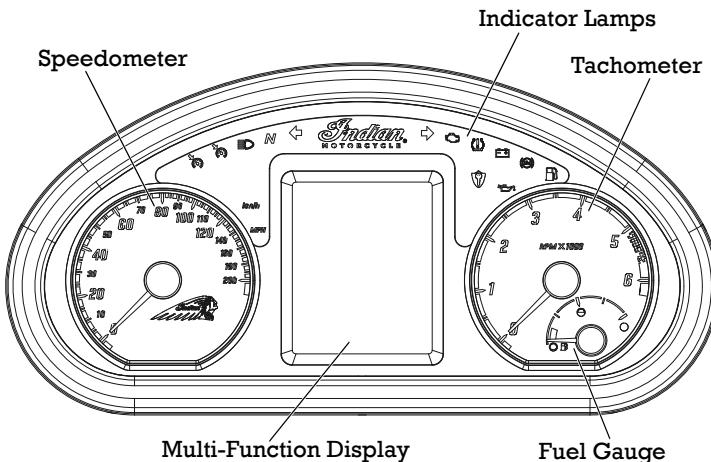
Condition	Indicates	Action Required
Engine oil pressure has dropped while the engine is running.	Oil pressure is below a safe operating pressure.	Stop the engine as soon as safely possible and check the oil level. If the oil level is sufficient, but “LO OIL” continues to display after restarting the engine, stop the engine immediately.



## ***Instruments, Features and Controls***

### **Instrument Cluster (CHIEFTAIN)**

The instrument cluster includes the speedometer, tachometer, fuel gauge, indicator lamps and multi-function display (MFD).



### **Speedometer**

The speedometer displays forward vehicle speed in either miles per hour or kilometers per hour.

### **Tachometer**

The tachometer displays engine speed in revolutions per minute (RPM). A red line on the face of the gauge indicates the maximum safe engine speed.

Excessive engine speed can cause engine damage or failure, which could result in serious injury or death. Do not allow engine speed to exceed the red line.

### **Fuel Gauge**

The fuel gauge displays fuel level. For the most accurate reading, sit on the motorcycle and bring it to the upright position.

## ***Instruments, Features and Controls***

### **Instrument Cluster (CHIEFTAIN)**

#### **Indicator Lamps**

Lamp	Indicates	Condition
	Neutral	The transmission is in neutral and the power switch is ON.
	Vehicle Speed	When standard mode is selected, speed displays in miles per hour.
		When metric mode is selected, speed displays in kilometers per hour.
	High Beam	The headlight switch is set to high beam. This indicator will flash if there is a problem with the low or high beam light.
	Low Oil Pressure	This lamp illuminates when oil pressure drops below a safe operating pressure while the engine is running. If this lamp illuminates while the engine is running above idle speed, turn the engine off as soon as safely possible and check the oil level. <i>If the oil level is correct and the lamp remains on after the engine is restarted, turn the engine off immediately. See your dealer.</i>
	Low Fuel	This lamp illuminates when approximately one gallon (3.8 liters) of fuel remains in the fuel tank. The LCD Display will switch into a Low Fuel Mileage Counter Mode to provide the rider with mileage tracking from the time the indicator was activated.
	Turn Signal	One arrow flashes when the corresponding turn signal is activated. Both arrows flash when the hazard signal is activated. <i>If there is a problem in the signal system, the lamps will flash at twice the normal rate.</i>

## ***Instruments, Features and Controls***

### **Instrument Cluster (CHIEFTAIN)**

#### **Indicator Lamps**

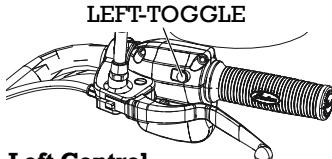
<b>Lamp</b>	<b>Indicates</b>	<b>Condition</b>
	Low Battery Voltage	This lamp illuminates when battery voltage is low. Turn non-essential accessories off to conserve power. Make sure the charging system is operating properly. See page 119. This lamp also illuminates with the security light and/or power switch when the key fob battery is low, and with the TPMS lamp when the TPMS sensor battery is low.
	Cruise Control Status	<i>Amber Lamp:</i> Cruise control is enabled, but not set. <i>Green Lamp:</i> Cruise control is set to the desired speed. <i>Read the safety and operation procedures before using cruise control. See page 76.</i>
	ABS Not Activated	The indicator remains on until the anti-lock system activates, which occurs when vehicle speed exceeds 6 MPH (10 km/h). When the lamp is illuminated, the anti-lock brakes will not activate, but the conventional brake system will continue to operate normally.
	Check Engine	This lamp illuminates briefly when the power switch is turned ON. This indicates proper function. <i>If this lamp illuminates while the engine is running, see an authorized dealer promptly.</i> The light will remain on if the tilt sensor shuts down the engine. If abnormal sensor or engine operation is detected the light will remain on as long as the fault condition exists. Retrieve the error codes for diagnosis. See page 40.
	Tire Pressure Monitoring System (TPMS)	The TPMS indicator illuminates if low tire pressure is detected. It will also illuminate along with the Low Battery Voltage indicator when TPMS battery power is low, requiring service.
	Security System Locked	This indicator lamp illuminates while the security system is searching for the key fob signal and when the security system is locked. The lamp flashes if the key fob is not detected within range or if the fob is not programmed properly. It also illuminates with the low battery voltage indicator when the key fob battery is low.

# Instruments, Features and Controls

## Instrument Cluster (CHIEFTAIN)

### Multi-Function Display (MFD)

The power switch must be on or the engine must be running to view or change settings in the MFD. Use the LEFT-TOGGLE and RIGHT-TOGGLE switches to toggle through the modes of the multi-function display and to change settings in the display. See page 27.



Left Control



RIGHT-TOGGLE  
(Active for CHIEFTAIN only)

Right Control

### Infotainment Display

There are four zones in the center display.

ZONE ONE (1) provides the time, compass direction, and outside air temperature. While the units for time and temperature can be changed, these items cannot be adjusted by the rider.

ZONE TWO (2) will always display audio system information.

ZONES THREE (3) and FOUR (4) will display vehicle/engine information.

(1)	7:30	SW	75F
(2)	USB	ARTIST	SONG TITLE
(3)	TRIP 1	MI	205.5
	HR		3.5
(4)	RANGE	250	6
	25680	mi	

**Tip:** Zone three can be set to display expanded audio information. See page 39.

You can modify the items in zone four by changing the settings in the SET BOTTOM SCREEN menu. See page 45.

# ***Instruments, Features and Controls***

## **Instrument Cluster (CHIEFTAIN)**

### **Zone Three Information**

The following items can be displayed in Zone Three on the infotainment display:

- *Trip 1 Hours/Distance*
- *Trip 2 Hours/Distance*
- *Fuel Economy*
- *Front/Rear Tire Pressure*
- *Engine Hours/Oil Life*
- *Average Speed & Battery Voltage*
- *Expanded Radio Information*
- *Heated Grip Power Level (if equipped)*
- *Diagnostic Trouble Codes (DTCs)*

Press LEFT-TOGGLE repeatedly to cycle through the Zone Three displays.

#### **Trip 1 Hours/Distance**

Trip 1 Hours/Distance will display the total hours and distance in miles or kilometers.

1. Press and hold LEFT-TOGGLE to reset Trip 1 hours and distance to zero.
2. Press LEFT-TOGGLE to cycle to the Trip 2 display.

#### **Trip 2 Hours/Distance**

Trip 2 Hours/Distance will display the total hours and distance in miles or kilometers.

1. Press and hold LEFT-TOGGLE to reset Trip 2 hours and distance to zero.
2. Press LEFT-TOGGLE to cycle to Fuel Economy display.

7:30	SW	75F
FM		93.7
<hr/>		
TRIP 1		
MI		205.5
HR		3.5
<hr/>		
RANGE	250	6
25680	mi	

7:30	SW	75F
FM		93.7
<hr/>		
TRIP 2		
MI		900.2
HR		21.2
<hr/>		
RANGE	250	6
25680	mi	

# Instruments, Features and Controls

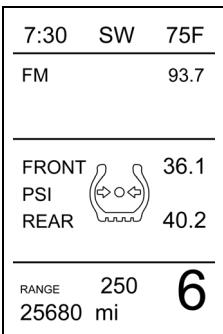
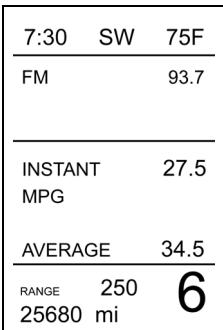
## Instrument Cluster (CHIEFTAIN)

### Zone Three Information

#### Fuel Economy

This screen will display the current instant and average miles per gallon (MPG) or liters per 100 kilometers.

1. Press and hold LEFT-TOGGLE to reset the average.
2. Press LEFT-TOGGLE to cycle to the Front/Rear Tire Pressure display.



#### Front/Rear Tire Pressure

This screen will display the current front and rear tire pressure in PSI or kPa.

- Press LEFT-TOGGLE to cycle to the Engine Hours/Oil Life display.

#### Engine Hours/Oil Life

This screen will display the total engine hours accumulated when the engine is running.

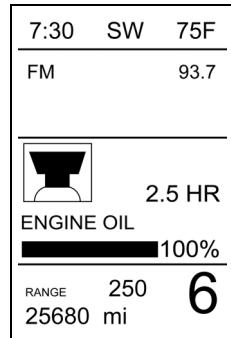
Engine oil life is also displayed. The rate at which oil life is reduced to 0% is determined by the following:

- *Engine break-in period: 0-500 miles or 804 km*
- *Routine oil change intervals: Every 5,000 miles or 8,046 km*

**Tip:** When engine oil life reaches 0%, change the engine oil and filter.

After changing the engine oil and filter:

1. Press and hold LEFT-TOGGLE until the value begins to flash.
2. Press and hold LEFT-TOGGLE to reset the engine oil life to 100%.
3. Press LEFT-TOGGLE to display Average Speed/Battery Voltage screen.



# Instruments, Features and Controls

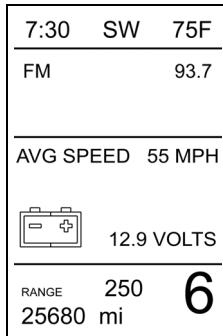
## Instrument Cluster (CHIEFTAIN)

### Zone Three Information

#### Average Speed/Battery Voltage

This screen displays the average motorcycle speed and current battery voltage.

1. Press and hold LEFT-TOGGLE to reset the average speed.
2. Press LEFT-TOGGLE to cycle to Expanded Audio Information.



#### Expanded Audio Information

In this mode, the display screen will dedicate zone three to the audio system and allow for up to six lines of audio system information.

Press LEFT-TOGGLE to cycle to:

- *Heated Grips (if equipped)*
- *Diagnostic Trouble Codes (if present)*
- *Trip 1 (top of menu)*

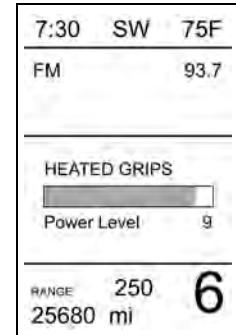


#### Heated Grips (if equipped)

If heated grips are installed on the motorcycle, the Heated Grips display will show the current heated grip power level setting.

**Tip:** *This screen will not appear if heated grips are not installed, or if the power level is set to zero.*

- Press LEFT-TOGGLE to cycle to Diagnostic Trouble Codes or the top of the menu.



# Instruments, Features and Controls

## Instrument (CHIEFTAIN)

### Zone Three Information

#### Diagnostic Trouble Codes (DTCs)

If the CHECK ENGINE indicator is illuminated on the instrument cluster, this screen will display, indicating there are Diagnostic Trouble Codes (DTCs).

The error screen displays only when the CHECK ENGINE light is on and only during the current ignition cycle. DTCs will reappear only if the fault reoccurs after restarting the engine.

7:30	SW	75F
FM	93.7	
<hr/>		
	DTC	
SPN	598	
FMI	2	
RANGE	250	
25680 mi	<b>6</b>	

#### Retrieving Error Codes

If the CHECK ENGINE indicator illuminates, you can retrieve the error codes from the DTC display.

1. Press and hold LEFT-TOGGLE to enter the display screen.

**Tip:** The CHECK ENGINE icon will appear on the screen when in the DTC display mode.

2. Press LEFT-TOGGLE to cycle through the list of available codes.
3. Record the SPN and FMI numbers.
4. See an authorized INDIAN MOTORCYCLE dealer for code details and diagnosis.
5. Press and hold LEFT-TOGGLE to exit.

7:30	SW	75F
FM	93.7	
<hr/>		
	DTC	
SPN	 598	
FMI	2	
RANGE	250	
25680 mi	<b>6</b>	

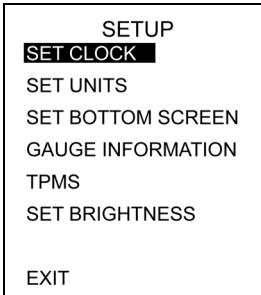
# Instruments, Features and Controls

## Instrument Cluster (CHIEFTAIN)

### Instrument Cluster Setup

The instrument cluster setup menus allow the following actions:

- Set clock
- Set units (volume, temperature, clock type, pressure)
- Set bottom screen display (trip 1 distance, instant fuel economy, average fuel economy, and range)
- View instrument cluster software/hardware information
- Set Tire Pressure Monitoring System (TPMS) (dealer only)
- Adjust infotainment display brightness

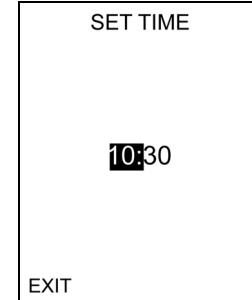


To access the instrument cluster setup menus:

1. Place the transmission in neutral.
2. Press and hold LEFT-TOGGLE and RIGHT-TOGGLE simultaneously until the SETUP menu appears on the display.
3. Press RIGHT-TOGGLE repeatedly to cycle through the setup menu.
4. Press LEFT-TOGGLE to enter the desired menu.

### Setting the Clock

1. With SET CLOCK highlighted on the setup menu, press LEFT-TOGGLE.
2. Press LEFT-TOGGLE repeatedly to set the hours.
3. Press RIGHT-TOGGLE to move to tens of minutes.
4. Press LEFT-TOGGLE repeatedly to set the tens of minutes.
5. Press RIGHT-TOGGLE to move to minutes.
6. Press LEFT-TOGGLE repeatedly to set the minutes.
7. Press RIGHT-TOGGLE to enter the time and move to EXIT.
8. Press LEFT-TOGGLE to exit.



# Instruments, Features and Controls

## Instrument Cluster (CHIEFTAIN)

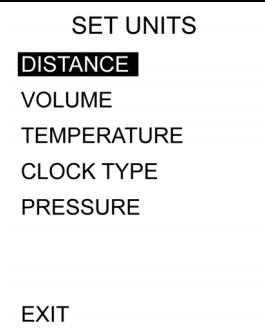
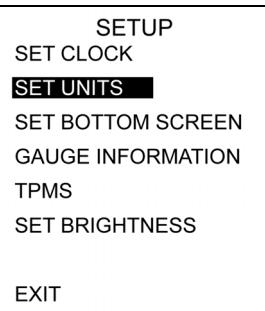
### Instrument Cluster Setup

#### Set Units

Use the SET UNITS menu to set the following items:

- **DISTANCE:** Miles or kilometers
- **VOLUME:** Gallon, Imperial Gallon or Liter
- **TEMPERATURE:** Fahrenheit or Celsius
- **CLOCK TYPE:** 12-hour or 24-hour
- **PRESSURE:** PSI or kPa

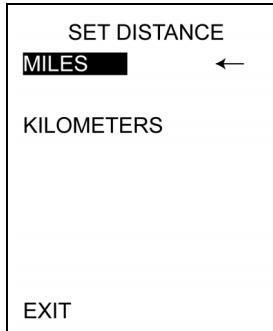
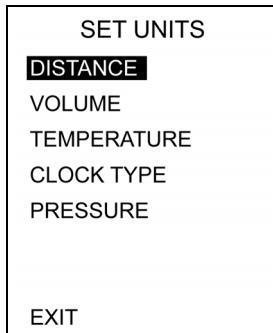
1. With SET UNITS highlighted on the setup menu, press LEFT-TOGGLE.
2. Press RIGHT-TOGGLE repeatedly to cycle through menu items.
3. Press LEFT-TOGGLE to enter the desired SET UNITS menu.



#### Set Units - Distance Setting

Use the DISTANCE menu to change the speedometer and distance units. Select either miles or kilometers.

1. With DISTANCE highlighted in the SET UNITS menu, press LEFT-TOGGLE.
2. Press RIGHT-TOGGLE to select miles or kilometers.
3. Press LEFT-TOGGLE to set the desired setting.
4. Press RIGHT-TOGGLE to select EXIT.
5. Press LEFT-TOGGLE to exit.



# ***Instruments, Features and Controls***

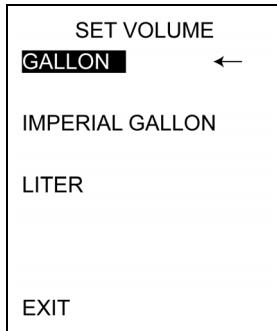
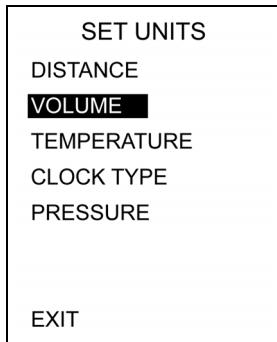
## **Instrument Cluster (CHIEFTAIN)**

### **Instrument Cluster Setup**

#### **Set Units - Volume Settings**

Use the VOLUME menu to change the instrument cluster volume units. Select gallon, imperial gallon or liter.

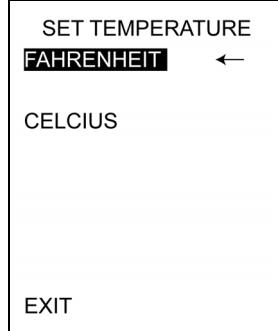
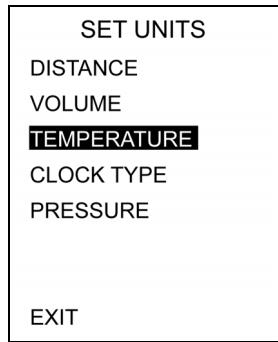
1. With VOLUME highlighted in the SET UNITS menu, press LEFT-TOGGLE.
2. Press RIGHT-TOGGLE to select gallon, imperial gallon, or liter.
3. Press LEFT-TOGGLE to set the desired setting.
4. Press RIGHT-TOGGLE to select EXIT.
5. Press LEFT-TOGGLE to exit.



#### **Set Units - Temperature Settings**

Use the TEMPERATURE menu to change the instrument cluster temperature units. Select Fahrenheit or Celsius.

1. With TEMPERATURE highlighted in the SET UNITS menu, press LEFT-TOGGLE.
2. Press RIGHT-TOGGLE to select fahrenheit or Celsius.
3. Press LEFT-TOGGLE to set the desired setting.
4. Press RIGHT-TOGGLE to select EXIT.
5. Press LEFT-TOGGLE to exit.



# Instruments, Features and Controls

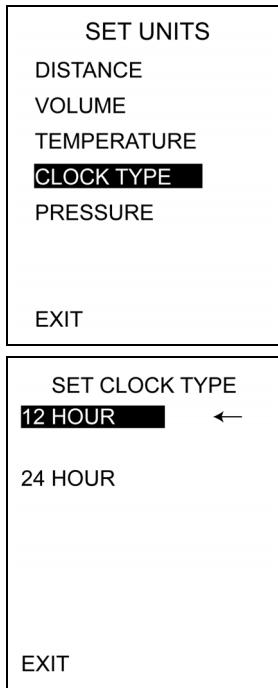
## Instrument Cluster (CHIEFTAIN)

### Instrument Cluster Setup

#### Set Units - Clock Type

Use the CLOCK TYPE menu to change the clock format. Select 12-hour or 24-hour format.

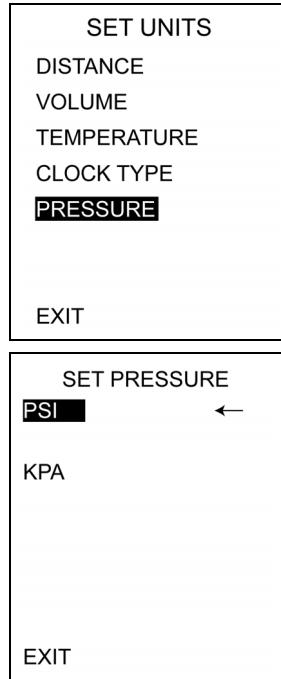
1. With CLOCK TYPE highlighted in the SET UNITS menu, press LEFT-TOGGLE.
2. Press RIGHT-TOGGLE to select 12 hour or 24 hour.
3. Press LEFT-TOGGLE to set the desired clock format.
4. Press RIGHT-TOGGLE to select EXIT.
5. Press LEFT-TOGGLE to exit.



#### Set Units - Pressure

Use the PRESSURE menu to change the pressure display format. Select PSI or KPA.

1. With PRESSURE highlighted in the SET UNITS menu, press LEFT-TOGGLE.
2. Press RIGHT-TOGGLE to select PSI or KPA.
3. Press LEFT-TOGGLE to set the desired pressure display format.
4. Press RIGHT-TOGGLE to select EXIT.
5. Press LEFT-TOGGLE to exit.



# ***Instruments, Features and Controls***

## **Instrument Cluster (CHIEFTAIN)**

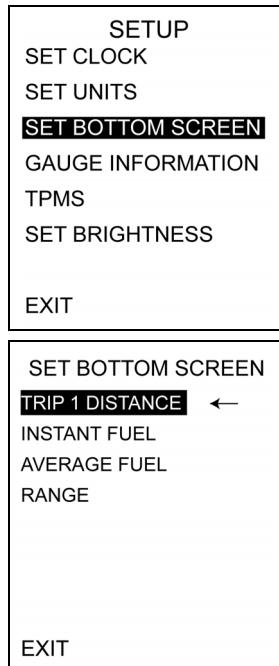
### **Instrument Cluster Setup**

#### **Set Bottom Screen Menu**

Use the SET BOTTOM SCREEN menu to display one of the following items in ZONE FOUR of the display screen:

- *Trip 1 Distance*
- *Instant Fuel*
- *Average Fuel*
- *Range*

1. With SET BOTTOM SCREEN highlighted on the setup menu, press LEFT-TOGGLE.
2. Press RIGHT-TOGGLE repeatedly to cycle through menu items.
3. Press LEFT-TOGGLE to enter the desired SET UNITS menu.
4. Press RIGHT-TOGGLE to select EXIT.
5. Press LEFT-TOGGLE to exit.



#### **Trip 1 Distance Display**

TRIP 1 250.5  
25680 mi



#### **Instant Fuel Display**

INSTANT 29.5  
25680 mi



#### **Average Fuel Display**

AVERAGE 25.5  
25680 mi



#### **Range Display**

RANGE 250.5  
25680 mi



# ***Instruments, Features and Controls***

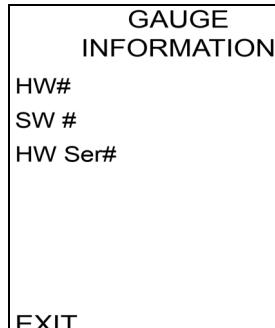
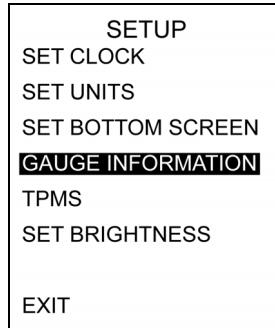
## **Instrument Cluster (CHIEFTAIN)**

### **Instrument Cluster Setup**

#### **Gauge Information**

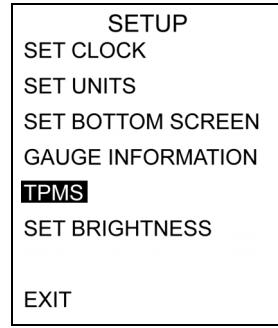
The instrument cluster hardware and software part and serial numbers are displayed on the Gauge Information menu.

1. With **GAUGE INFORMATION** highlighted on the setup menu, press LEFT-TOGGLE.
2. Press RIGHT-TOGGLE to select **EXIT**.
3. Press LEFT-TOGGLE to exit.



#### **Tire Pressure Monitoring System (TPMS) Setup**

The TPMS setup menu allows your authorized INDIAN MOTORCYCLE dealer to register new tire pressure sensors.



# ***Instruments, Features and Controls***

## **Instrument Cluster (CHIEFTAIN)**

### **Instrument Cluster Setup**

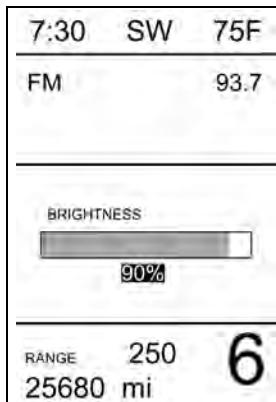
#### **Set Brightness**

The brightness level of the instrument cluster and display screen can be adjusted. There are two methods to enter the Set Brightness menu.

#### **METHOD 1:**

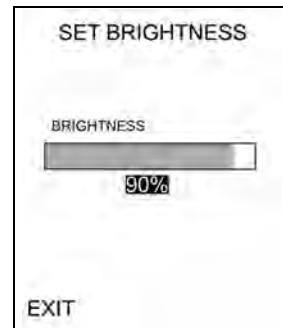
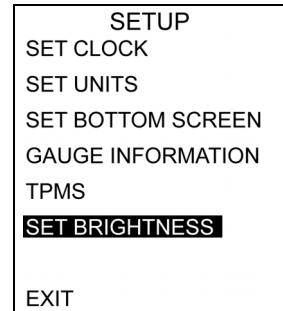
This method bypasses the instrument cluster setup menu. The transmission does not have to be in neutral using this method.

1. Press and hold RIGHT-TOGGLE until the SET BRIGHTNESS menu appears.
2. Press RIGHT-TOGGLE repeatedly to adjust the instrument cluster brightness.
3. The menu will close after the desired brightness level is set.



#### **METHOD 2:**

1. With SET BRIGHTNESS highlighted on the setup menu, press LEFT-TOGGLE.
2. Press LEFT-TOGGLE repeatedly to adjust the brightness level from 0% to 100%.
3. When the desired brightness level is set, press RIGHT-TOGGLE to select EXIT.
4. Press LEFT-TOGGLE to exit.



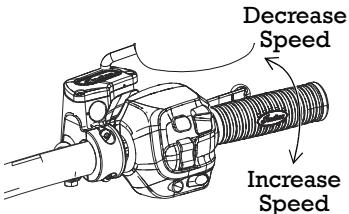
# **Instruments, Features and Controls**

## **Throttle Control Grip**

The throttle control grip is located on the right handlebar. Use the throttle control grip to control engine speed.

While seated in the proper riding position:

- Roll the grip rearward to open the throttle (increase engine speed and power).
- Roll the grip forward to close the throttle (decrease engine speed and power).

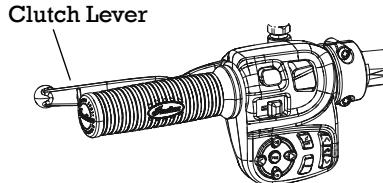


The control grip is spring loaded. When you release the grip, the throttle returns to the idle position.

## **Clutch Lever**

The clutch lever is located on the left handlebar. Disengage the clutch before shifting gears. For smooth clutch operation, pull the lever quickly and release it in a brisk but controlled manner.

- To disengage the clutch, pull the lever toward the handlebar.
- To engage the clutch, release the lever in a brisk but controlled manner.



## ***Instruments, Features and Controls***

### **Mirrors**

Your vehicle is equipped with convex mirrors. Objects seen in a mirror may be closer than they appear. Always adjust mirrors before riding.

To adjust the mirrors, sit on the motorcycle in the anticipated riding position. Adjust the mirrors so that you can see a small portion of your shoulders in each mirror.

### **Tire Pressure Monitoring System (TPMS) (if equipped)**

**NOTICE:** *On models equipped with a TPMS, the sensors are located 180° from the valve stem. Use caution when servicing tires. To avoid damaging a sensor, break the bead at the valve stem, then at 90° and 270° from the valve stem as required.*

With a TPMS, the pressure of each tire can be viewed in the MFD. If dashes display instead of a pressure value while traveling above 15 MPH (24 km/h), the system may not be functioning properly. See your dealer for service.

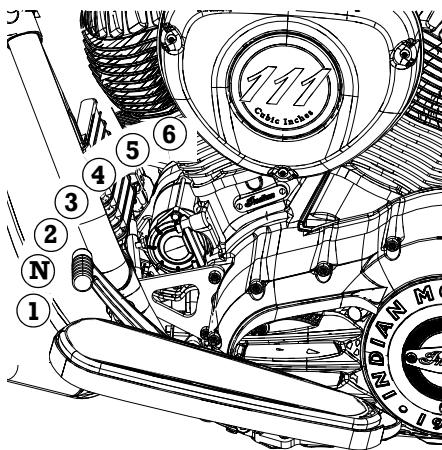
The TPMS warning indicator will illuminate if low tire pressure is detected. Always correct low tire pressure promptly. Always inspect tire pressure and condition before each ride. See page 61.

The TPMS display may indicate an increase in tire pressure while riding, a normal occurrence as tires warm up. Riding into colder conditions may result in a drop in tire pressure as tires cool down. Regardless of conditions, low tire pressures should always be corrected promptly.

### **Gear Shift Lever**

The gear shift lever is located on the left side of the motorcycle. Operate the lever with your foot.

- Press downward on the toe lever to shift to a lower gear.
- Lift upward on the toe lever to shift to a higher gear.
- Release the lever after each gear shift.
- See pages 72-74 for gear shifting procedures.



# Instruments, Features and Controls

## Sidestand

The sidestand is equipped with a safety switch that prevents operation of the motorcycle if the sidestand is deployed.

**WARNING!** *An improperly retracted sidestand could contact the ground and cause a loss of control resulting in serious injury or death. Always retract the sidestand fully before operating the motorcycle.*

To park the motorcycle, swing the end of the sidestand downward and away from the motorcycle until it is fully extended. Always turn the handlebars to the left for maximum stability. Lean the motorcycle to the left until the sidestand firmly supports the motorcycle.

**CAUTION!** *If the motorcycle weight is not resting on the sidestand, it will not lock. In this situation, any movement of the motorcycle could cause the sidestand to retract slightly. If the sidestand is not in the full forward position when the motorcycle weight is rested on it, the motorcycle could fall over, possibly causing injury and damage to the motorcycle.*

To retract the sidestand, straddle the motorcycle and bring it to the fully upright position. Swing the end of the sidestand upward and toward the motorcycle until it is fully retracted.

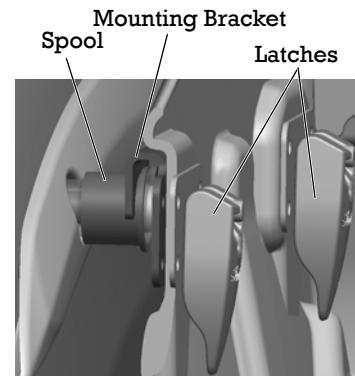
## Saddlebags

Do not exceed the weight limit of each saddlebag. Always distribute weight evenly in each of the saddlebags.

Hard bag capacity is 22 pounds (10 kg) of cargo per side. Soft bag capacity is 15 pounds (6.8 kg) of cargo per side.

## Soft Bag Removal

1. Unbuckle the saddlebag lid clasps and open the lid.
2. Flip the two quick-release latches upward.
3. Tilt the saddlebag away from the fender and lift upward to remove it from the spools.



**WARNING!** *Improper saddlebag installation can result in loss of control, accident and driving hazards for other motorists (if saddlebag falls from the motorcycle). Always make sure saddlebag mounting brackets are fully seated onto the spools before engaging latches.*

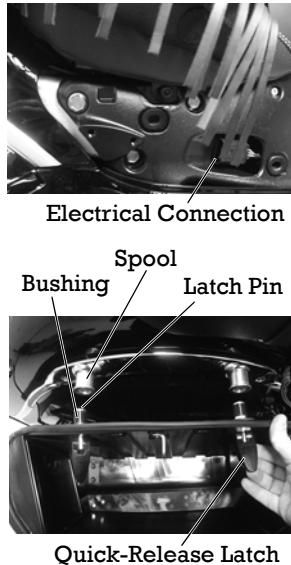
4. To reinstall, place the soft bag in position. Make sure the mounting bracket is seated fully on the spool. Make sure the rubber bushings on the latch pins are fully engaged in the spools.
5. Engage the quick-release latches and flip them fully downward.

# Instruments, Features and Controls

## Saddlebags

### Hard Bag Removal

1. Unlock the electric saddlebag locks (if equipped).
2. Remove the side cover.
3. Disconnect the saddlebag lock electrical wiring near the seat.
4. Press the lid latch release button and lift the saddlebag lid.
5. Flip the two quick-release latches upward.
6. Tilt the saddlebag away from the frame of the vehicle to remove it.



7. To reinstall, place the hard bag in a fully seated position on the muffler.

**NOTICE:** *To prevent damage to components, always make sure saddlebags are fully seated onto the muffler before engaging the latches.*

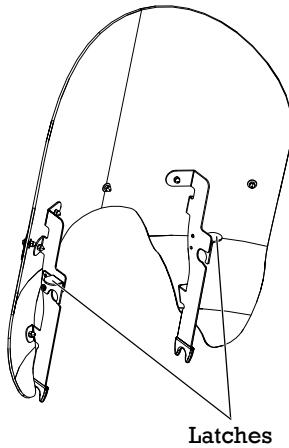
8. Make sure the rubber bushings on the latch pins are fully engaged in the spools. Engage the quick-release latches and flip them fully downward.
9. Reconnect the electrical wiring.
10. Reinstall the side cover, using care to avoid damaging electrical wires.

# Instruments, Features and Controls

## Windshield

### Windshield Removal (CHIEF) (if equipped)

1. If equipped with a quick-latch windshield, rotate the two latches upward.
2. From the front of the motorcycle, pull firmly on the upper windshield to remove the windshield from the upper mounts, then pull the windshield upward and away from motorcycle.
3. Reverse this procedure to reinstall the windshield. Rotate the latches fully downward to secure the windshield.



**WARNING!** *Improper windshield installation can result in loss of control, accident and driving hazards for other motorists (if windshield falls from the motorcycle). Always make sure the windshield is fully seated before engaging latches.*

### Windshield Adjustment (CHIEFTAIN)

Use the windshield switch to adjust windshield height for the best wind deflection.

- Press the top of the switch to adjust the windshield upward.
- Press the bottom of the switch to adjust the windshield downward.



## ***Instruments, Features and Controls***

### **Brakes**

#### **Anti-Lock Brake System (ABS)**

The anti-lock brake system automatically reduces or increases brake pressure as needed to provide optimum braking control, reducing the chance of wheel lock-up during hard braking events or when braking on rough, uneven, slippery or loose surfaces. See page 8.

1. The anti-lock brake system cannot be turned off.
2. The ABS indicator always illuminates when vehicle power is turned on. It remains illuminated until the anti-lock system activates, which occurs when vehicle speed exceeds 6 MPH (10 km/h).
3. When the lamp is illuminated, the anti-lock brakes will not activate, but the conventional brake system will continue to operate normally.
4. When the anti-lock brakes engage during a braking event, the rider will feel pulsing at the brake levers. *Continue to apply steady pressure to the brakes for the best stopping performance.*
5. If the ABS light does not come on when the key is turned to the ON or PARK position, see your authorized INDIAN MOTORCYCLE dealer for service.

# ***Instruments, Features and Controls***

## **Brakes**

### **Anti-Lock Brake System (ABS)**

- If the lamp continues to illuminate after vehicle speed exceeds 6 MPH (10 km/h), the ABS system is not functioning. See your INDIAN MOTORCYCLE dealer promptly for service.
- Operating with non-recommended tires or improper tire pressure may reduce the effectiveness of the anti-lock brake system. Always use the recommended size and type of tires specified for your vehicle. Always maintain the recommended tire pressure.
- The anti-lock brake system will not prevent wheel lockup, loss of traction or loss of control *under all conditions*. Always adhere to all safe motorcycle-riding practices as recommended.
- It is not unusual to leave tire marks on the road surface during a hard braking event.
- The anti-lock brake system does not compensate for or reduce the risks associated with:
  - excessive speed
  - reduced traction on rough, uneven or loose surfaces
  - poor judgment
  - improper operation

# Instruments, Features and Controls

## Brakes

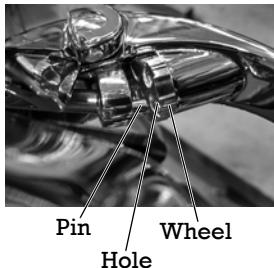
The front brake lever activates the front brake calipers. The rear brake pedal activates the rear brake caliper. For maximum brake effectiveness, apply the front brake lever and the rear brake pedal together.

### Front Brake Lever

The front brake lever is located on the right handlebar. This lever controls only the front brakes. The front brakes should be applied simultaneously with the rear brakes. To apply the front brake, pull the lever toward the handlebar. See page 75 for braking procedures.

Front brake lever reach (distance to the hand grip) is adjustable.

1. *Gently push and hold the lever away from the hand grip. The adjuster wheel is located between the lever and the switch cube.*
2. *To increase reach distance, rotate the adjuster to align a lower number of hash marks with the pin.*
3. *To decrease the reach distance, rotate the adjuster to align a higher number of hash marks with the pin.*
4. *Make sure the pin is fully seated into the selected hole.*

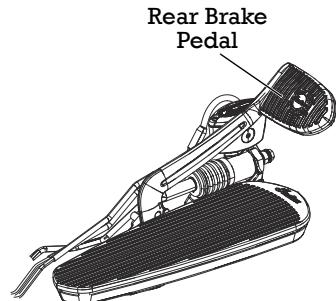


### Rear Brake Pedal

The rear brake pedal is located on the right side of the motorcycle. Press downward on the rear brake pedal to apply the rear brake.

**WARNING!** *Resting your foot on the brake pedal will cause excessive and premature wear of brake pads and reduced braking efficiency, which could result in severe injury or death.*

See page 75 for braking procedures.



## ***Instruments, Features and Controls***

### **Fuel Cap**

The fuel filler cap is located on the right side of the console.  
An ornamental cap is located on the left side of the console.  
Do not attempt to remove the ornamental cap.



1. Turn the fuel cap counter-clockwise to remove it.
2. See page 69 for fueling instructions.
3. To tighten the cap, turn it clockwise until the seal compresses onto the tank, then continue to tighten until the cap ratchets several times.

## ***Pre-Ride Inspections***

To keep your motorcycle in safe operating condition, always perform the recommended pre-ride inspections before each ride. This is especially important before making a long trip and when removing the motorcycle from storage.

**WARNING!** *Failure to perform the recommended pre-ride inspections could result in component failure while riding, which could result in serious injury or death. Always perform the pre-ride inspections before each ride. When inspection reveals the need for adjustment, replacement or repair, perform the service promptly, or see your authorized INDIAN MOTORCYCLE dealer for service.*

**WARNING!** *Read the entire Instruments, Features and Controls section of this manual before riding your motorcycle. A complete understanding of the features and capabilities of your motorcycle is essential to its safe operation. Anything less may result in serious injury or death.*

You must be familiar with all instruments and controls to perform the pre-ride inspections.

**Tip:** *During the pre-ride inspections you may use products that are potentially hazardous, such as oil or brake fluid. When using any of these products, always follow the instructions and warnings on the product packaging.*

When inspections reveal the need for adjustment, replacement or repair:

- refer to the maintenance section of this manual (page 79)
- refer to the INDIAN MOTORCYCLE Service Manual
- or see your authorized INDIAN MOTORCYCLE dealer

## ***Pre-Ride Inspections***

Turn the power switch on and move the stop/run switch to RUN before performing the following electrical inspections. Turn the power switch off after completing these inspections. If inspection of any electrical item reveals component failure, repair or replace the component before operating the motorcycle.

Item	Inspection Procedure
<b>Electrical</b>	
Headlamp	Move the headlight switch from low beam to high beam to turn the lights on and verify operation of both beams. Start the engine. Switch to high beam. Verify that the high beam indicator comes on and that lamp brightness increases.
Taillight/Brakelight	Verify that the taillight and license plate light illuminate. Verify that the taillight lamps increase in brightness when the front brake lever is applied and also when the rear brake pedal is applied.
Turn Signals	Move the turn signal switch to the left. Verify that front and rear left turn signals flash, as well as the corresponding light on the indicator panel. Move the switch to the center position and push it inward to cancel the signal. Verify that the signals and the indicator light stop flashing. Repeat the procedure for the right turn signals.
Emergency Flashers	Press the hazard switch to activate the flashers. Verify that all four turn signals flash, as well as the lamps on the indicator panel. Turn the flashers off. Verify that all signals and indicator lamps stop flashing.
Horn	Press the horn switch. Verify that the horn sounds loudly.
Neutral Indicator	Place the transmission in neutral. Verify that the neutral indicator lamp illuminates and that the letter "N" displays in the gear position display.
CHIEF Low Oil Pressure Display	Start the engine. Verify that "LO OIL" is not displayed in the MFD.
CHIEFTAIN Low Oil Pressure Display	Start the engine. Verify that the low oil pressure indicator is not illuminated.
Engine Stop/Run Switch	Start the engine. Move the stop/run switch to the STOP position. Verify that the engine stops. Attempt to restart the engine to verify that the engine WILL NOT start.

## ***Pre-Ride Inspections***

<b>Item</b>	<b>Inspection Procedure</b>
<b>General</b>	
Engine Oil	Check the oil level. See page 60.
Fuel	Check the fuel level. See page 65.
Fluid Leaks	Check the vehicle and the ground/floor for any fuel, oil or hydraulic fluid leaks.
Tires	Inspect condition, pressure and tread depth. See page 61.
Brake Operation	Inspect pedal and lever movement.
Brake Fluid Levels	Check front and rear brake fluid levels.
Brake Components	Inspect hoses and connections.
Throttle	Inspect hand grip and throttle movement.
Clutch	Check lever operation and freeplay.
Front Suspension	Check for leaks, debris and damage.
Steering	Check for smooth operation by turning handlebars full left and full right.
Rear Suspension	Check mounting and inspect for leaks. CHIEFTAIN: Check shock movement and air pressure, verify ground clearance.
Ride Height	Make sure preload is adjusted properly for load. See pages 88-91.
Rear Drive Belt	Check for wear or damage. Check drive belt tension. See pages 86-87.
Sidestand	Verify smooth operation, inspect pivot bolt and spring.
Fasteners	Inspect for loose, damaged or missing fasteners.
Mirrors	Adjust for proper rear view.

# Pre-Ride Inspections

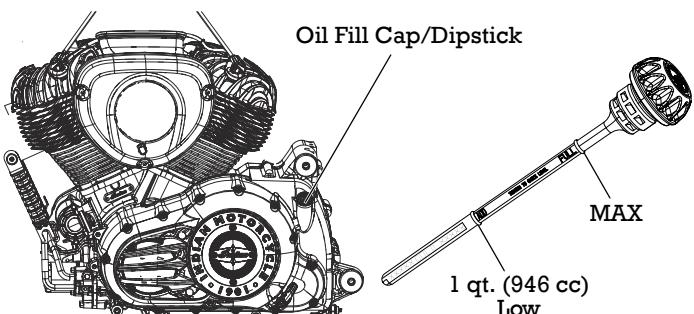
## Engine Oil Level

With the semi-dry sump lubrication system, the engine oil level on the dipstick will fluctuate, depending on the motorcycle's position and engine speed when the engine is turned off. To ensure a proper reading of the engine oil level, follow all inspection procedures closely.

**WARNING!** *Operating with insufficient, deteriorated or contaminated engine oil will cause accelerated wear and may result in engine or transmission seizure, which could result in loss of control and serious injury or death. Check the oil level frequently. We recommended checking the oil each time you refuel.*

The engine must be at normal operating temperature when checking the oil level.

The oil fill cap/dipstick is located on the left side of the motorcycle. Always use the recommended oil. See page 128.



1. Start the engine and allow it to run until it reaches normal operating temperature.
2. Stop the engine and wait one minute before checking the oil level.

**Tip:** *If the oil level is not checked within 3 minutes, repeat steps 1-2.*

3. Position the motorcycle on level ground in the fully upright and centered position.
4. Remove the dipstick and wipe it clean.
5. Reinstall the dipstick until fully seated.
6. Remove the dipstick and view the oil level.
7. Add the recommended oil as needed to bring the level within the safe operating range (anywhere between the two marks on the dipstick with engine at operating temperature). ***If the oil level on the dipstick is anywhere in the safe range, do not add oil.*** Oil should be added only if the proper oil check procedure is followed AND the level is below the safe mark.
8. ***Do not overfill.*** Overfilling can result in loss of engine performance and an oil-saturated air filter. Use a suction device to remove excess oil if overfilled.

**Tip:** *The approximate volume between the ADD and FULL marks on the dipstick is 32 oz. (.94 l).*

9. Repeat steps 1-7 to ensure the level is within the safe operating range.
10. Reinstall the dipstick securely.

## Tires

**WARNING!** *Operating the motorcycle with incorrect tires, incorrect tire pressure or excessively worn tires could cause loss of control or accident. Underinflation can cause a tire to overheat and result in a tire failure. Always use the correct size and type of tires specified by INDIAN MOTORCYCLE for your vehicle. Always maintain proper tire pressure as recommended in the rider's manual and on safety labels.*

### Tire Pressure

Improper tire pressure can result in irregular tire wear, tire failure, reduced fuel economy and a poor riding experience. It can also affect handling and stopping ability.

Slow tire pressure loss over time is normal for a functional tire. Although a tire pressure monitoring system (TPMS) will alert the user to a low pressure condition (if equipped), always inspect tire pressure and condition before each ride.

Check tire pressure before riding, when the tires are cold. This will provide the most accurate reading, as riding warms the tires and increases tire air pressure. Tires remain warm for at least 3 hours after a ride. Do not adjust tire pressure immediately after riding. As tires cool, the pressure will drop and result in underinflation. Always check and adjust tire pressure when tires are cold.

Using a good quality pocket-style gauge, adjust tire pressure to the recommended pressure. See page 104.

### Tire Condition

Inspect the tire sidewalls, road contact surface and tread base. If inspection reveals cuts, punctures, cracks or other wear or damage, replace the tire before riding. Always use the correct size and type of tires specified by INDIAN MOTORCYCLE for your vehicle.

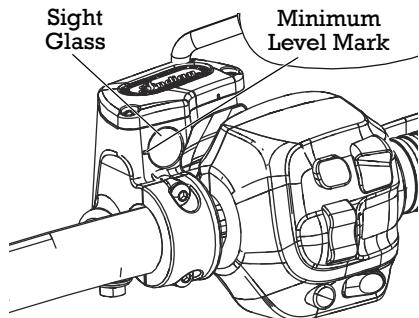
### Tire Tread Depth

Measure the tread depth near the center of the tread on both tires. See page 103. Replace any tire with a tread depth of less than 1/16 inch (1.6 mm).

# Pre-Ride Inspections

## Front Brake Fluid Level

1. Straddle the motorcycle and bring it to the fully upright position. Position the handlebars so that the fluid reservoir is level.
2. View the fluid level through the sight glass. The fluid should be clear. Replace cloudy or contaminated fluid.
3. The fluid level should be above the minimum indicator mark in the sight glass.
4. If the fluid level is low, inspect brake pads as outlined on pages 100-101. If pads are not worn beyond the service limit, inspect the brake system for leaks. Check for signs of brake fluid leaks around hoses, fittings, reservoir, and brake calipers.
5. Add brake fluid if necessary. See page 99.



## Front Brake Lever

1. Pull the front brake lever toward the handlebar and hold it. The lever should move freely and smoothly. The lever should feel firm and continue to feel firm until released.
2. Release the lever. It should return to its rest position quickly when released.
3. If the front brake lever fails to perform as stated, service the brake lever before riding.

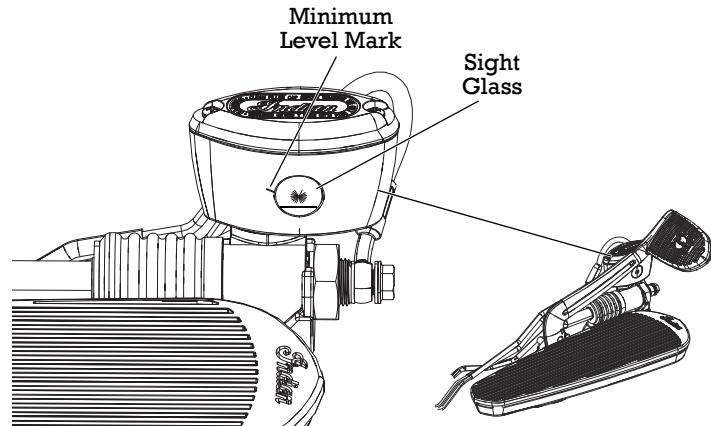
## Rear Brake Pedal

1. Press downward on the rear brake pedal. It should move freely and smoothly. The pedal should feel firm and continue to feel firm until released.
2. Release the pedal. It should return to its rest position quickly when released.
3. If the rear brake pedal fails to perform as stated or travels too far before beginning to engage the brake, service the brakes before riding.

### Rear Brake Fluid Level

The rear brake fluid reservoir is located near the rear brake pedal. View the reservoir level from the right side of the vehicle.

1. Position the motorcycle on level ground in the fully upright position.
2. View the brake fluid through the reservoir.
3. The fluid should be clear. Replace cloudy or contaminated fluid.
4. The fluid level should be above the minimum indicator mark on the reservoir body. Add brake fluid as needed. See page 98.



### Brake Lines

Inspect all brake hoses and connections for dampness or stains from leaking or dried fluid. Tighten any leaking connections to the proper torque values and replace components as necessary. See the *INDIAN MOTORCYCLE Service Manual* or an authorized INDIAN MOTORCYCLE dealer.

**WARNING!** *Brake fluid leaks or low brake fluid levels could cause brake system failure, which could result in serious injury or death. Do not operate the vehicle with low brake fluid levels or when leaks are evident (dampness or stains from dried fluid). See your authorized INDIAN MOTORCYCLE dealer.*

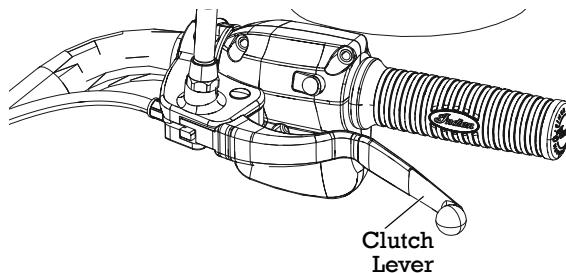
# Pre-Ride Inspections

## Throttle

Rotate the throttle control grip. It should rotate smoothly from the rest position to the completely open position. It should return to the rest position quickly when released.

## Mechanical Clutch

1. Squeeze the clutch lever toward the handlebar and release it. It should move freely and smoothly, and it should return to the rest position quickly when released. If the lever fails to perform as stated, service the clutch lever before riding.



2. Freeplay (gap) is the amount of lever movement from the rest position to the point of cable resistance. Clutch lever freeplay should be 0.5-1.5 mm. Measure the gap between the clutch lever and the lever housing. See page 95. Adjust clutch lever freeplay if necessary.

**Tip:** *The starter interlock switch is dependent on the clutch lever freeplay being set correctly to ensure activation of the clutch safety switch.*

### Front Suspension

Inspect the front forks for oil leaks or damage, and verify smooth suspension operation. See page 92.

### Steering

1. On level ground, straddle the motorcycle and bring it to the fully upright position. Turn the handlebars from stop to stop. The action should be smooth, but not loose.
2. Make sure wires, hoses and control cables do not interfere with smooth steering.

### Rear Suspension

Check the rear shock absorber mounting and inspect for leaks. See your dealer for service if you discover leaks or malfunction of any kind. See page 88.

CHIEFTAIN only: Check rear shock absorber movement and air pressure to ensure the correct amount of suspension travel and ground clearance. See page 90.

**WARNING!** *Inadequate ground clearance could result in components contacting the ground, causing loss of control and serious injury or death. Always ensure ground clearance is at specification.*

### Rear Drive Belt

1. Check drive belt tension. See pages 86-87.

**Tip:** *The drive belt system must be cool, clean and dry to accurately measure belt tension (deflection). Do not measure belt tension when the belt or drive system is wet or when it is hot (such as immediately after riding).*

2. Check the drive belt teeth for stones or other debris.
3. Inspect drive belt condition. See page 87. If you discover cracks, broken teeth or frayed edges, replace the drive belt before riding. See the INDIAN MOTORCYCLE Service Manual or an authorized INDIAN MOTORCYCLE dealer.

### Fuel Level

The fuel gauge displays fuel level. For the most accurate reading, sit on the motorcycle and bring it to the upright position.

## **Pre-Ride Inspections**

### **Sidestand**

1. On level ground, straddle the motorcycle and bring it to the fully upright position.
2. Move the sidestand up to the stored position and down to the fully extended position several times. It should move smoothly and quietly. Make sure the return spring holds the sidestand tightly in place when the sidestand is in the stored position. Adjust or replace a loose spring.
3. Inspect the sidestand pivot bolt for looseness or wear. Tighten or replace a loose or worn bolt.
4. Periodically test the sidestand safety switch for proper operation. With the transmission in gear and brakes applied, attempt to start the engine while the sidestand is down. The engine should NEVER start in any gear except neutral if the sidestand is down. If the engine starts during this test, see your dealer for service.

### **Fasteners**

1. Inspect the entire motorcycle chassis and engine for loose, damaged or missing fasteners.
2. Tighten loose fasteners to the proper torque. See the *INDIAN MOTORCYCLE Service Manual* or an authorized INDIAN MOTORCYCLE dealer.
3. Always replace stripped, damaged or broken fasteners before riding. Use genuine INDIAN MOTORCYCLE fasteners of equal size and strength.

The operation section of this manual describes how to ensure maximum performance and longevity through the proper care and operation of your motorcycle.

Important areas covered by the operation section include:

- Engine Break-In
- Fueling
- Starting the Engine
- Shifting Gears
- Using Cruise Control (if equipped)
- Accelerating
- Braking
- Stopping the Engine
- Parking

**Tip:** *Even if you're an experienced motorcycle operator or passenger, read all of the safety information in this manual before operating the motorcycle. See page 5.*

## Engine Break-In

The engine break-in period for your motorcycle is the first 500 miles (800 km) of operation. During this break-in period, critical engine parts require special wear-in procedures so they seat and mate properly. Read, understand and follow all break-in procedures to ensure the long-term performance and durability of your engine.

**NOTICE:** *Failure to properly follow the engine break-in procedures outlined in this manual can result in serious damage to the engine. Follow all break-in procedures carefully. Avoid full throttle operation and other conditions that may place an excessive load on the engine during the break-in period.*

The more cautiously you treat your motorcycle during the break-in period, the more satisfied you will be with its performance later on. Overloading the engine at low RPM and/or running the engine prematurely at high RPM may result in damage to the pistons and/or other engine components.

Observe the following precautions during the break-in period:

- Upon initial start-up, do not allow the engine to idle for long periods as overheating can occur. See page 70.
- Avoid fast starts with wide open throttle. Drive slowly until the engine warms up.
- Avoid running the engine at extremely low RPM in higher gears (lugging the engine).
- Drive within the recommended operating speeds and gears. See page 68.

# **Operation**

## **Engine Break-In**

### **Operating Speeds and Gears**

<b>Odometer</b>		<b>Break-in Procedure</b>
<b>Miles</b>	<b>Km</b>	
0-90	0-145	Do not operate for extended periods above 1/3 throttle or at any one throttle position. Vary engine speed frequently.
91-300	146-483	Do not operate for extended periods above 1/2 throttle or at any one throttle position. Vary engine speed frequently.
301-500	484-800	Do not operate for extended periods above 3/4 throttle.
At 500	At 800	Perform the break-in maintenance outlined in the maintenance section of this manual. Break-in maintenance should be performed by an authorized INDIAN MOTORCYCLE dealer. Break-in maintenance must include inspection, adjustments, fastener tightening and an engine oil and filter change. Performing break-in maintenance at the required odometer reading helps ensure peak engine performance, minimal exhaust emissions and maximum service life of the engine.

## Fueling

Always dismount the motorcycle and refuel on level ground with the sidestand down. Review the fuel warnings. See page 14. Use only the recommended fuel. See page 128. Hold the nozzle while filling. Do not rest the weight of the nozzle and hose on the filler neck. Do not leave the nozzle unattended.

**WARNING!** Overflows or spilled gasoline could contact a hot engine or exhaust system and cause a fire, which could result in serious injury or death. Do not allow gasoline to contact hot components.

**WARNING!** Always remove the fuel cap slowly and fill the fuel tank slowly to prevent spillage. Do not overfill the fuel tank. Leave space in the tank to allow for the fuel to expand.



1. Turn the fuel cap counter-clockwise to remove it.
2. Insert the fuel nozzle into the fuel tank filler neck. The nozzle-stop at the bottom of the filler neck will prevent over-insertion.

3. Add fuel to the tank until it touches the bottom edge of the filler neck. The tank is full at this level.
4. Always securely install the fuel cap before remounting the motorcycle. To tighten the cap, turn it clockwise until the seal compresses onto the tank, then continue to tighten until the cap ratchets several times.

**NOTICE:** Fuel can damage painted surfaces and plastic parts. If gasoline spills on any part of the motorcycle, immediately rinse it off with water or wipe it dry with a clean cloth.

## Priming the Fuel System

If the motorcycle runs out of fuel, prime the fuel system before attempting to restart the engine.

1. Fill the fuel tank.
2. Turn the power switch on.
3. Move the engine stop/run switch to the RUN position.
4. Allow the fuel pump to run until it stops (about 2 seconds).
5. Move the engine stop/run switch to the STOP position.
6. Repeat steps 3-5 four to five times.
7. Move the engine stop/run switch to the RUN position.
8. Start the engine. See page 70.

# Operation

## Starting the Engine

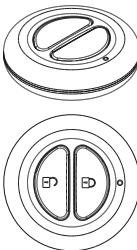
The starter interlock system allows the engine to be started only when the transmission is in neutral, or when the transmission is in gear with the clutch disengaged (clutch lever pulled in). The engine should NEVER start in any gear except neutral if the sidestand is down. See page 50.

**Tip:** *If the motorcycle runs out of fuel, prime the system before attempting to restart the engine. See page 69.*

1. Perform the Pre-Ride Inspections. See page 57. Properly secure any cargo.
2. Straddle the motorcycle and bring it to the fully upright position. Retract the sidestand.

**Tip:** *When the electrical system is activated with either the power switch or the starter switch, the key fob must be within range. See page 26.*

3. Move the engine stop/run switch to the RUN position.
4. Shift the transmission to neutral.
5. Apply the front brakes. Disengage the clutch (pull the clutch lever fully toward the handlebar).



6. Press and hold the starter switch to engage the one-touch starting feature, which activates the electrical system and starts the engine. Another option is to turn the power switch on, and with the throttle closed, press and release the starter switch to start the engine. The starter motor will crank until the engine starts, but no more than 3 seconds. If the engine does not start, wait five seconds, then try again.
7. *If starting a COOL engine.* DO NOT open the throttle while starting. Idle speed is computer controlled and idle speed will adjust automatically depending on engine temperature and air temperature. Allow the engine to warm up for 30 seconds minimum at low RPM after starting. Do not run the engine above 2500 RPM.  
*If starting a WARM engine.* DO NOT open the throttle while starting.
8. If either the check engine indicator or the low oil pressure indicator (or display) remains on after the engine starts, stop the engine *immediately*. Refer to the low oil pressure indicator/display information on page 32 or 34.

**NOTICE:** *Operating an engine with a misfire or non-firing cylinder can overheat the catalytic converter, which could result in catalytic converter damage and loss of emission control. DO NOT OPERATE the motorcycle if a misfire or non-firing cylinder exists.*

*(continued on next page)*