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The following fasteners are newly made to replace late 1920's to late 1950's hardware. They are dimensionally correct for any vehicle or machine of that era. The bolts are made from 1038 steel, grade 5, and are heat-treated. The threads are rolled, not cut. The bolt heads are the proper height and are not marked. The nuts are fully machined from bar stock. They have a chamfered top and a washer face on the bottom. All parts come with a high quality cadmium finish or can be sent un-plated. All parts are made in the USA, unless otherwise noted.

Fasteners for Indian Motorcycles are my specialty. See the additional pages for information on sets of fasteners used to assemble various parts of Indian Motorcycles. I can also package whole bike assembly sets for 1935 to 1953 Chiefs, 1937 to 1942 Sport Scouts and 1935 to 1942 Fours. These sets are not pre-packaged and can be customized to suit your particular project.

## *Indian Motorcycle* assembly sets

- KTWB** Whole bike assembly sets for 1935 to 1953 Chiefs, 1941 and 1942 Sport Scouts and 1935 to 1942 Fours. These contain MOST of the most of the bolts, nuts and washers needed to assemble the motorcycle. The sets are priced from \$160 to \$260, depending on the year of the motorcycle. Ask for a list that describes what each set contains.  
These sets come in 30 to 60 individually labeled manila envelopes, ready to install.
- KT1** 1934 to 1953 Chief complete primary cover and transmission tower bolt, nut and lock washer set. 53 pieces. \$64.00
- KT2** 1940 to 1953 Chief generator bracket bolt set. Contains the 4 bracket cap bolts and the pinch bolt. Lock washers and nut included. \$11.50
- KT3** 1932 to 1939 Chief generator bracket bolt set. Contains the 2 bracket cap bolts and the pinch bolt. Lock washers and nut included. \$9.00
- KTRF** 1940 to 1953 Chief rear fender mounting bolt, nut and lock washer set. Also fits 1940 to 1942 Fours. Two sets are available, 1940 to early 1948 with the round bar fender mount and late 1948 to 1953 with the square bar. Mention which frame you have. \$45.00
- KTRF-R** 1928 to 1939 Chief rear fender mounting bolt, nut and lock washer set. This includes the special studs that mount the fender struts to the frame. See my part number B10 for optional stud size. Add \$10.00 for the bumper bolts, 1939 only. \$42.00
- KT-SS** 1936 to 1942 Sport Scout frame connection bolt set. These are the 7 large bolts, with nuts and washers, that connects the frame sections and attach the generator and transmission. There's two different sets, mention which year SS you have. \$36.00
- EG1** Chief head bolt set, from about 1930 to 1953. This contains 16 long bolts and the 2 short bolts. Only the four washers for the two short bolts are in this set. \$58.00
- EG2** Chief head bolt washer set. This contains 16 thick washers, 2 of 22B196 washers and 2 of 7/16" lock washers. These are correct for 1940 to 1953 only as the thick washers are square edged. \$24.00

**MISCELLANEUS INDIAN FASTENERS** (all cadmium plated, unless noted)

B1	1946 Chief front <b>brake cable</b> lower end. This is the solder on end for use on the correct thick (.090") cable only.	\$10.00
B2	1940 to 1953 Chief and Four <b>rear shock</b> lower pinch bolt set.	\$10.00
B3	1947 to 1953 Chief <b>gas tank</b> mounting bolt and nut set. Includes the 3 Stover lock nuts and lock washers. The one longer bolt is the front lower.	\$16.00
B4	1938 to 1946 Chief and Four <b>gas tank</b> mounting bolt and nut set. Use this set for 1938 and 1939 Fours. The long bolt is the front lower on the 1940 to 1946 Chiefs and Fours. The long bolt is the rear bolt on the 1938 and 1939 Fours. This set uses regular nuts.	\$15.00
B5	1935 to 1937 Chief and Scout and 1935 to 1937 Four <b>gas tank</b> mounting bolt and nut set. All three bolts are 2 1/4" long in this set.	\$15.00
B6	1940 to 1953 Chief and Four <b>brake light switch</b> and cover nut. Indian #42496	\$6.00
B7	3/8" x .062 lock washer. Exact copy of the lock washer used by Indian. Price each.	\$1.50
B8	7/16" x .062 lock washer. Exact copy of the lock washer used by Indian on girder fork nuts, front brake plate to fork nut and front motor mount casting nuts.	\$1.50
B9	1/2" x .062 lock washer. Exact copy of the lock washer used by Indian under the clutchworm acorn nut.	\$3.00
B10	1928 to 1939 Chief <b>rear fender mounting studs</b> , Indian # 28B234, each. See next 3 items.	\$12.00
B10-L	Same as B10, except that the fender mounting side of the stud is 1 1/4" long instead of 7/8" as standard. Use this stud if standard stud is too short to mount a luggage rack or extra seat. Price each.	\$12.00
B10-OS	Same as B10, except that the threads for the frame side of the stud are 7/16 x 20 instead of 3/8 x 24 as standard. Use this if frame threads are stripped. Frame holes must be tapped 7/16 x 20. The fender mounting portion is 3/8 x 24 as standard.	\$13.00
B10-OSL	Same as B10-OS, with 7/16 x 20 thread for frame mount, except that the fender mounting stud is 1 1/4" long, instead of 7/8" as standard.	\$13.00
<b>B11</b>	1946 to 1948 Chief bolt set with correct hardness markings. Includes the <b>handlebar risers</b> and <b>front and rear brake arm</b> bolts. The short bolt is for the front brake arm. These are exact copies of the Grade 9 bolt used by Indian.	\$25.00
<b>B12</b>	1950 to 1953 Chief bolt set with correct hardness markings. Contains the <b>front and rear brake arm</b> bolts. The short bolt is for the front brake arm.	\$9.00
B13	1952 to 1953 Chief <b>battery hold down stud</b> and nuts. This is used on the civilian models only and an earlier battery frog must be drilled to accept the stud end.	\$4.00
B14	1936 to 1953 Chief <b>seat "T" to seat post</b> special bolt. Indian #37015	\$2.50
B15	1939 to 1945 <b>leaf spring to fork</b> bolt and nut set. For 10 and 11 leaf spring	\$18.00
B16	1936 to 1945 <b>leaf spring to front links</b> jam nuts and bend-over lock washers	\$5.00

B17	1936 to 1942 Four <b>engine mounting</b> bolt, nut and washer set. Requires one special length bolt if using a sidecar, not included.	\$16.00
B18	1936 to 1938 Chief and Four <b>leaf spring to fork</b> bolt and nut set.	\$22.00
B19	1940 to 1953 Chief <b>large nut and lockwasher</b> set. This set contains 3 – 5/8 x 18 nuts and 2 – 9/16 x 18 nuts. It also contains 1 – 5/8" split lock washer, 2 – 5/8" SKPF lock washers and 2 – 9/16" split lockwashers. They are for the <b>front axle, rear axle, brake pedal bolt and front motor mount bolt</b> . While these are made from modern nuts, I've turned a washer face on each so they will sit flat like originals. They are a tad thinner than originals.	\$12.00
F1	1938 to 1953 Chief <b>cam cover</b> set, includes the flat washers that are usually missing	\$9.00
F2	1938 to 1947 Chief and Scout <b>iron oil pump</b> screw set, includes the bottom screws	\$9.75
F3	1948 to 1953 Chief <b>aluminum oil pump</b> screw set, includes the inner pump screws.	\$9.85
BC1	1952 to 1953 Chief <b>beauty cover</b> to oil pump replacement screw set. This is 2 special screws for the oil pump and 2 fillister screws for the cover. These allow you to remove and replace the cover without taking the oil pump screws out. Absolutely necessary, you can ride with the cover off to find oil leaks.	\$22.00
BC2	1952 to 1953 Chief standard <b>beauty cover</b> screws and spacers. If you must, these are the 3" long fillister screws and the stock spacers, messy!	\$10.00
F4	1936 to 1953 Chief <b>ignition coil</b> mounting set, includes flat and lock washers	\$2.90
F5	1938 to 1946 Chief and Scout <b>oil sump</b> screw set, includes the red fiber washers	\$3.40
F6	late 1946 to early 1948 Chief <b>oil scraper</b> screw set, includes the red fiber washers	\$3.40
C1	Linkert carb <b>bowl nut</b> , Indian # 102424. Includes the #102423 copper gasket.	\$10.00
F7	<b>Air cleaner</b> to carb screw set. Fillister head screws and lock washers.	\$3.60
F8	1940 to 1953 Chief <b>brake light switch</b> screw set. See my # B6 for the nut.	\$1.75
F9	Chief, Four and Scout <b>distributor advance arm</b> and clamp screw set. Includes a fillister head screw with a square nut and a round head screw with a hex nut.	\$3.60
F10	1936 and up High Output <b>generator band screw</b> , fillister head.	\$ .75
F11	Linkert carb <b>throttle shaft lever screws</b> . The three screws at the top of carb	\$2.75
F12	1940 to 1953 all models, <b>footboard to cleat screws</b> . Fillister head screws and lw's also contains the longer ones for the passenger extensions, if used.	\$4.25
F14	Sport Scout <b>fork shield</b> screw set.	\$2.75
F15	1940 to 1946 Chief generator upper shield to <b>belt guard</b> screw set.	\$2.75
F16	1936 to 1953 Chief throttle and magneto cable clip, at head bolt, screw and nut	\$ .75
MB1	1937 to 1953 Chief, Four and Scout <b>chain guard acorn nuts</b> . Indian # 37391. cadmium for 1947 and earlier, Parkerized for 1948 to 1952. Set of three.	\$12.00
BB1	1953 Chief only, <b>Chain guard acorn nuts</b> . 7/16" across flats, .6" high, black.	\$12.00
MB2	1940 to 1953 Chief <b>clutch worm acorn nut</b> , Indian #602004, B9 for lock washer	\$10.00

I1	Late Chief <b>timing and primary plugs</b> , Indian # 661003. price each	\$8.00
I2	1935 and up, all twins, <b>cylinder base nuts</b> , Indian # 16A61. Price each. \$20.00 for a set of 8, with lock washers.	\$3.50
I3-B	<b>Kicker pedal bolt</b> , remade about 3/16" longer, use with a lock washer	\$5.00
KW1	1936 and up, all models, <b>kicker pedal inner washer</b> . Indian # 37646.	\$2.00
I4	1935 and up, most models, <b>seat "T"</b> to frame front bolt. Indian # 37007	\$4.50
I5	1946 to 1948 Chief front <b>axle</b> to fork <b>pinch bolts</b> . Indian # 212003. Price each.	\$12.00
I6	Late Chief top center <b>engine case stud</b> and 3 nuts. Indian # 28B314.	\$8.50
I7	1946 to 1953 Chief <b>transmission to frame bolt</b> , nut and flat washer set.	\$7.00
I8	1938 to 1953 all models, <b>rear chain adjusting screw</b> . Indian # 45003, each.	\$8.00
R1	1938 to 1953 Chief <b>breather tube screw</b> and red fiber washer set.	\$2.30
R2	1936 to 1947, all models, standard <b>generator band screw</b> and square nut.	\$1.60
R3	1936 to 1953, all models, <b>distributor cap clip screws</b> . Binder head screws.	\$2.20
R4	1936 to 1953, all models, <b>generator and regulator</b> screws. Four each of 10-32 x 1/4", 5/16" and 3/8" long round head screws. Also used for brake cable and speedometer cable clips.	\$4.25
R5	1952 and 1953 Chief <b>fork shield mounting set</b> . 6 screws, 4 nuts and 8 washers	\$4.00
R6	1936 and up, all models, <b>horn button and dimmer switch</b> screw set	\$2.10
R7	1936 to 1945, all models, <b>front brake cable to handlebar clip</b> screw and nut Ask about the earlier years' special screw and special nut, \$5	\$1.10
A1	1950 to 1953 Chief <b>handlebar riser cap</b> screws and special lock washers.	\$4.00
A2	1950 to 1953 Chief top <b>fork bracket pinch bolt</b> and special lock washer.	\$2.15
445ST	1950 to 1953 Chief <b>handlebar riser Stover lock nuts</b> . Indian #610014, pair	\$3.10
D24275	<b>Special 5/16" flat washer</b> . Used behind cotter pins on clutch rods, brake rods and shifter rods from 1920 to 1953. Smaller OD than regular 5/16" flat washer, pack of 10.	\$6.00
CP1	3/32 x 1/2" <b>stainless cotter pins</b> for brake, clutch and shifter rods. Pack of 10. Also includes cotter pins for the clutch pedal, footboards and center stand	\$5.00
914	1948 to 1948 Chief girder fork <b>shock absorber stud</b> SKPF lock washer, pair.	\$ .75
918	1940 to 1953 Chief <b>front motor mount bolt</b> SKPF lock washers, both ends, pair.	\$1.00
PP1	<b>1/8" pipe plug</b> , square head, used to about 1947. Price each	\$ .75
PP2	<b>1/4" pipe plug</b> , square head, used on the iron oil pump body. Price each	\$ .75
HW2	<b>special 7/16" flat washer</b> . Used between the head bolt and the thick washer on the late 1950 to 1953 Chiefs. Used as the only head bolt washer on iron head Chiefs and 30:50's. Used between the rear brake bell crank and frame on the 1940 to 1953 Chiefs. Used under the top motor mount on the 1940 to 1953 Chiefs. Used above the throttle cable clip at the head bolt, stops the clip from turning when the head bolt is tightened, pack of 10	\$6.00

### NUTS (grade 5, cadmium or plain, USA)

Part no.	Description	INDIAN no.	Price each	10 pack
145	¼ x 28	606008	\$ .62	\$5.00
245	5/16 x 24	606010	\$ .84	\$7.50
345	3/8 x 24	606012	\$1.04	\$9.00
345J	3/8 x 24 x .218"(jam nut)	605012	\$2.50	\$20.00
445	7/16 x 20	606014	\$1.94	\$16.00
445J	7/16 x 20 x .235" (jam nut)	605014	\$3.20	\$25.00
545J	½ x 20 x .305" (jam nut)	605016	\$3.20	\$25.00
140	¼ x 20	604007	\$ .62	\$5.00
240	5/16 x 18	604009	\$ .84	\$7.50
340	3/8 x 16	604011	\$1.04	\$9.00
440	7/16 x 14		\$1.94	\$16.00
MB1	chain guard acorn nut, 1937 to 1952, cad or Parkerized, #37391, set of 3			\$12.00
BB1	chain guard acorn nut, 1953 only, black, 7/16" ACF, set of 3			\$12.00
MB2	clutch worm acorn nut, cad, 1940 to 1953, #602004			\$10.00
	Special Rigid Chief 5/16" x 24 nuts, clutch and brake rods, 7/16" ACF			\$1.00
B6	Special 1 piece nut for the brake light switch, a must to adjust the switch			\$6.00
445ST	7/16 x 20 Stover lock nuts for 1950 to 1953 handlebar risers, pair			\$3.10
I2	Cylinder base nut, #16A61, almost all twins, \$20 per set of 8, with lw's or			\$3.50

### LOCK WASHERS (light style as used by INDIAN, cadmium or plain, USA)

810	#10	922004	20 pack	\$4.00
811	#12	922005	20 pack	\$4.50
812	¼"	922006	40 pack	\$6.00
813	5/16"	922007	20 pack	\$5.00
814	3/8" x .082"	922008	20 pack	\$6.00
B7	3/8" x .062" stamped		each	\$1.50
B8	7/16" x .062" stamped, girder fork links, front brake plate, etc		each	\$1.50
B9	1/2" x .062" stamped, clutch worm lock washer		each	\$3.00
914	3/8" SKPF (shakeproof) lock washer, girder fork shock studs		pair	\$ .75
918	5/8" SKPF lock washer, motor mount stud, both ends		pair	\$1.00

#### Other washers

D24275	5/16" special flat washers for brake, clutch and shifter rods,	10	\$6.00
HW2	7/16" special washer, #28B196, many uses, all models	10	\$6.00
KW1	½" special washer, #37646, kicker pedal shaft, most models	each	\$2.00

## Old Style Bolts and Nuts