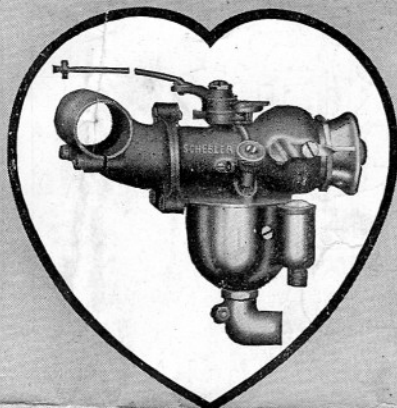


The SCHEBLER CARBURETOR

INDIAN "H"



THE SPECIAL "H" CARBURETOR

WITH MANIFOLD FITTINGS FOR THE INDIAN TWIN MOTOR-
CYCLE 7 H. P., 1911, 1912, 1913, 1914 and 1915.

THE SPECIAL "H" Carburetor and Manifold will give splendid results on the Indian Twin,—7 H. P.

We guarantee easy starting, low throttling, quick acceleration, and the maximum power from the motor. Also, by using the Schebler carburetor and manifold you will have excellent economy.

The carburetor and manifold are easily installed and are furnished complete,—nothing else being required.

The carburetor is the same type carburetor, 1-inch size, the Indian are using now as their standard equipment.

The carburetor and manifold fittings have been designed and worked out by our Engineering Department, and in order to insure satisfaction, we will only ship the manifold and special carburetor together, and will not ship either separately.

We guarantee that this carburetor will give satisfaction.

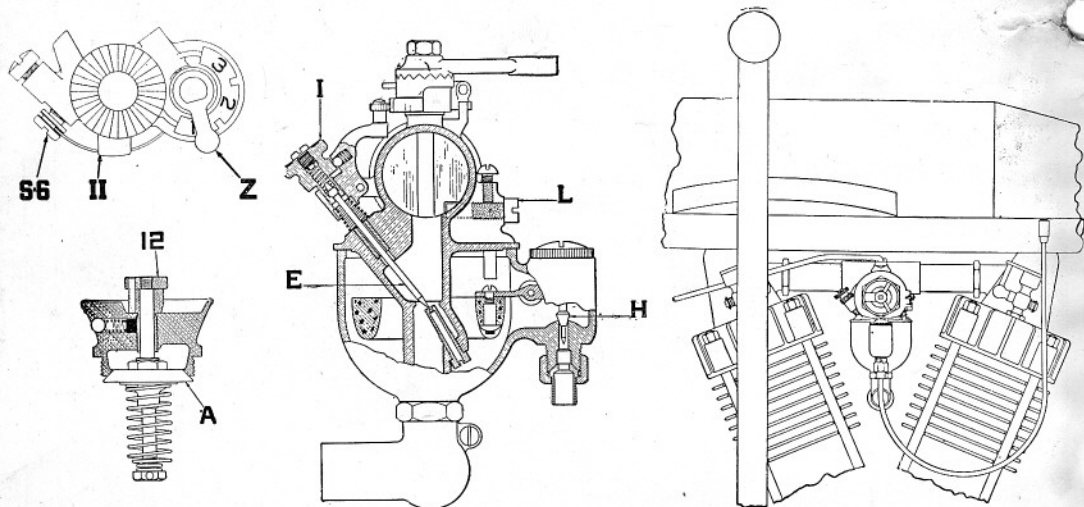
This carburetor with manifold attachment can be purchased at any of the Schebler Distributors, from jobbers, dealers, or direct from manufacturers.

his manifold and carburetor will not fit the 5 H. P. Twin, but we can furnish a manifold attachment and carburetor for the 5 H. P. Twin, and also connection and carburetor for the 4 H. P. Single.

MANUFACTURED BY

THE WHEELER-SCHEBLER CARBURETOR CO., INC.
INDIANAPOLIS, U.S.A.

The Indian 7 H. P. Twin Equipment consists of a special carburetor, manifold connection and throttle rod ready for attaching.



Instructions for Attaching and Adjusting Remove Indian carburetor and take out nipples on manifold and put them in Schebler manifold. Attach manifold connection to manifold leading to cylinders. Remove Indian control rod and substitute control rod furnished. Remove Indian gasoline union and solder line into Schebler gasoline union and adjust carburetor according to instructions below.

If, in attempting to start the engine for the first time, it does not run perfectly, first see that it has proper ignition, as per ignition instructions. If the difficulty seems to lie in the carburetor, proceed as follows:

Intermediate Adjustment See that the leather air valve "A" seats lightly, then open throttle until lift lever roller rests at "11," next turn knurl button "I" about three turns; turn knurl button "I" to right until mixture becomes so lean that the motor backfires or misses; then turn "I" to the left until motor runs smoothly.

Low Speed Adjustment Close throttle and open low speed air adjusting screw "L" about three turns, then turn low speed cam adjusting screw "S-6" to the left until mixture becomes so lean motor backfires or misses. Turn "S-6" slowly to right until motor runs smoothly. If, with this low speed adjustment motor runs too fast, turn "L" to the right or in.

High Speed Adjustment The carburetor is now ready for the high speed adjustment and the throttle and spark should be advanced. The adjustment is now made by the pointer "Z," which, as it moves from "1" toward "3," increases the supply of gasoline; moving the indicator from "3" toward "1," cuts down the flow of gasoline. When the indicator reaches the right point, the engine will run without missing or backfiring. If, when lever "Z" is turned to figure "3," mixture is still too lean, causing motor to backfire, increase tension of air valve spring by turning air valve adjusting screw "12" to the left. The high speed air valve on the side of the carburetor is to be used only for extreme high speed. This valve should be kept closed when adjusting the carburetor.

Starting The air valve can be locked in a closed position, which materially helps easy starting. It operates as follows: Pull out knurled button "12," give one-quarter turn. When motor is started, turn button "12" back. This releases air valve "A" and allows it to operate in the customary manner. The locking feature of the air valve does not in any way alter the instructions for adjustment of the air valve.

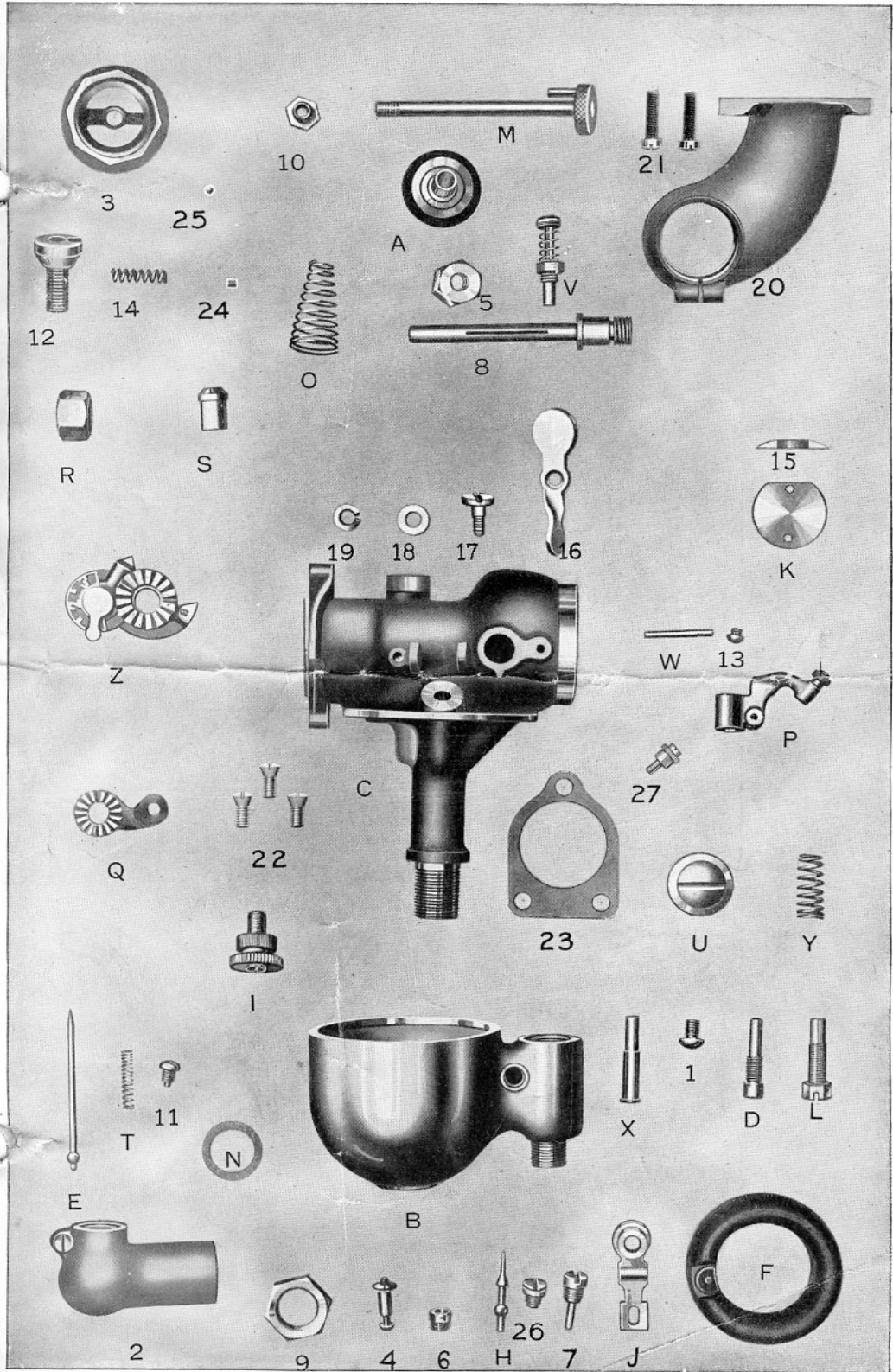
When first starting the motor if it backfires, on account of the motor being cold, do not re-adjust the carburetor, but wait until the motor warms up.

Remedy for Flooding Great care should be taken to see that there are no particles of dirt or foreign substance in the tank or line, as any foreign matter impedes the regular flow of gasoline, and causes the carburetor to miss, or backfire. Oftentimes particles of dirt or sediment from the gasoline will lodge under the float valve "11," prevent same from seating properly, and cause flooding.

In order to clean the float valve seat: remove the bowl cap and raise float valve, allowing the carburetor to be flushed thoroughly. To clean out the bowl of the carburetor: remove the bowl by disconnecting the gasoline line and removing the bowl lock nut at the bottom.

The top of the cork float should be level and measure 19-32 inch from the top of the bowl when float valve is seated.

NOTE—On account of the large amount of sediment and water which is in all gasoline, and which causes most of the so-called "carburetor trouble," we advise the use of a gasoline strainer.



The Schebler Carburetor

This Price List Effective on and after April 1, 1919, and
Supersedes all Previous Lists.

PRICE OF CARBURETORS FOR INDIAN 7 H. P. TWINS, 1911, 1912, 1913, 1914 and 1915.

Model "H" Special, with manifold fittings
and throttle rod\$15 00

PRICE LIST OF PARTS

Symbol	NAME	PRICE
	Body Complete	\$10.00
	Bowl Complete	6.00
A	Leather Air Valve Disk .....	.30
B	Bowl Casting	5.00
C	Body Casting	6.00
D	Spray Nozzle .....	.20
E	Needle Valve .....	.20
F	Cork Float .....	.50
G	Gasoline Union (Parts R & S).....	.20
H	Float Valve .....	.20
I	Needle Valve Adjusting Knurl with Spring and Lock Screw.....	.20
J	Float Lever .....	.20
K	Throttle Disk .....	.10
L	Low Speed Adjusting Screw .....	.10
M	Air Valve Starting Stem Complete.....	.40
N	Cork Gasket for Bowl or Bowl Cap.....	.10
O	Air Valve Spring .....	.10
P	Needle Valve Lift Lever with Roller.....	.40
Q	Throttle Lever .....	.40
R	Gasoline Union Nut .....	.10
S	Gasoline Union Nipple.....	.10
T	Needle Valve Spring .....	.10
U	Bowl Cap .....	.30
V	Flusher .....	.50
W	Needle Valve Lift Lever Pin .....	.10
X	Needle Valve Guide .....	.30
Y	Needle Valve Lift Lever Spring .....	.10
Z	Cam Complete	1.00
1	Low Speed Lock Screw .....	.10
2	Air Bend, .....	.50
3	Air Valve Casting	2.00
4	Float Washer and Screw .....	.20
5	Throttle Lever Lock Nut .....	.10
6	Float Valve Retainer Nut .....	.10
7	Float Lever Screw .....	.10
8	Throttle Shaft .....	.30
9	Bowl Lock Nut .....	.20
10	Air Valve Spring Retainer Nut .....	.10
11	Needle Valve Lock Screw .....	.10
12	Air Valve Adjusting Screw .....	.20
13	Lift Lever Pin Lock Screw .....	.10
14	Air Valve Adjusting Screw Friction Spring.....	.10
15	Throttle Disk Friction Washer .....	.10
16	High Speed Auxiliary Air Valve.....	.20
17	Pivot Screw for High Speed Auxiliary Air Valve.....	.10
18	Washer for Pivot Screw .....	.10
19	Lock Washer for Pivot Screw .....	.10
20	Manifold Connection	(net) 1.25
21	(2) Manifold Clamp Screws	(each) .10
22	(3) Manifold Cap Screw	(each) .10
23	Manifold Gasket.....	.10
24	Air Valve Adjusting Screw Friction Fibre .....	.10
25	Air Valve Adjusting Screw Friction Ball .....	.10
26	Float Lever Pin Bearing .....	.10
27	Needle Valve Lift Lever Roller and Pin.....	.10

NOTE:—When ordering parts, always state size and model carburetor for which they are wanted and upon what motorcycle it is used.

Owing to the number of orders that we receive for parts and the small amount of money involved, we request that remittance be mailed with the order. We cannot guarantee delivery of packages sent by ordinary parcel post. In order to insure against loss, add 5 cents for insurance fee.