



TEAM TIP

Release Date: September 27, 2019

IND

Communication #: I-19-09-01

Model Year(s): 2014 - Current

— Confidential and Proprietary —

VERSION: R01 (September 27, 2019)

IMPORTANT

If you are working with a printed copy, please verify you have the most current version of this document.

SUBJECT: 2014-2020 INDIAN MOTORCYCLE (111 / 116) ENGINE OIL AND CRANKCASE SERVICE UPDATE PURPOSE

This Team Tip identifies differences between crankcases used throughout Indian Motorcycle 111 C.I. engine production, and introduces a new service crankcase for 2014-2020 models.

With the release of 2020 models, the 111 / 116 C.I. engine platform will have three different crankcase variants in the field. The individual crankcase types are similar but have distinguishing characteristics dealers should be aware of;

- Different oil capacities following oil change
- Different dipsticks
- Different gear position switches

AFFECTED MODELS

MODEL YEAR	MODELS
2014 – Current	Chief, Chief Classic, Chief Dark Horse, Chief Vintage
	Chieftain, Chieftain Classic, Chieftain Dark Horse, Chieftain Limited, Chieftain Elite
	Springfield, Springfield Dark Horse
	Roadmaster, Roadmaster Elite

The information contained within this document is confidential and protected by U.S. and international copyright laws, and is the property of Polaris Industries. This document is provided for the sole use of authorized Polaris dealers and distributors. This document is not to be distributed, duplicated, or copied, digitally or otherwise, without the written consent of Polaris Industries Inc.

111 C.I. CRANKCASE INFORMATION

SERVICE PARTS

Permanent Mold (PM) crankcases will become obsolete once remaining service inventory is depleted. There will be a new High-Pressure Die cast Version 1 (HPDC v1) service kit (**2208414**) that should be used to service all 111 C.I. engines MY14–2019. The service kit includes parts and instructions necessary to make the conversion.

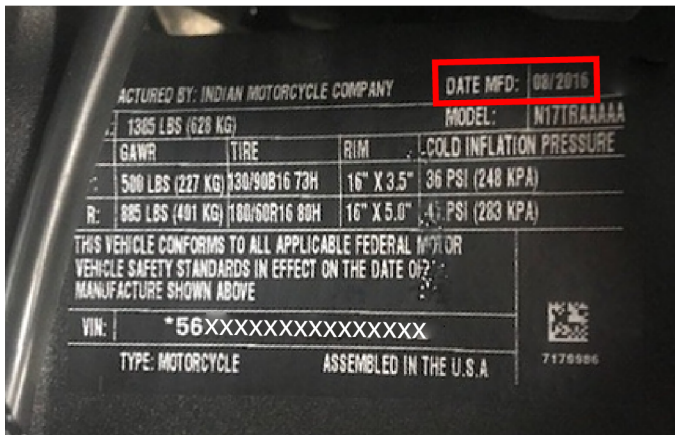
ENGINE OIL

VISCOSITY:

Indian Motorcycle engineering has validated the use of 15W60 oil across MY14+ 111 & 116 C.I. engine platforms. The use of 15W60 has been shown to improve cold-start performance and cold-weather shifting.

SERVICE FILL CAPACITY:

The timeline below identifies oil fill capacity by motorcycle production date. All Permanent Mold (PM) crankcase engines MY14–19.5 have an service fill volume of 5.5 quarts following oil and filter change. All High-Pressure Die cast crankcase engines MY19.5+ have a service oil volume of 6.0 quarts following oil and filter change.

REFERENCE	
VIN STICKER	DIP STICK THREAD O.D.
Locate the VIN sticker on the left side of the headtube and find the DATE MFD. 	 22 mm (0.87 in) OR 30 mm (1.18 in)

MANUFACTURE DATE		
2014 – January 22, 2019	January 23, 2019 – July 28, 2019	July 29, 2019 – Current
Permanent Mold (PM)	High-Pressure Die cast Version 1 (HPDC v1)	High-Pressure Die cast Version 2 (HPDC v2)
• Oil Fill Capacity: 5.5 quarts • Dip Stick Thread O.D. : 22 mm (0.87 in) • Gear Position Switch: PN:4014718	• Oil Fill Capacity: 6.0 quarts • Dip Stick Thread O.D. : 30 mm (1.18 in) • Gear Position Switch: PN:4014718	• Oil Fill Capacity: 6.0 quarts • Dip Stick Thread O.D. : 30 mm (1.18 in) • Gear Position Switch: PN:4018619

SELF HELP

For additional details on the oil check, change, and fill processes, visit the Indian Motorcycle Help Center: www.indianmotorcycle.com/help and search “Oil Change”.

The information contained within this document is confidential and protected by U.S. and international copyright laws, and is the property of Polaris Industries. This document is provided for the sole use of authorized Polaris dealers and distributors. This document is not to be distributed, duplicated, or copied, digitally or otherwise, without the written consent of Polaris Industries Inc.