MOTO PORCH

Indian Scout Buyer's Kit

Years covered: 2015 to present

Indian's liquid-cooled, low-slung V-twin cruiser, sold since 2015 as the Scout, the cheaper Scout Sixty, the Scout Bobber and later variants. Reviewers praise the engine and handling and criticize the stiff suspension. Bikes from 2015 to 2017 had a starter advisory, and the 2025 redesign changed the engine and frame.

First bike? Low seat (about 25 to 26 inches) and good balance, but around 550 lb wet. The Scout Sixty has milder power and suits newer riders better than the full-power Scout. Sit on one first.

Generations

Original Scout (2015 to 2024)
Cast-aluminum frame and a liquid-cooled V-twin of about 1,133cc, claimed 100 hp. Six-speed gearbox. Sold in variants over the years, including the Scout Bobber from 2018.

Scout Sixty (2016 and later)
Cheaper version with a 999cc engine, claimed 78 hp, and a five-speed gearbox. A Scout Bobber Sixty followed in 2020. We did not confirm when the Sixty line ended.

2025 redesign (2025 to present)
New 1,250cc SpeedPlus engine and a steel tube frame in place of the cast-aluminum frame. Sold as the Bobber, Sport Scout, Classic, Super Scout and 101 Scout.

Known problems by year

Weak starters on early Scouts and Scout Sixtys
Years: 2015 to 2017 | Concern: medium

Indian issued dealer service advisory ISA-17-01 in June 2017. It says some Scout and Scout Sixty bikes could crank slowly or not start because of a starter that may have a manufacturing defect. It covers 2015 to 2017 Scouts and 2016 to 2017 Sixtys built through April 20, 2017. It was not a recall, and we found nothing saying how many bikes were affected. Coverage runs five years from the warranty registration date, so it has likely expired on most used bikes.

- [ ] Check: Start the bike cold, more than once. Slow cranking or a no-start is a warning sign. Ask whether the starter was replaced and ask for the work order.

Stiff, under-damped suspension
Years: 2015 to 2024 | Concern: low

Reviewers criticized the suspension on the original generation. RevZilla called the soft front fork on the 2015 Scout its weak point and said it bottoms on bad roads. Rider found the 2016 Sixty's rear shocks harsh, with only about three inches of travel. Ultimate Motorcycling called the 2021 Bobber Sixty's ride tailbone-jolting. RevZilla found no big improvement in the 2025 bikes. This is a ride quality complaint, not a failure.

- [ ] Check: Ride it over rough pavement. Ask what suspension parts have been changed. Check the fork seals for oil.

Engine heat on the rider

Years: 2015 to 2024 | Concern: low

Test riders noticed heat. Rider said the Sixty's rear exhaust runs close to the right thigh and both testers noticed it. RevZilla said the 2015 Scout's engine puts a lot of heat on the rider. Rider called heat on the Scout's legs in traffic hardly a showstopper. Tolerance varies by rider.

- [ ] Check: Sit on it with the engine warm if the seller allows. Ride in traffic to see if the heat bothers you.

Lugging and stalling at low rpm on 2025 press bikes

Years: 2025 | Concern: low

RevZilla reported lean fueling, lugging and shuddering below about 2,500 rpm on the new 1,250cc bikes, and said several journalists stalled. It also noted the press bikes ran pre-production firmware. Rider said some pre-production bikes stalled in traffic and that Indian promised a refined fuel map for production. We did not confirm how production bikes behave.

- [ ] Check: On a 2025 bike, test low-speed takeoffs and stop-and-go riding. Ask the dealer whether the latest ECU software is installed.

Safety recalls on record

Recalls are repaired free by a dealer. Ask the seller for proof the work was done, or have a dealer check the VIN.

- [ ] 2025: engine and engine cooling:engine:engine control module (ecu/ecm):software (NHTSA #24V970000, listed for SCOUT) - confirm by VIN
- [ ] 2021 to 2022: fuel system, gasoline:delivery:fuel pump (NHTSA #22V837000, listed for SCOUT, SCOUT BOBBER) - confirm by VIN
- [ ] 2019: service brakes (NHTSA #20V454000, listed for SCOUT, SCOUT BOBBER) - confirm by VIN
- [ ] 2019: service brakes (NHTSA #19V156000, listed for SCOUT, SCOUT BOBBER) - confirm by VIN
- [ ] 2017 to 2018: service brakes, hydraulic:antilock/traction control/electronic limited slip (NHTSA #18V416000, listed for SCOUT) - confirm by VIN
- [ ] 2015 to 2019: service brakes (NHTSA #19E007000, listed for SCOUT, SCOUT BOBBER) - confirm by VIN
- [ ] 2015: service brakes, hydraulic:foundation components:master cylinder (NHTSA #15V142000, listed for SCOUT) - confirm by VIN

Scout-specific checks

- [ ] Check the VIN on 2015 to 2017 bikes. Ask if the starter was replaced under the 2017 advisory.
- [ ] Cold start it and listen for slow or labored cranking.

- [ ] Identify which bike it is. The Scout Sixty has a 999cc engine and five speeds, and the Scout has about 1,133cc and six speeds.
- [ ] Check the fork seals and the rear shocks, since suspension is the most common reviewer complaint.
- [ ] On 2015 to 2016 bikes, check that the front turn signals and mirrors are tight. RevZilla found them loose on a 2015 test bike.
- [ ] Look for oil around the engine covers and gaskets after the test ride.
- [ ] Look for scrape marks on the footpegs and under the frame. Rider found cornering clearance marginal on the Sixty.
- [ ] Ask whether any open recalls were done by VIN with an Indian dealer.

Before you go

- [ ] Ask the seller not to start or warm up the bike before you arrive. A cold start shows problems a warm engine hides.
- [ ] Ask for the VIN by text and run a recall check at nhtsa.gov/recalls before you drive over.
- [ ] Ask for a photo of the title. Confirm it is in the seller's name and is not marked salvage, rebuilt or flood.
- [ ] Bring a flashlight, a rag, a tire pressure gauge, and cash or a payment plan you have already agreed on.
- [ ] If you are a new rider, bring someone who can ride the bike for you on the test ride.

Paperwork

- [ ] VIN on the frame (steering head) matches the VIN on the title.
- [ ] Title is in the seller's name, with no lien listed (or a lien release in hand).
- [ ] Title is not branded salvage, rebuilt, flood or junk.
- [ ] Seller's ID matches the name on the title.
- [ ] Service records, receipts or a logbook, if any.
- [ ] Both keys are present.

Walkaround

- [ ] Tires: check tread depth and the 4-digit DOT date code (week and year). Tires older than about 5 to 6 years should be replaced regardless of tread.
- [ ] Chain and sprockets (if chain drive): hooked or pointed sprocket teeth, kinked or rusty links, or a chain that pulls far off the rear sprocket mean replacement soon.
- [ ] Brakes: pad thickness, rotor grooves or lip, and brake fluid color (clear to light amber is good, dark brown is overdue).
- [ ] Fork tubes: look for oil on the tubes or below the seals, and pitting on the chrome.

- [ ] Drop damage: scuffed bar ends, levers, footpegs, mirrors, engine covers, frame sliders and the tank. Bent levers or a crooked handlebar mean it went down.
- [ ] Frame and subframe: cracks, kinks, fresh paint or welds near the steering head, footpeg mounts and swingarm pivot.
- [ ] Leaks: oil or coolant under the engine, around the cylinder head, the water pump and the drain plug.
- [ ] Fluids: oil level and color in the sight glass or dipstick. Milky oil can mean coolant mixing in.
- [ ] Steering head bearings: with the front wheel off the ground (or a friend leaning the bike back), turn the bars slowly. Notchy or a center detent means worn bearings.
- [ ] Wheel bearings: grab each wheel top and bottom and try to rock it. Any clunk means worn bearings.
- [ ] Electrics: headlight high and low, brake light from both the lever and pedal, turn signals, horn, neutral light, kill switch and side stand switch.
- [ ] Modifications: aftermarket exhaust, intake or wiring. Ask what was changed and whether the fuel system was tuned to match.

Cold start

- [ ] Feel the engine before starting. If it is already warm, ask why.
- [ ] Starter should spin the engine briskly. A slow crank points to a weak battery or charging problem.
- [ ] Watch the exhaust on startup. Blue smoke means burning oil. White smoke that does not clear after warm-up can mean coolant.
- [ ] Listen for knocking, loud ticking or rattles that do not settle as it warms up.
- [ ] With a multimeter: about 12.6V at the battery engine off, and roughly 13.5V to 14.5V with the engine at a fast idle. Outside that range, suspect the charging system.

Test ride

- [ ] Clutch: in a higher gear at low RPM, open the throttle firmly. If RPM rises but speed does not, the clutch slips.
- [ ] Shifting: every gear, up and down. Watch for false neutrals or jumping out of gear.
- [ ] Brakes: firm lever and pedal, straight stops, no pulsing.
- [ ] Handling: no wobble or pull with relaxed hands on a straight road.
- [ ] Throttle: smooth pickup, no stumbling, and the throttle snaps closed on its own.
- [ ] After the ride: look under the bike again for fresh leaks and check that the cooling fan runs when hot (liquid-cooled bikes).

Questions to ask the seller

- [ ] How long have you owned it, and why are you selling?
- [ ] Has it ever been dropped, laid down or in an accident?

- [ ] Do you have service records? When was the last oil change?
- [ ] When were the valve clearances last checked?
- [ ] How old are the tires, chain and battery?
- [ ] What modifications have been made, and do you have the original parts?
- [ ] Have all recalls been done by a dealer?
- [ ] Is the title in your name, and is there a loan on it?
- [ ] Has it been stored outside or through winters without being ridden?

Red flags: walk away if you see these

- The title is not in the seller's name, or the VIN does not match.
- The seller warmed the bike up before you arrived and will not let you see a cold start.
- The seller refuses a test ride with cash in hand or a second rider present.
- Fresh paint, new levers and new mirrors on one side only (a hidden crash).
- Milky oil, steady blue smoke, or a clutch that slips on the test ride.
- A story that changes when you ask the same question twice.

Price worksheet

List 5 to 10 comparable bikes (same model, similar year and miles) before you go.

Listing / source	Year	Miles	Asking $	Notes

Costs this bike will need soon (tires, chain, brakes, service, recall work, damage):

Listing / source	Year	Miles	Asking $	Notes

Negotiation script

- Before you go, find 5 to 10 comparable listings (same model, similar year and miles) and note their asking prices on the worksheet.
- Write down every item from your inspection that will cost money: tires, chain and sprockets, brake pads, overdue service, recall work, damaged parts. Get a rough price for each.
- Open with the facts, not a lowball: "It needs tires and a chain soon, which is about $X. Comparable bikes are listed at $Y. I can do $Z today."
- Stay quiet after your offer. Let the seller answer.
- Decide your walk-away price before you arrive and stick to it. There is always another bike.

Important

This kit helps you ask better questions and spot common problems. It is not a mechanical inspection and cannot tell you whether a specific motorcycle is safe. If you are unsure, pay a qualified mechanic for a pre-purchase inspection or walk away. Recall data comes from NHTSA; confirm open recalls for the exact VIN with a dealer or at nhtsa.gov/recalls.