

# 1952 K-model battery carrier

**I find the correct 1952 part.**

**Ten days after buying the 1954 battery carrier, the right one came up.**

**This one had the title: "Vintage Harley Davidson K-Model Battery Carrier 1952-53 Part #66224-52A".**

**I don't know what makes this a -A part. This has the same confusion I described with the first part I bought. At least this one is right for 1952.**

**As you can see the table below, things add up fast with all these little items. I am in over \$8500 and that is just for the parts.**

**I will be able to sell the first battery bracket I bought, as well as the extra gas and oil tanks.**



Here is the correct part for a 1952 K-model. It is made out of heavy-gauge steel. It looks like it might have been Parkerized. I doubt Harley went to the expense of cadmium plating for a part that you can't see.

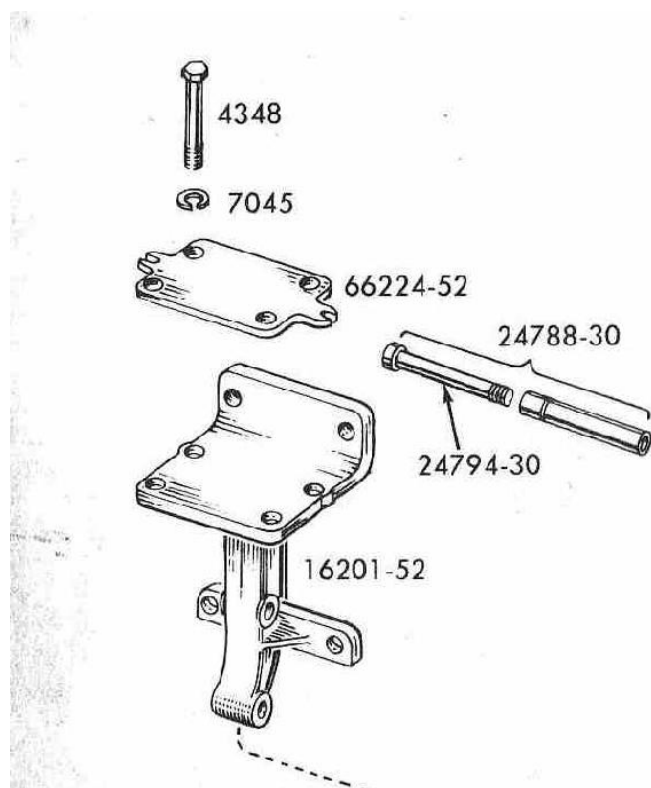
Near as I can figure, the 66001-47 battery used on the K-model was first used on the 1948 Model 125, sometimes mis-called a Hummer, which was the name of the 1955 version of the Model 125. You can see the battery called out in the 1949 Model 125 Dealer Accessories catalog (pg 6). There are also pictures of the 1948 Model 125 prototype that show the H3 battery. The 1953 Model 125 uses the 59007-52B front fender shell (but not the struts) of the 1952 K-model .



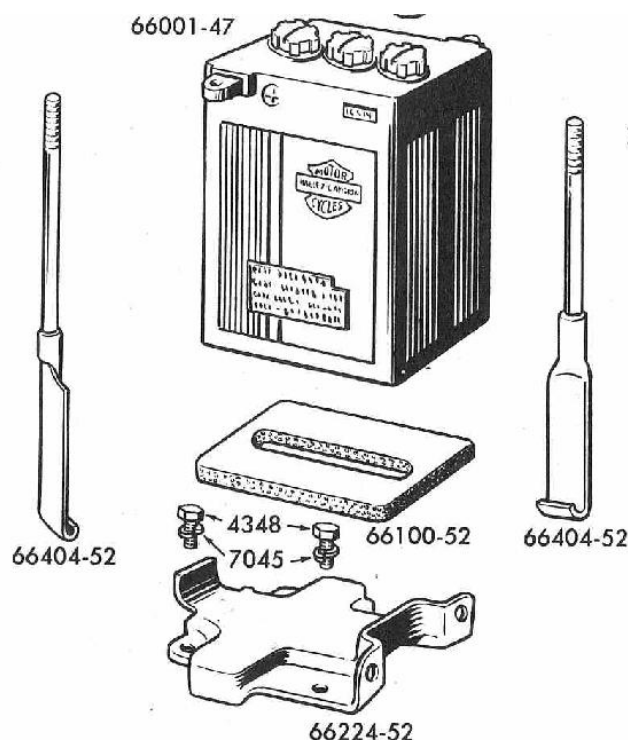
Here is a bottom view of the 1952 part.



Here is a side shot. It is a nice bit of metal stamping. Shame they only used it two years.



This is what is on the engine cases page of the 1952 K-model parts manual. While the part number is right, the actual part is much more complex. I assume they did not have it designed yet, and just faked it for this page. This is a picture of Harley Davidson copyrighted material.



This is what is on the battery page of the 1952 K-model parts manual. Maybe that first one was the 66224-52 and this one is the 66224-52A. This matches the actual part. This is a picture of Harley Davidson copyrighted material.



Here is the 1954 battery tray I bought by mistake. I will sell it, no reason to keep it around.



Here are both parts side-by-side. Note that I have the 1954 part backwards, the vertical tab goes on the right side of the engine, as shown in the parts book.

Here is the table as I buy parts for this project:

Date	Descript	Cost	Shipping	Total
Thursday, March 15, 2012	Sprocket cover	\$189.49	\$11.35	\$200.84
Wed, March 21, 2012	Engine, uncrating	\$2,500.00	\$464.56	\$2,964.56
Friday, March 23, 2012	Rolling chassis, uncrating	\$3,500.00	\$669.00	\$4,169.00
Sunday, March 25, 2012	Parts manual	\$30.00	\$0.00	\$30.00
Sunday, March 25, 2012	1954 Gas tank	\$500.00	\$25.00	\$525.00
Tuesday, March 27, 2012	Top motor mount	\$56.00	\$12.00	\$68.00
Thursday, March 29, 2012	Shock covers, top	\$102.50	\$6.50	\$109.00
Sunday, April 01, 2012	1954 Battery carrier	\$39.99	\$5.30	\$45.29
Wed, April 04, 2012	Air filter backing plate	\$77.55	\$15.00	\$92.55
Saturday, April 07, 2012	1952 Gas tank	\$168.50	\$28.00	\$196.50
Saturday, April 07, 2012	Shift lever	\$22.38	\$0.00	\$22.38
Sunday, April 08, 2012	Rider's handbook	\$85.50	\$0.00	\$85.50
Tuesday, April 10, 2012	1952 Battery carrier	\$24.99	\$6.95	\$31.94
		\$7,296.90	\$1,243.66	\$8,540.56