

1952 K-model shift lever

A repop chrome lever costs 22 bucks.

I expected it would be easy to find the missing shift lever for my 1952 K-model engine. The problem is that the lever needed to have splines in the hole.

Later models like my 1962 Sportster have a smooth shaft. Harley may have changed it to allow finer positioning on the lever to your foot. Or maybe the splined units would bend the shaft when you drop the bike. It certainly is cheaper to not put in the splines.

This unit is chrome, it is supposed to be cadmium plated. The seller said this was a new reproduction. I don't think Harley ever sold chrome levers.



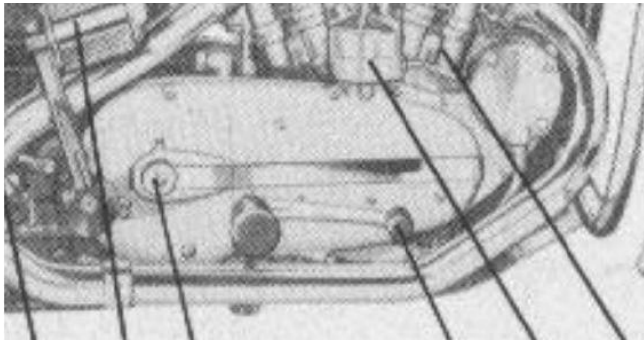
The first two years of the K-model take a shift lever that has splines where the shaft goes. This is the same as the lever used in the WL 45-inch flathead.



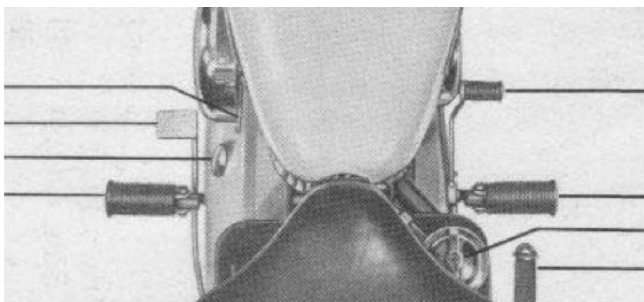
I dug into my personal stash and found three early levers but none had splines. The more silvery bluish finish on the bottom lever makes me think it is zinc-plated, not cadmium, like the middle one. I am not sure if Harley switched to zinc or if this is an aftermarket lever. The top one look genuine, and the middle one still has the tag, so it is genuine.



You can also find other aftermarket levers that don't have the spline. But note how this one kicks out closer to the shaft and then is straight all the way to where the rubber peg goes.



That got me to dig out my 1952 K-model rider's handbook. Here is a side view, cropped and low-res since this is Harley Davidson copyrighted material. Its hard to see the lever in this view.



But this top view clearly shows that the kick-out is closer to the peg than it is to the shaft. Same deal, low res and partial pic since this is Harley Davidson copyrighted material.



On the three levers in my stash, the peg hole are not threaded, but they do look different. You can really see the shinier plating on teh bottom lever.



Here is a side view of the levers.



Here is the shaft end of the two cadmium plated levers.



Here are the shaft ends of one lever that looks zinc-plated and one lever that looks cad-plated. I think when the repop people say CAD it means "zinc".

Date	Description	Cost	Shipping	Total
Thursday, March 15, 2012	Sprocket cover	\$189.49	\$11.35	\$200.84
Wednesday, 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	Battery carrier	\$39.99	\$5.30	\$45.29
Wednesday, 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
		\$7,186.41	\$1,236.71	\$8,423.12