

OSKRG Research/Restoration Bulletin #8

K Model & XL Gear Shifter Foot Lever

V53

	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	
PN-34606-52 Casting#34605-52																													
PN-34606-54 Casting#34605-52A																													
PN-34606-54A Casting#34605-58																													
PN-34602-64 Heal/Toe Assembly																													
PN-34602-71 Heal/Toe Assembly																													
PN-34606-71																													
PN-34666-75 <i>Shift on Left Side</i>																													
PN-34606-75 <i>Shift on Left Side</i>																													

Notes:

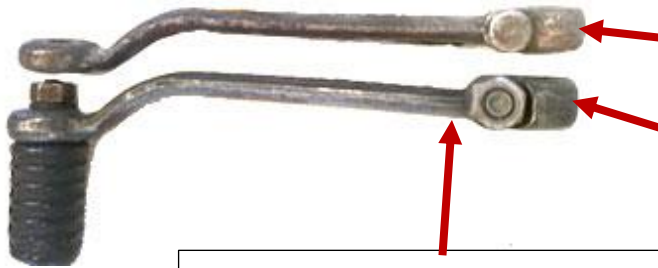
- 1958 - Although 34606-54A is listed in the 1958 Parts Catalog, several original condition 1958 bikes have the 34606-54 shifter. We believe this was a running change sometime in mid-year.
- The Big twins as well as the singles also used some of these shift levers; -52, 52A & -58 castings were used by the big twins. The 74 to 82 version of the -58 casting used by the big twins was splined on the shaft end (See Palmer comments at end of Bulletin).

K/XL 54 to Late 58, -52A Casting, Unsplined Hole, Bolt to Nut



-52 & -52A: Peg End; 1-1/16" dia. with 5/16" Through Hole

K 52-53, -52 Casting, Splined Hole, Bolt to Threads.



52-53 K, Thinner / Shorter End: 1/4"-28 Threaded Pinch Bolt Hole

K/XL 54 to Late 58, Fatter / Longer End: 5/16" Through Pinch Bolt Hole

-52A Narrow Shaft

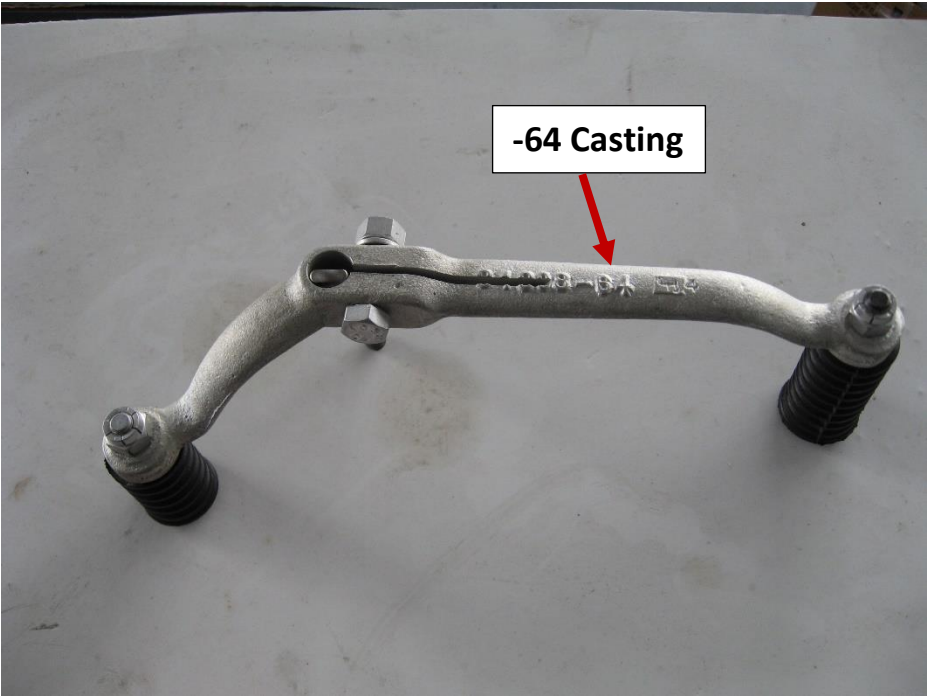
-58, 15/16" Round Peg End, Thickened Shaft & 5/16" Through Hole



-58 Casting



PN-34602-64 Heel/Toe Assembly



PN-34602-71 Heel/Toe Assembly

PN-34606-71



PN-34666-75 *Shift on Left Side*



PN-34606-75 *Shift on Left Side*



Palmer States:

Three different forgings were used to make the toe levers for 1952–1964 models, including singles, K-Models, and Sportsters. The first forging is used on 1952–1953 models. It has the forging numbers 34605-52 (usually only the 5-52 are legible as a slot has been machined though the other digits) on the motor side. The second forging is used on 1954–1957 models. It has the forging numbers 34605-52A (as before, the 5-52A are legible as a slot has been machined though the other digits) on the motor side. The third forging is used on 1958–1964 models and has the forging numbers 34605-58 (like the earlier levers, only the 5-58 are usually legible as a slot has been machined though the other digits) on the motor side. The difference in design of the -52 and -52A levers from the -58 levers lies at the rubber foot peg end. The end on the early levers is 1-1/16" wide and sticks above the width of the rubber peg. The end on the late lever is 15/16" wide with the rubber peg now wider than the lever.

The first forging is used only by toe lever #34606-52 and is used only on 1952–1953 models. It has a splined pivot shaft hole which matches the spline on the early #33660-52 gear lever and it has 1/4" pinch bolt hole. The second forging is used only by toe lever #34606-54 and is used only on 1954–1957 models. It has a smooth bore pivot shaft hole and a 5/16" pinch bolt hole.

There are two different toe levers made from the third forging. Both levers use 5/16" pinch bolts. The first, #34606-54A, is used on 1958–1973 models. It has a smooth bore pivot shaft hole. The second, #34606-74, used on 1974–1982 models, has a splined pivot shaft hole. Early and late heel levers are also identified by the presence or lack of splines in the pivot shaft hole.

1952–1960 foot shift models all used #34609-52 black lever rubber pegs. The black rubber pegs were standard on 1961–1964 models but a white lever rubber, #34609-61, was also available.