

JOCKEY FOR POSITION

Widow Maker Industries Jockey Shift Kit Install

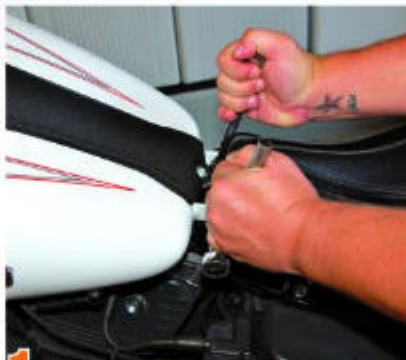
I love my Harley-Davidson. Really, I do. It's got the right amount of "me" added to it without digging in my pockets for a custom build. The Street Bob started out as a '08 Red Denim model. I skirted away from the traditional black so I wouldn't be caught at a stoplight facing another person with the same bike (now it's white with pin striping). Then came the day that I really wanted to be an individual and set my bike apart from the crowd. The idea was simple: touch of old school while keeping modern reliability. Many months later, I was content and I thought I had finished until I saw the Widow Maker Industries Jockey Shift Kit.

To avoid a massive amount of mail going to the editor on the semantics of whether or not this is a jockey shift kit or a clutched shifter kit, Widow Maker Industries (WMI) refers to it as a jockey shifter kit on its site. Regardless, I found myself really wanting this kit to give my scoot just that extra bit of different while out riding or at the local hangout. I've looked at other kits and I really didn't want to completely re-learn riding as some companies do offer the complete foot clutch/hand shift setup. So the WMI kit fit the bill in the function department as well as the price department, which is a mild \$329 MSRP (for my Dyna model in black). Also, unlike foot clutch setups, you can revert back to your traditional shifting in about the same time as the install takes.

The WMI kit arrived with everything you need for a quick do-it-yourself install right down to the zip ties. I chose the satin black powdercoated version for mine. The main piece is the shift arm and it appears to be a great piece that is well crafted. You also receive a new mirror mount so that you have a view from behind once you move your clutch mount. The kit is also versatile in allowing the rider to install a different grip (a black rubber grip is included) or change the levers during the install, which is great for adding your personal touch. The following shows just how easy it is to, as WMI says, add some old-school cool to your new-school scoot. **HB**



As you can see, this is a full kit; meaning that everything is included for your install. The main pieces are the shift mount, the shifter assembly, the shift linkage, new mirror mount, and a rubber grip.



1 The first step was to remove the seat and lift the tank. On this setup, the bike has H-D's spring seat which permits only removing the rear tank and the front seat mount bolt.



3 Looking under the left side of the tank, I located the engine mount. The two bolts that are shown in this picture are the ones that will be removed along with the large washers (the jockey bracket will take the place of these washers).



2 From here, I used a roll of painter's tape to prop the tank up. This is easier on the tank and it provides enough clearance to get to the engine mount bolts.



4 This image shows how the bracket will be installed. Note the larger diameter washer is towards the front. This is how it should be installed.



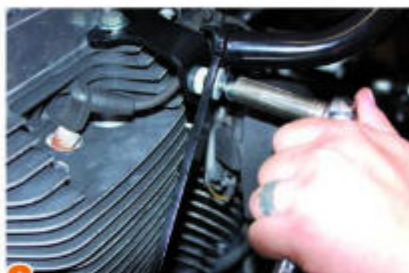
5 Prior to securing the bracket, I added some thread locker to the bolts and then torqued them to the manual's specs, which in this case was 45-50 lb-ft.



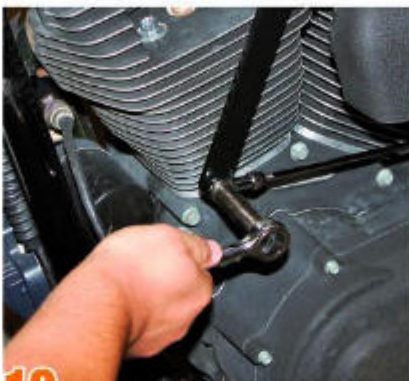
9 From here, I pulled off the shift lever bolt and slid the shift lever off and then removed the shift mechanism.



13 The factory shift lever mount and perch were then installed onto the shift arm. I found it easiest to thread the screws just a bit to close both sides and then slid it down the arm. This gave me the ability to adjust it while I was tightening it so that I could get it in the right position.



6 Now it was time to mount the actual shift arm. This photo is an excellent reference showing how the thicker plastic washer went on first, followed by the shifter arm, then the thinner plastic washer. Finally a metal washer and a lock nut were placed on and tightened down.



10 The shift linkage was then installed onto the bottom of the shift arm. The heim joint on the linkage was attached to the shift arm after test fitting for the correct and moreover, comfortable length.



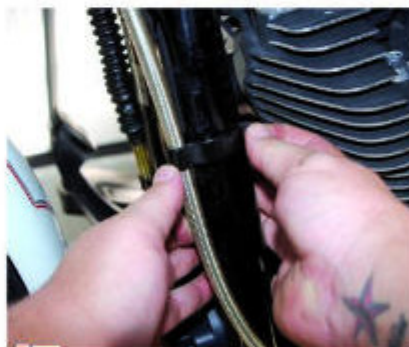
14 Now I was ready to route the clutch cable. The kit is designed to use the factory cable by just rerouting the cable. This photo illustrates how I routed the cable up the right side down tube...



7 Once the first lock nut was torqued down, the second lock nut was installed. This adds extra security and the photo shows how it looks once it was installed.



11 Next, I removed the roll of tape and secured the tank and seat. I then removed the left side mirror.



15 ...and down the left side down tube. Note that I used the stock cable clamps to secure the cable.



8 If you have forward controls, chances are your shift linkage is long enough for this kit. If you are running mid-controls, Widow Maker Industries supplies a new linkage. Either way, the linkage needs to be removed from the shift lever.



12 I then pulled off the shift lever mount by removing the two Torx screws.



16 Finally, I used the included zip ties to secure the cable to the shift arm.



17 Next, I reinstalled the new mirror mount and the mirror and then I slid the grip on. The instructions recommend "grip glue" which wasn't included but I didn't find it necessary. Once I slid the grip on, it wasn't coming off.



18 Lastly, I did a once-over to double-check all the fasteners, then stood back to check out my new jockey shift. The install took under an hour and Widow Maker Industries suggests re-torquing and lubricating the shifter arm connection every 1,000 miles. And, before you saddle up, please read the warnings and disclaimers that came with the kit!

19 First ride: There's something inherently different when reaching for the clutch on the handlebars and finding no lever. I've read the forums with pros and cons of the hand clutch on the shifter versus a suicide foot clutch. I've come to the realization that either one takes a great deal of commitment and attention to operate safely. With the hand clutch, you've got a panic situation where you have to remove your hand from the bars to operate the clutch. With the suicide foot clutch, you're unable to use your rear brake at a stop if your left foot is on the clutch. It comes down to preference and trust in your experience as a rider. With that said, the first ride was a slow one cruising through the neighborhood getting used to shifting and operating the clutch with the same hand. I pulled towards me to engage First gear and tried to feather the clutch; the friction zone seemed elusive so my first attempt was a quick take-off. Pushing forward hit the other five gears. After I felt I had mastered starting and stopping, I took the bike out on the highway. It's definitely a thrill to bang through the gears with your left hand



and soon I felt fairly comfortable shifting with the WMI kit. It felt like I was more connected to the bike—I felt like I had a greater role in my riding than simply saddling up and twisting the throttle. In the end, I just think back to the old saying, "Don't knock it 'til you've tried it," and I'm definitely digging it since I've tried it!

SOURCE: ? hot.bike@sorc.com

Widow Maker Industries

(602) 509-4776 | widowmakerindustries.com