

There are two ways to connect the pull lever starter system.

- Use two H-D type starter relays Diagram "A"
 - Use single starter relay 32-1443 Diagram "B"
- V-Twin Mfg.

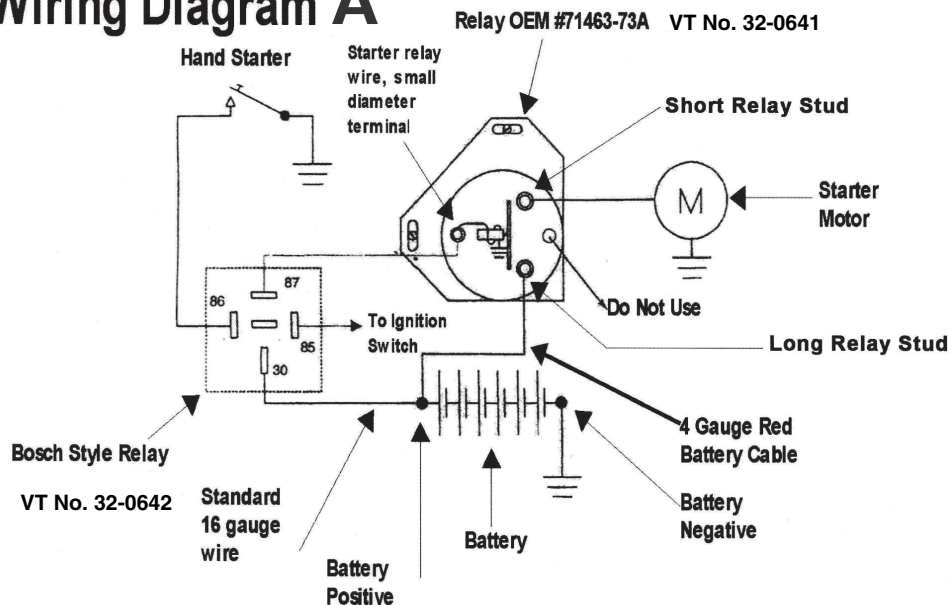
Stick Starter Lever Assembly Fits 1965-1984 BT, 1980-1988 ST
VT Part No. 32-0956

This is a custom application and rider safety depends on proper installation. This product should only be installed by a knowledgeable and trained motorcycle technician. V-Twin Mfg. accepts no responsibility for improper installation.

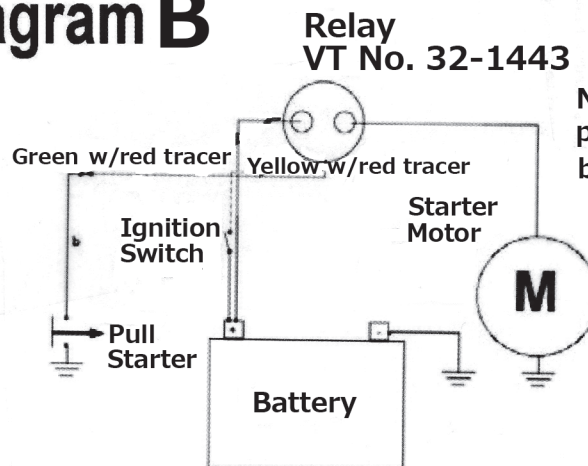
HOW TO INSTALL YOUR STARTER HANDLE

1. Always disconnect battery first!
 2. Disassemble the primary cover.
 3. Disassemble the solenoid spring and starter cables.
 4. Remove the small pin from the collar on the end of the solenoid plunger (behind the clutch) in the housing.
 5. Mount starter handle with new gasket (OEM 60645-65) and two bolts 1/4-20 x 1" on primary housing.
 6. Mount old over run spring, collar and small pin.
 7. To adjust the position of the handle, have the starter drive gear completely backwards in the primary. The lever must be in full backwards position against the housing. (the handle should be towards the oil tank).
 8. Replace the stock over-run spring, over-run spring retainer and pin onto the end of the shaft.
- Note: If further adjustment is needed place some 5/16 inch plain washers on the shaft in front of the over-run spring retainer.
9. Remove the four socket head screws from the front cover of the starter handle housing.
 10. Pull handle frontwards to control the starter gear so that it is inserted at least 3/4 into starter ring on clutch before contact will be made at starter handle. If contact is not be made at the right moment, adjust copper contacts with both screws located inside the housing.
 11. Assembly the cover with the four socket head screws back on the starter handle.
 12. Do the electric wiring as shown in diagram below.

Wiring Diagram A



Wiring Diagram B



Note: It does not matter what post is used for starter motor or battery. Either one will work.

V-Twin Mfg.
Stick Starter Lever Assembly
Fits 1965-1984 BT, 1980-1988 ST
VT Part No. 32-0956

This is a custom application and rider safety depends on proper installation. This product should only be installed by a knowledgeable and trained motorcycle technician. V-Twin Mfg. accepts no responsibility for improper installation.

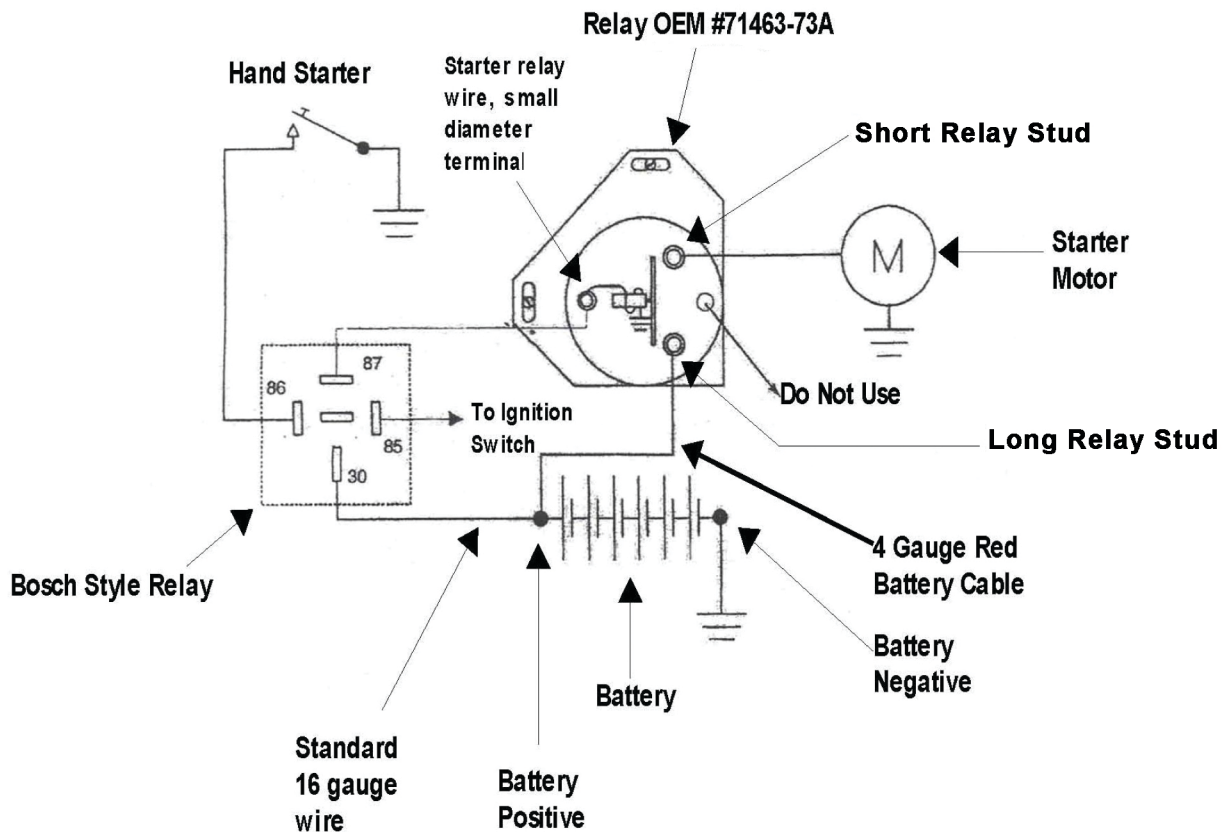
HOW TO INSTALL YOUR STARTER HANDLE

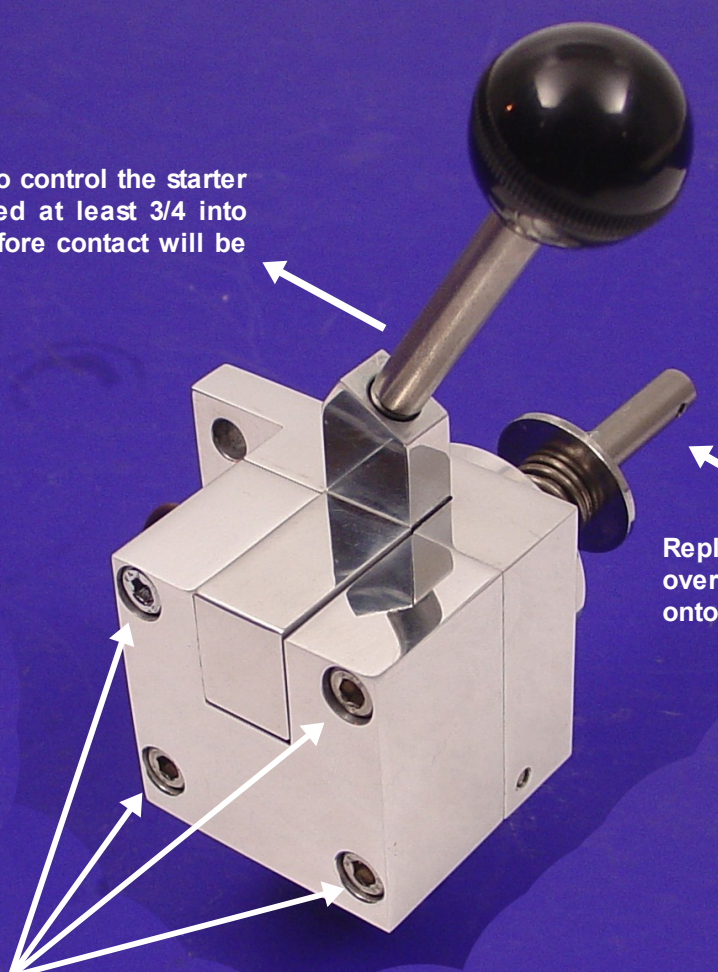
1. Always disconnect battery first!
2. Disassemble the primary cover.
3. Disassemble the solenoid spring and starter cables.
4. Remove the small pin from the collar on the end of the solenoid plunger (behind the clutch) in the housing.
5. Mount starter handle with new gasket (OEM 60645-65) and two bolts 1/4-20 x 1" on primary housing.
6. Mount old over run spring, collar and small pin.
7. To adjust the position of the handle, have the starter drive gear completely backwards in the primary. The lever must be in full backwards position against the housing. (the handle should be towards the oil tank).
8. Replace the stock over-run spring, over-run spring retainer and pin onto the end of the shaft.

Note: If further adjustment is needed place some 5/16 inch plain washers on the shaft in front of the over-run spring retainer.

9. Remove the four socket head screws from the front cover of the starter handle housing.
10. Pull handle frontwards to control the starter gear so that it is inserted at least 3/4 into starter ring on clutch before contact will be made at starter handle. If contact is not be made at the right moment, adjust copper contacts with both screws located inside the housing.
11. Assembly the cover with the four socket head screws back on the starter handle.
12. Do the electric wiring as shown in diagram below.

Wiring Diagram





Pull handle frontwards to control the starter gear so that it is inserted at least 3/4 into starter ring on clutch before contact will be made at starter handle.

Replace the stock over-run spring, over-run spring retainer and pin onto the end of the shaft.

Remove the four socket head screws from the front cover of the starter handle housing. If contact is not be made at the right moment, adjust copper contacts with both screws located inside the housing.

Note: In this case the old style relay is acting as a solenoid in order to switch the current on the large heavy amp carrying battery cables. Later bikes we could do away with such a heavy duty relay as the switching is occurring in the solenoid which is attached directly to the starter. Remember the longer and heavier the wires become, the greater the need to carry higher amps to get the same results for cranking power.