

1800 Wing Shifter Mod

By

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With the unavailability of a currently manufactured Heel/Toe Shifter for our beloved Valkyries, I decided to look around to see what was available that could be adapted. The Add On Heel/Toe Shifter for the 1800 Gold Wing, part number 45-1620, looked the most promising.



First, I removed the pivot bolt as it is also the bolt that mounts the shifter to the mounting plate.



I already had the Rattlebars Peg Relocation Plates and as this shifter is very similar to Chet's Kick Shift, I decided to use the same mounting instructions and modify them as necessary. After I mocked up the shifter I replaced the cheap hardware I used with chrome bolts, nuts, washers and spacers I bought at Ace Hardware.



The Rattlebars shifter is curved at the rear to clear the Valk's exhaust system but the Wing shifter is flat at the rear. I used 1/4 inch spacers between the peg mounts and the Peg Relocation Plates.



I discovered the mounting/pivot bolt wasn't long enough to go through the Peg Relocation Plate, so I replaced it with a polished stainless steel button head bolt, washer and nylok nut I bought at Ace Hardware. The shifter has a washer between it and the mounting plate. It acts as a spacer for the shifter's bushing so I installed it between the shifter and the Peg Relocation Plate then bolted the shifter to the rear bottom hole in the Relocation Plate.





Because I wanted a better looking toe peg, I decided to use a Kury ISO shift peg.



First I cut off the shock shift peg, then drilled two holes in the shift arm and tapped them. I drilled the first hole in the stock location and the second hole halfway down the shift arm. I did this so I wouldn't have to disassemble everything if I didn't like where the shift peg was at then drill/tap another hole.



I attempted to insert the Kury peg through the slot in the shifter but the peg was too big. I removed the inner post and sanded the inner end with a Dremel tool until it fit.



I installed the modified shift arm then the peg assembly with the heel/toe shifter and bolted the Kury peg to the forward hole in the shift arm. I used 1/4 inch spacers between the frame

and the Peg Relocation Plate.



As you can see the heel/toe shifter and stock shift arm rubbed so I replaced the spacers between the frame and plate with 1/2 inch spacers. I installed a Kury Longhorn ISO Shift Peg at the heel position then used a washer and nylok nut to secure it. I also added a washer and nylok nut to the front Kury peg to make sure it stayed on.



After a few teething problems getting it adjusted, it has been problem free on my Interstate since June, 2012. I discovered using the forward mounting hole for the front shift peg allowed me to have a more natural foot position. Using the rear mounting hole required me to angle my foot about 45*.

The shifter cost me approximately \$70. The shift pegs were about \$35 and the chrome hardware was around \$50 (yes, chrome hardware is expensive). For about the cost of a Rattlebars or Kuryakyn shifter on ebay or in the classifieds, I was able to install matching shifters on both of my Valkyries.

Good luck,

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