

Pomp and Circumstance Ritual

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There's this thing that happens when a male peacock wants to tell all the other dudes on the block that he's got the biggest package, and of course, impress all the ladies: he puts on a show. He displays his tail feathers and struts around. He has this ritual he does to get things going. It draws a crowd of the other males, who stand around and mutter about him; while the females all chat about how impressive he is. A ritual like this works every time.

It's kind of that way the minute you see a guy stick his foot on his kicker pedal to start his bike. At first he's just the guy who owns the rusty Shovel in the parking lot—until he gets ready to leave: then the ritual begins. Every old kickstart bike has a certain series of steps you have to take to get it to go. Sometimes it's three primer kicks with the key off, two twists of the throttle, turn the key, and on the fourth kick it always starts; or maybe its two primer kicks, eight throttle twists, another primer kick, key, and on the second kick it starts... you get the idea. But by the end of that dude hopping up on the kicker pedal, there is one thing that is more certain than whether that finicky old bike will start: there *will* be a crowd watching him. The men will want to be him and the women will want to be with him. At that moment when all his kicking pays off: he's the baddest dude on the block—his feathers are the coolest and his package the biggest.

Let's face it: there's nothing cool about pushing a button to start your bike, but sweating out 450 calories while the ladies gather to admire you is very cool. It also reconnects us with that lost art form—and there is no better way to know your bike than to feel it roar to life because you yourself turned that motor over. But some of that art of kickstarting has been lost in these days of the ultimate ride: the bagger. Now it's about cruising, comfort, efficiency, and dependability. So at Baker we developed something to turn things around—and combine the best of both worlds; Kicker kits that will mount to your Factory 5- or 6-speed tranny and retain a lot of the 1936 based 4-speed architecture.

Kicker kits are nothing new. In fact, they've been around a long time. Over the years many have come and gone for the same reason: they all relied on a ratchet hub or shaft extension that screwed on to the end of the mainshaft in place of the $\frac{1}{2}$ -16 nyloc jam nut. Eventu-



ally they all break off because the end of the shaft snaps right off! By changing the kicker design we found a way to save the end of your shaft. Our F5K and F6K kicker kits use a ratchet hub that presses onto the shank of the mainshaft, then the O.D. of the ratchet hub presses onto the oversized door bearing. The ratchet hub is effectively located and secured from moving by the oversized door bearing. Viola.

At this time, there are no fuel injection systems that can be kickstarted. Putting a kicker on a newer bike requires toying with the ignition system. To clarify, beginning with the first Twin Cam engines, Harley started using a crank trigger for the ignition. This style ignition requires the flywheel (aka crankshaft) to turn over three or four times for it to 'find itself' before it will start sparking. Three or four rotations of the flywheel may not sound like much, but it's nearly humanly impossible to do. Since cam triggered ignitions spark at less than one flywheel rotation it would be to your advantage to convert the ignition to a cam triggered system. Gates Engineering, Morris Magneto and Vulcan Engineering all offer conversion options. Lastly, you will need to convert your EFI system to a carburetor setup. In the end, you'll have a cool bagger you can start with a button—or you can kick it when you want to put on a show.

Whichever option you choose, the end result is the same, a bagger with a kicker. You get the best of both worlds: comfort, efficiency, and dependability in a newer styled motor paired with a way to finally show off how big your package is by getting back to your primitive innate mating rituals and motorcycling roots. By no means does this imply that you'll "get lucky" if you have a kicker, but it will set you apart from the crowd! **IW**