



TClinic

CONTROLS STARTER AND CHOKE CABLE REPLACEMENT

Has your starter switch pulled out of the dash and given you a black eye lately? Well, maybe you have just been lucky. Better take a good look at that cable, particularly at the point where it leaves the housing—this is usually the greatest wear point. If you decide it needs replacing, go to your nearest motorcycle shop and ask for the large clutch and hand brake cable—you can usually find it in bulk lengths. Get enough for two cables—you will probably want to replace that choke cable too. Remove the cable and pull-handle, leaving the housing intact in the car. Using a soldering iron, heat the pull-handle where the cable is attached—it will readily come out. Then reheat the handle and sharply rap it on the bench—this will shake out the excess solder. Now try the new cable—it may be a little large, but that's no problem—just look into your tool box and select the proper size drill to slightly ream out the hole. After doing this, tin the end of the cable, insert it into the handle and solder. Slip the entire length into the housing and cut off about one inch beyond the starter switch. Before you insert it into the switch, be sure and tin the end, especially where the lock screw fits—tinning it gives the cable some body and will prevent it from unraveling.

If you decide to replace the choke cable also, you must remove the housing from the car in able to release the cable. This is done by slipping the handle case slightly, exposing a locking pin. Remove this pin—careful, it's tiny—and the cable can then be withdrawn. Cable replacement is the same as above.

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2002 Update

There is no update on this. This repair is still valid after all these years or until the motorcycle industry gets away from cables.