

Should I convert my Indian to RH throttle, or leave it the way that it was designed?

By ParkerIndian (copyright)

I'm often asked this question, or, more accurately, "I don't think that I can ride LH throttle, can I change it to RH?...."

My advice is always to leave it the way that it was designed.

A couple of reasons.

Reason 1.

First, you must think about riding your Indian.

It has a foot clutch.

That means that you cannot put your left foot on the road at the traffic lights. You should leave your Indian in gear at the lights unless it's a very lengthy stop. It does no harm when the clutch is correctly set up, the bearing runs in oil and you do more damage putting it back into gear than leaving it in.

That also means, your right foot must be on the road at the lights or when stationary for stability reasons.

Your right foot can't operate any brake, any braking or holding must be done by hand. We are used to the front brake being on the right hand; a very important safety measure!!!!

In any stationary situation your stability and safety is managed by your right side, hand for brake and foot for stability.

So you need to take off at the lights.

You bring the throttle up, start to engage the clutch.

You're on a gentle up hill slope, hand controlled brake needs to be on as one foot is on the road, the other on the clutch, but you find that you need more throttle, so you must hold the bike (brake) and increase the revs with the same hand?...that's too hard!

It is so much easier to manage the throttle with the LH and the brake with the right.

The spark, on that RH, does not need a lot of attention when taking off, just must be retarded a little until underway.

In today's modern traffic conditions you often have to slip forward a bit, stop, then take off, so much easier with LH throttle.

It's for this reason that HD riders put the front/hand brake on the left, now I find that very confusing.

Reason 2

I think that it works better with the brain, hand foot co-ordination, left throttle, left clutch, right brake, right stability.

The first Indian that I rode in the '80s was factory RH throttle 1950 Chief.

I rode it for years like that, always struggled with the difficult take off..... but I didn't know anything else.... so I put up with it.

Then, as time went by, I rode many different set ups..... I came to like the LH throttle.
I converted that bike to LH.