

Installing a Lexan coolant temperature gauge face overlay (2008-2018 KLR 650)

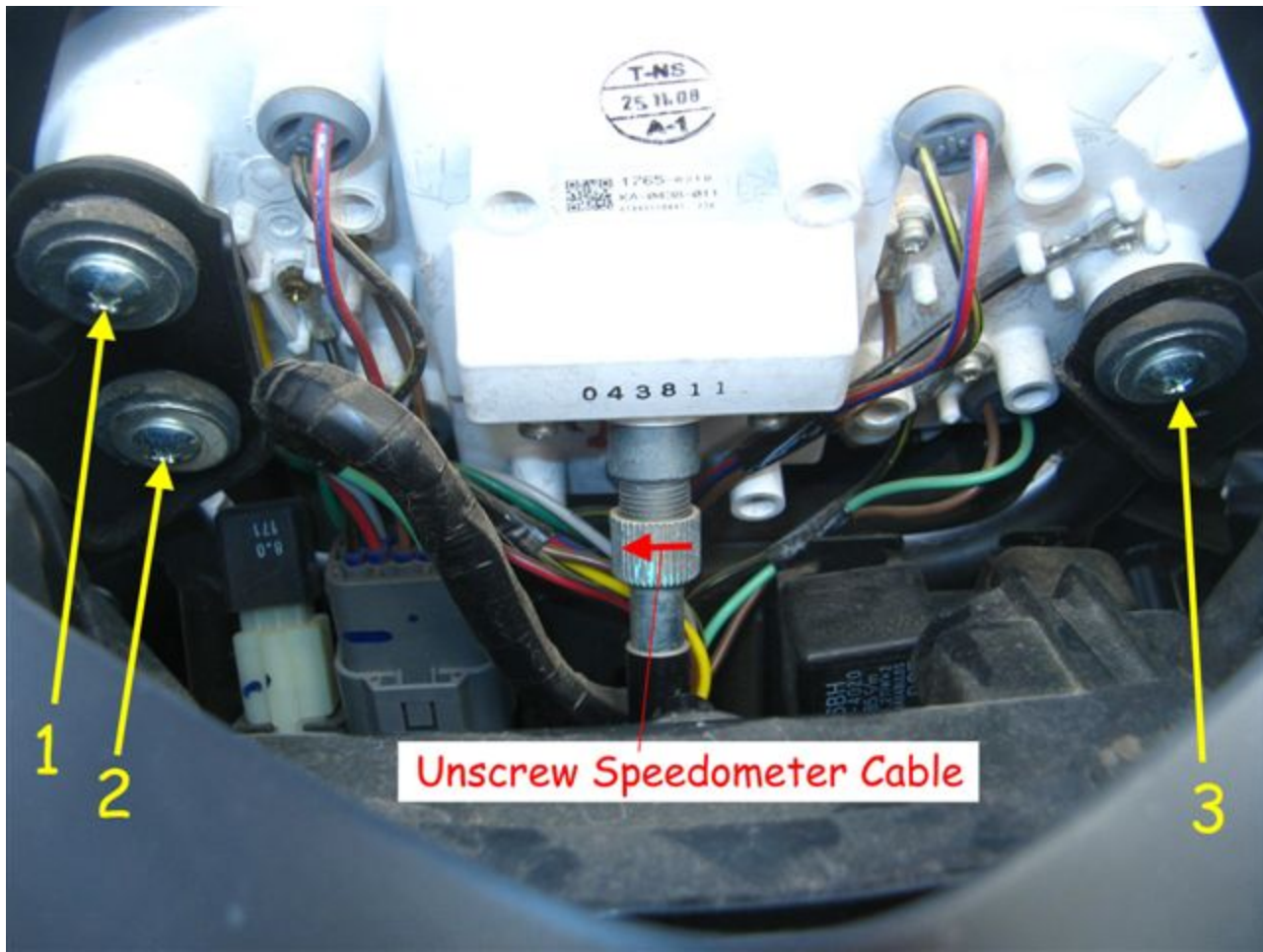
The KLR650 A-models (1987-2007) have a small gauge so I sell a simple paper overlay. The KLR650 E-models (2008 and newer) have a larger gauge and these require a Lexan overlay. This write-up outlines the Lexan Face installation procedure.



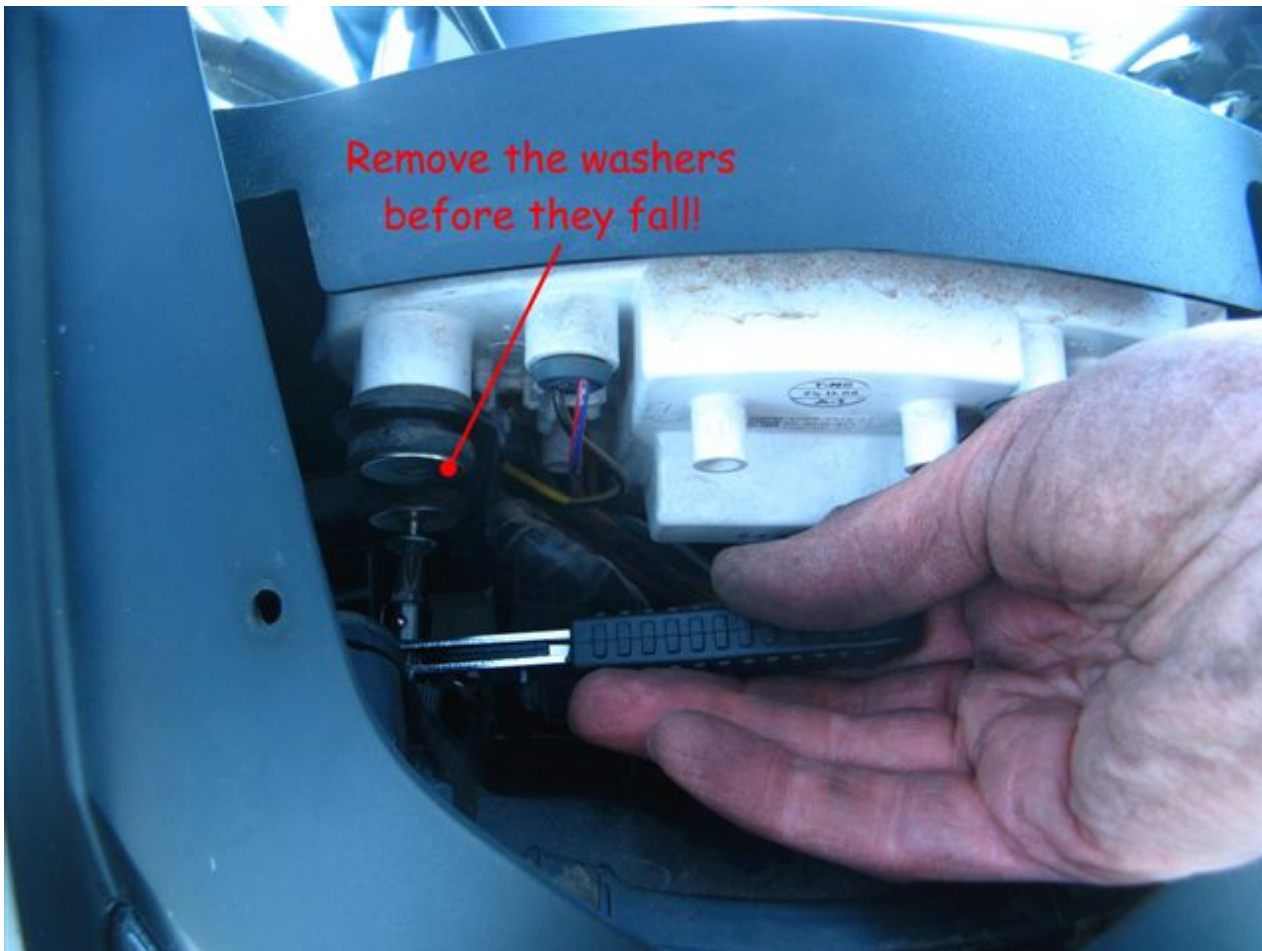
Start by removing the four screws (circled in yellow) that hold the windscreen in place, then lift the windscreen out as shown. NOTE: early E-models had problems with the 'well nuts' that stay with the windshield in this step. Kawasaki replaced them under warranty. If you remove your windscreen and they fall off, you can get new ones at Kawasaki (free if they back their warranty), or hit your local Tru Value Hardware (around a dollar if you can find M5x0.8 wellnuts... this is cheaper than the \$8 each that Kawasaki wants) or you can reinstall your 'separated' ones by hand like we did in the next photo.



I'm jumping way ahead here, but upon reassembly, if your wellnuts are dry-rotted, you can easily hold them in place during reinstallation on the back of the windscreen... but for the lower well nuts, you'll have to reach in from the bottom as shown. New wellnuts should be on your shopping list!



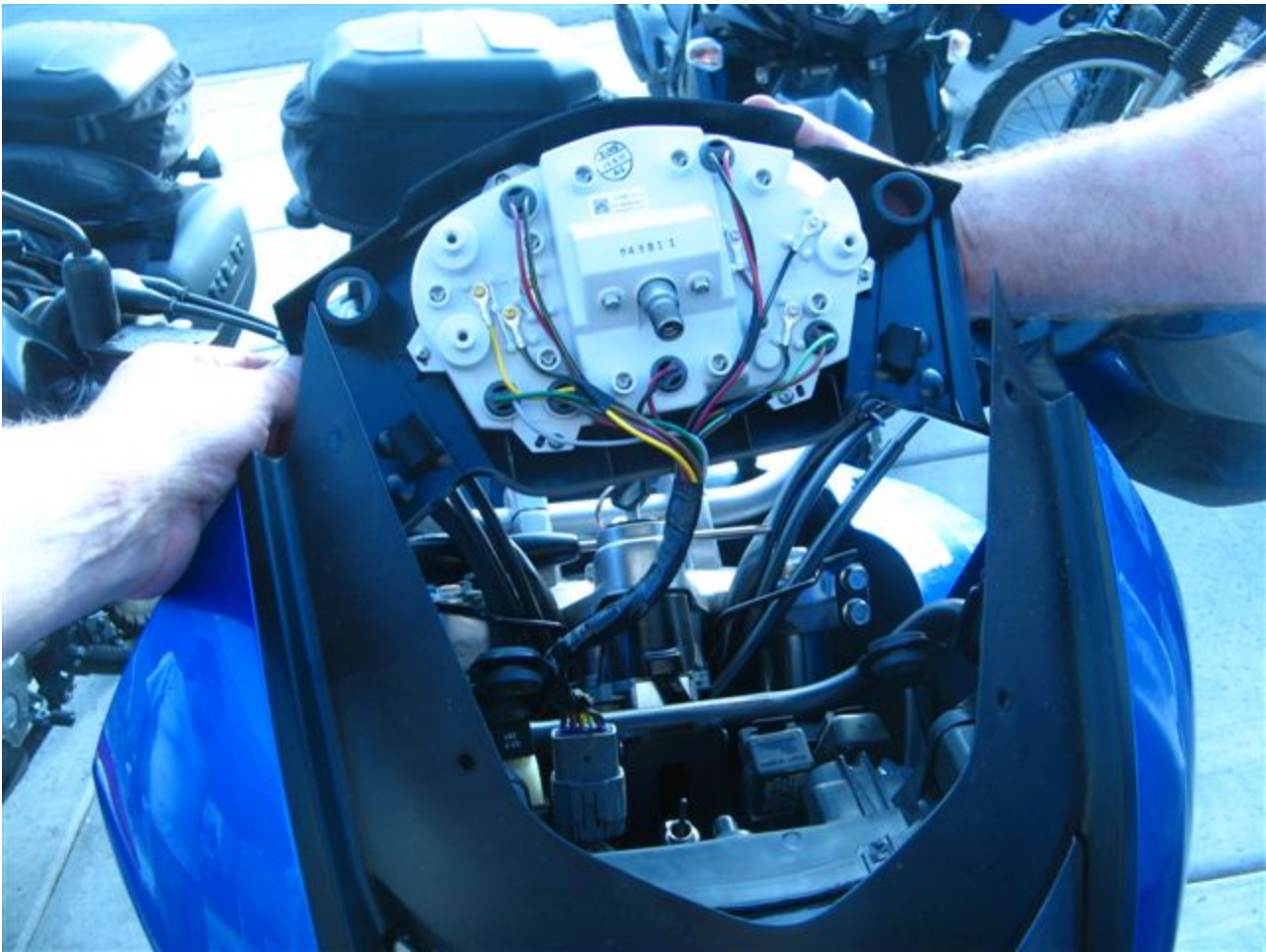
OK, we're back on track with disassembly. You can now see the front of the instruments. First, unscrew the speedometer cable (red arrow, direction shown) until it can be slid down from the instruments. The only other step will be to remove the three Phillips-head screws that are circled in yellow.



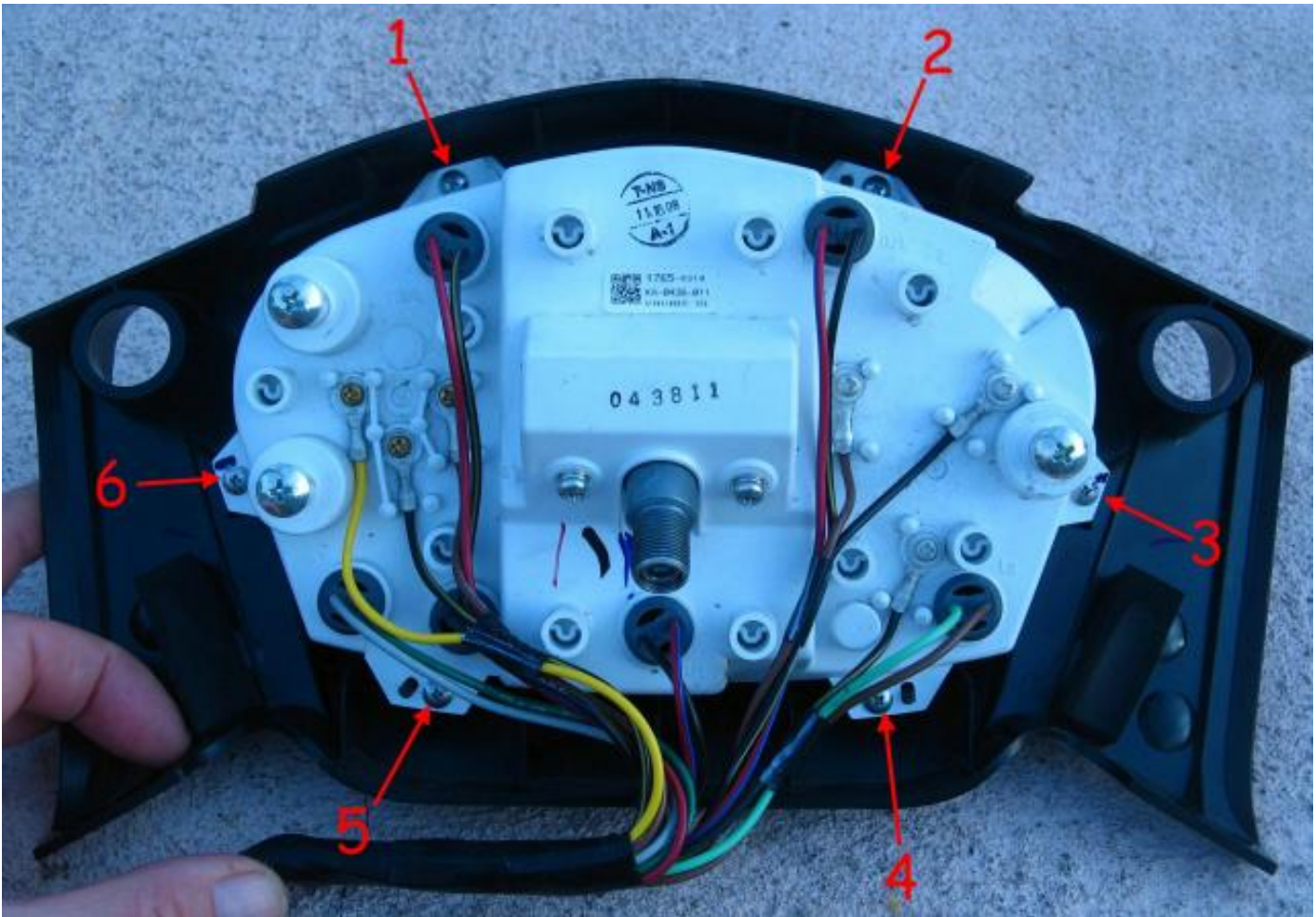
Unless you want to remove the front fairing, it works best to use a right-angle Phillips screwdriver as shown. When you take each screw out, be sure to take the washer as well - it might stick to the rubber isolators as shown, and it's wise to grab them before they fall to the ground and you wonder where they came from.



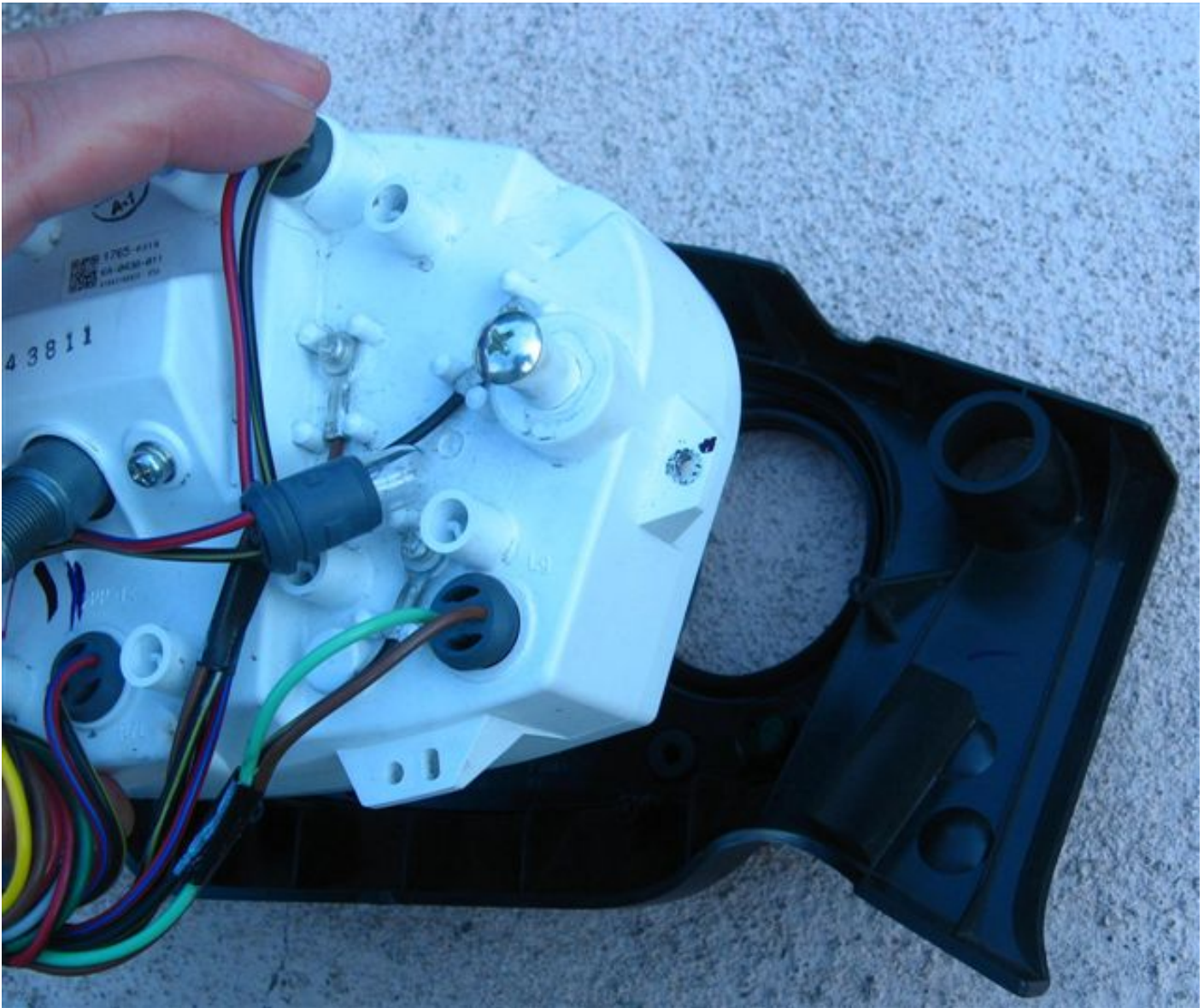
Here are two other options for removing the three screws - quite simple, actually. Again, you could remove the fairing to use normal screwdrivers for the three instrument panel screws, but a tool like this is so handy around the garage that you might want to get one anyway.



Now you can lift off your entire instrument panel from the bike. There is no reason to disconnect any electrical wiring.



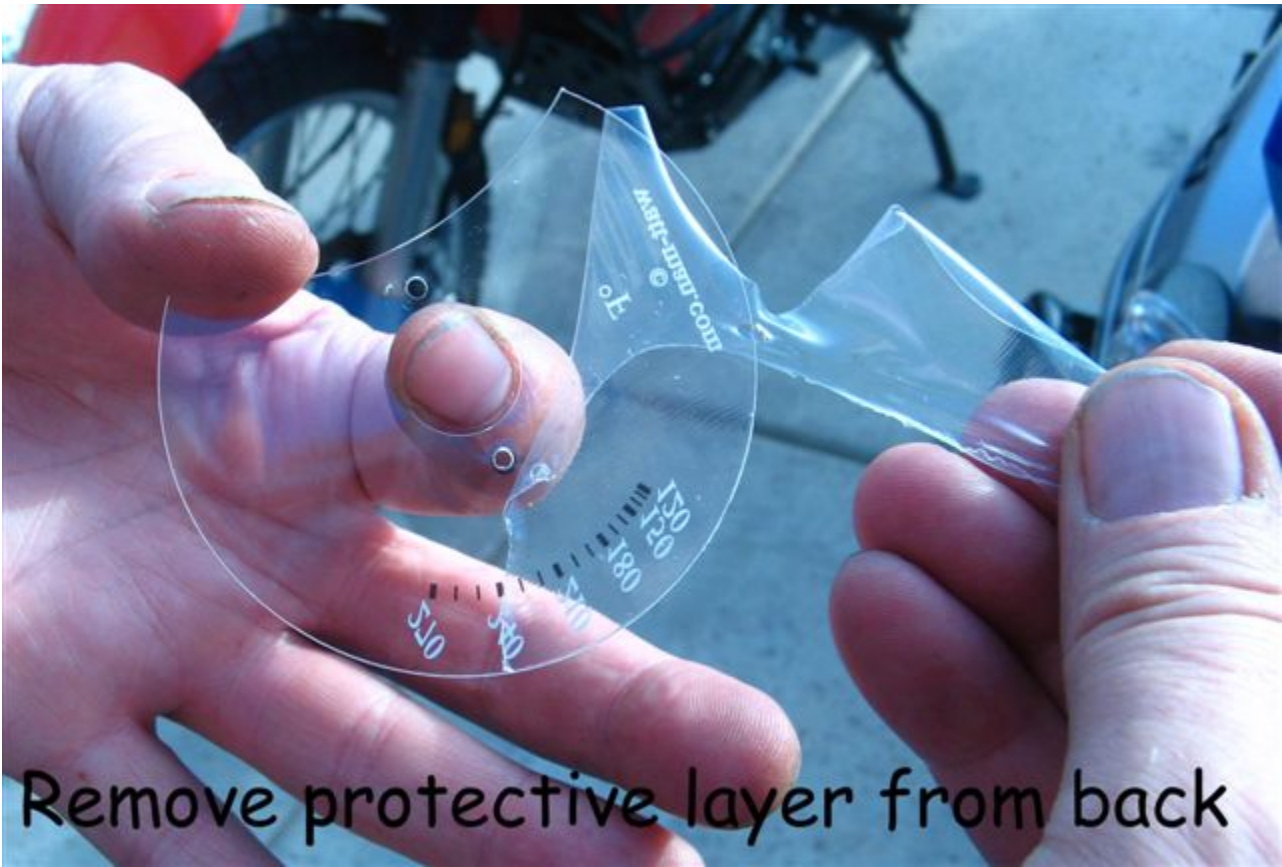
For clarity of these photographs, the instrument panel has been removed from the bike, but as stated above - you can do this work while the instruments are still attached. Remove the six screws shown. Take your time, they're snug and easy to strip if you use the incorrect Phillips tip size.



Now you can lift the instrument panel straight up, separating it from the factory bezel.

Remove the two screws that are near the temp face needle. These two screws will be reinserted through your new gauge face overlay, retaining it to your instrument panel.





Remove protective layer from back

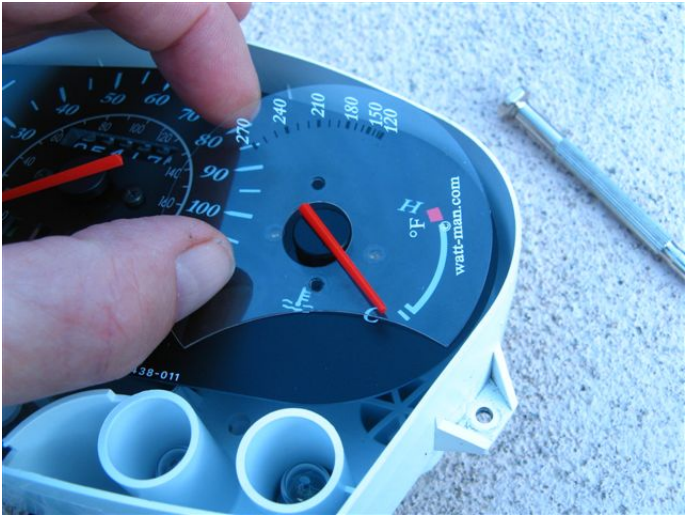
The overlay has a protective layer on the backside: remove the protective layer as shown. I tend to hold the overlay this way to minimize getting fingerprints on the overlay. Don't worry, the back of the overlay isn't sticky or anything - the overlay will be retained to your gauges by the screws, not by some adhesive that is on the back of the overlay.



The overlay is ready for installation. If you have fingerprints on it and wish to clean it, you can use soapy water and a soft towel.



Slide the overlay over the needle. It is easier to do this if you rotate the overlay as shown to minimize interference with the needle.



... just a little further, then you can drop the overlay over the needle base and onto the existing gauge face.



Rotate the face as shown, and reinsert the two screws. Align the 260 F slash with the bottom of the red zone, then retorqued the two screws as tight as you found them upon disassembly.



Kawasaki has had 'sticking' issues with the tripmeter reset pin, so it is recommended that you lubricate the reset pin where it contacts the metal guide. Just a tiny dab of grease is required. Then reinstall the instruments into the factory bezel. One tip: the tripmeter reset pin will go in the hole in the cover, so nothing has to be forced -it will all drop together easily. Then reinstall the six screws that hold the instruments to the bezel.

Install the instrument panel back on the bike,

Attach and properly torque the three instrument-panel retaining screws.

Reinstall the speedometer cable as tight as you can with your fingers, then grab a pair of pliers and rotate the knurled sleeve another few (say, 5) degrees. If you leave this hand tight, it will most likely work loose over time, and stop recording distance and speed.

Slide the windscreen into place and reinstall the four retaining screws.

You're all done!