

# **R1200C GAUGE SYSTEM**

## **INSTALLATION INSTRUCTIONS v5**

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### Tools you will need

- ▶ **Torx or large Phillips screwdriver.** Look at the back of your speedometer housing to see which one you will need.
- ▶ **Tiny Phillips screwdriver.** To remove the reset knob on the speedometer.
- ▶ **Wire cutter/crimper.** Available at any Radio Shack (#64-404 \$6.00) or other electronics stores.
- ▶ **Slip joint pliers.** Regular pliers, look in your toolbox or at any hardware / tool store.
- ▶ **Set of metric Allen (Hex) wrenches.** Sears, hardware store or you should own a set already!
- ▶ **Solder & solder gun.** If you choose to solder all the electrical connections (optional).
- ▶ **BMW Roundel (badge).** Available at any BMW shops. Part # 51142328447.
- ▶ **Replacement battery for clock.** Not now, but eventually #SR626SW available at most any drug store.

### Step-by-step installation

- A. Set aside about 2-3 hours to complete the installation.
- B. Check the packing list to make sure all the pieces are there.
- C. Read ALL the directions BEFORE starting the install.
- D. Keep in mind that the contents are determined by the configuration you order.
- E. Remove the windscreen if you have one.
- F. Remove the windscreen brackets, only if they are in the way.

### Getting help!

- A. The instructions on the website have better (color) photos, it might be easier to see!
- B. If you are stuck, give us a call, we'll be more than happy to help: 909-660-1803

### Helping us!

We are a small company looking to grow our business; we can use **your** help:

- ▶ Please let other R1200C (and other BMW motorcycle) owners know about us!
- ▶ Keep checking back on our website, we are adding new products all the time!

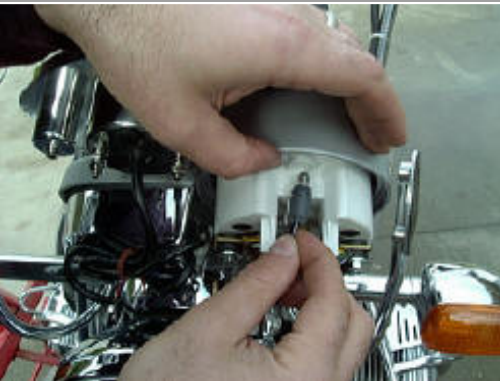
***www.RXDi.COM***



1. Pry the rubber cap from the end of the speedo knob. Use the small Phillips screwdriver to unscrew the knob from the speedo. If your screwdriver feels like it's stripping **STOP!** Find another screwdriver, or ask your dealer (or local motorcycle mechanic/guru) to do it for you!



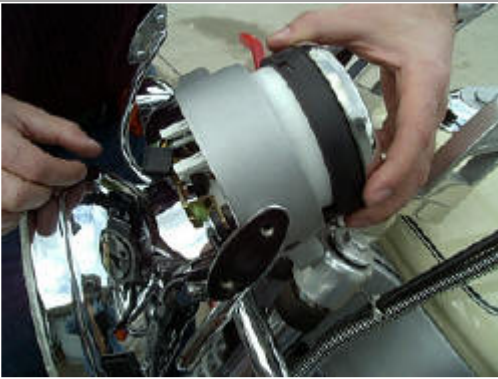
2. Unscrew the speedo housing from the "dashboard" . It's either a large Phillips screwdriver or a Torx. You can find Torx tools at any hardware or auto parts store.



3. Pull out the little light in the top of the speedo. Just tug on the wires as shown and it should pop out.



4. Unplug the thin, black connector on the back of the speedo.



5. Pull the speedo out and find a flat work surface. You're done here for now.



6. Note the direction and alignment of the black foam ring and then remove it.



7. LESSON IN LOC-TITE! Loctite is your friend, use it on EVERY metal-to-metal thread on your bike! Use about a half drop on the smaller screws, and a drop on the bigger ones!

**DO NOT USE LOCTITE ON PLASTICS!**



8. Grab the gauge panel and the small set-screws (the screws without heads). Install all six set-screws so they barely poke out (like in the picture). Don't forget the Loctite! (If the screws don't want to start into the holes, try screwing them in from the inside. Just go all the way through and that will clean out the holes. There might be some polishing compound left inside the holes.)



9. Set the time on your clock and then drop it into the gauge panel. Center the clock knob in the cut-out that's in the panel. Hold the clock in with your fingers and turn the panel over.



10. Install the supplied "gauge body" on the back of the clock and use the M4x30 screw (& washers) to secure it. Don't forget the Loc-Tite. The "gauge backs" are there for looks only.



11. Drop in the tachometer, eyeball the face alignment (using the clock as a guide), and VERY lightly snug the set-screws.



12. Drop in the Speedo, and align with the clock & tach. Lightly snug the set-screws.



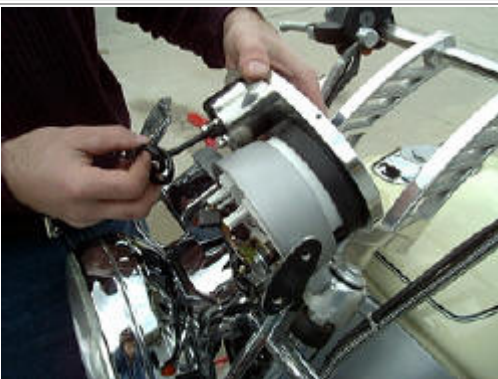
13. Re-install the foam ring snugly up against the gauge panel. Make sure that the hole on the foam lines up where the speedometer reset knob will go!



14. Take one of the supplied O-rings, pull it over the foam ring and up against the gauge panel.



15. Take the second O-ring and stretch it over the first one. They should both rest up against the back of the panel. This maintains the vibration isolation for all the gauges.



16. Place the entire assembly back into the "dashboard" and drape the tach wires over the headlight for now.



17. With the speedo and gauge panel firmly in place, you can see where the tachometer will rest on the dashboard. Take the supplied foam tape and stick it to the dash where the tach will rest.



18. Measure out 12" (300mm) from the tach and cut off the excess wire. Then carefully remove the black covering to expose 4" (100mm) of the four colored wires, as shown here.

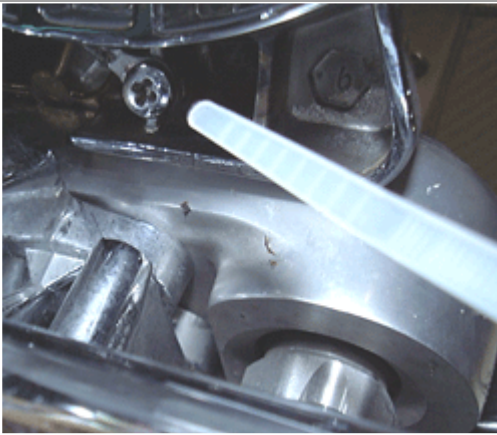
**In the instructions below, you may choose to solder any/all of these wires instead of using the quick connects!**



19. Take the BLACK wire and strip off about 1/4" (6mm) of insulation. Stick inside the round terminal and crimp securely. Set aside for now.



20. Right below the speedometer is a little plastic cover and discard. Remove the cover as shown. This is where the tachometer ground wire will go. This cover has no function and is not visible unless you are 1 foot tall.



21. Add the black tachometer wire (with the round wire terminal) and put the screw back as pointed out here. Don't use Loc-tite, but make sure the screw is snug!



22. Take the RED & BLUE wire and the RED quick-splice. Do NOT strip the wires, just insert them as shown, until they stop. Hold these two wires in place carefully for the next step.



23. Slip the quick splice over the BLUE/GRAY wire (only) going to the little light on the speedometer. Then use the pliers to squeeze the silver piece through all the wires. Then bend over and snap on cover piece. Plug the light back into the speedometer and plug the narrow black speedo connector back in and slide it back into its spot.



24. Take the green tach wire and the supplied black wire. Strip off 1/3" (8mm) of the insulation on both. Crimp both together using the supplied bullet splice or solder and seal.



25. (Except for the two black wires) Neatly tuck all the wires inside the speedometer housing and make sure all the wires exit from the bottom of the speedo housing. Wiggle the speedo housing into place and re-attach. Re-install the odometer reset knob. Also rotate the gauge panel so the tach rests on the foam pad. Snug all the set-screws.



26. Tuck the tach wire between the speedo and the back of the dash. Run the extended black wire along the existing wiring all the way to the horn area. Use the zip ties or electrical tape to secure the wire along the way.

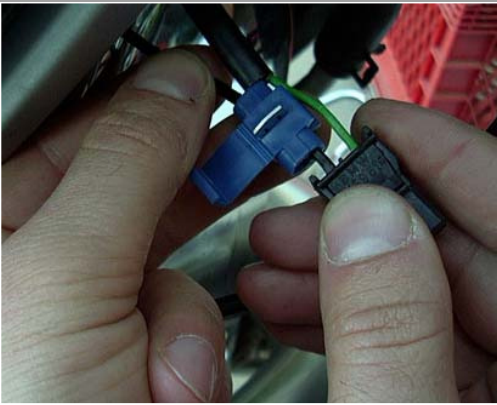
**Now go behind the front shock!**



27. Unplug the horn and remove the horn mount. The mount is held on with two screws to the alternator cover. Set it aside. Locate the coil, seen here in orange (pointed out with a screwdriver)



28. Gently pull off the connector that is plugged into the coil. make sure you squeeze the "latch" that holds the connector on. Bring the BLACK wire (that you ran from the tach) to this plug and cut off excess. Just make sure you leave some slack!



29. Put the BLACK wire into the BLUE quick-splice until it stops. Then (while holding the black wire in place) slip the quick splice over the BLACK coil wire as shown. Use the pliers to crimp the wires together then snap the cover on. Re-install the coil plug and the horn! Fire up the bike to test the electrical connections. Make sure the tachometer works and lights up! If not, check the connector in step #23. Sometimes it doesn't "bite" through all 3 wires.



30. Install the 3rd gauge as shown here using the 3rd gauge bracket. Remember to use Loctite and washers as necessary. Snug the bolts and pivot the gauge to where you want it to be.



32. Re-install your windscreen. Check to make sure everything is back to normal and...

***GO FOR A RIDE !***

The gauge panel and gauge bodies are polished aluminum. Aluminum is a "soft" metal and can be easily scratched. But then they can be re-polished to a like-new finish. Never use paper towels or dirty rags for cleaning. We suggest a clean cotton and a good polish (Blue Magic or SimiChrome) for regular care.