

Switch Installation

First, you need to buy the switch. This is the one I used:

<http://www.ipcycles.com/productgroup.aspx?GID=3D809A34-11CD-4909-978A-CD5373753221>

Of course, you must first remove the tank and the console, I figure you know how to do that.

Once you have the console off, cover the top of the chrome plastic between the speedometer and bottom mounting hole with masking tape and press it down firmly and evenly, no need to remove the speedometer if you don't want to.

Now draw a line with a sharpie marking pen from the bottom center of the speedometer thru the centerline of the bottom mounting hole using a straight edge.

Determine the diameter of the new SW that you are using and mark this circle centering it on the line you just drew as close to the speedometer as you can without getting real close to the recess just below the speedometer. Try to be exact and don't make the circle any larger than the SW. Now, if you are sure that this is the right place, use a small drill to drill a pilot hole, very slowly. I used a hole saw, 1 7/8 inch diameter, that is just under the diameter of the switch housing. I very slowly, using a variable speed cordless drill, cut the hole. Now, I mean SLOWLY.

Once the hole was cut through, I very SLOWLY opened up the diameter with a sanding drum on a Dremel. I just kept running the drum around the opening, constantly moving so as not to make it out of round, until it was large enough. Amazingly, the hole was almost a perfect circle.

Once you are satisfied with your hole, you are ready to mount the switch. There are two methods.

Bolting in switch

(Note: I found that installing the switch with the terminal toward the speedo prevented any interference at the lower mounting hole. I just bent the terminals up so I could push on the wire connectors)

Position the SW so you can mark the mounting holes and carefully mark them, not a lot of clearance. Once satisfied with your markings, drill your holes the exact diameter of the threaded portion of the bolts you are going to use to mount your SW, as the allen heads are very small and not much larger than the threaded diameter and you don't want to use washers if you don't have to. Try

drilling a hole in a separate piece of plastic or wood and try the bolt if you are not sure of the drill size. Use fiber lock nuts with # 6 allen head bolts and trim the excess threaded portion off when all done using the cutting wheel. **Personally, I don't care for the look of the four bolt heads sticking up on top of the console.**

JB Welding

The picture of my install shows the JB Weld method. Use the allen head bolts on the switch as levelers against the back side of the console. Next, use just enough JB Weld to hold the switch in place, just a gob on each bolt head. Lay it down and prop it up so the switch doesn't slide out of position. Once the JB has set up, then mix up some more the really hold down the bolts. I also went all around the switch to fill the gap to prevent water from getting in and for more support. If the switch ever goes bad you can get a new one and just replace the guts.

If you have be real slow and careful, you now have a cool looking switch mounted. Now, to get it working.

Switch Wiring

Best to do the wiring with the battery disconnected to prevent shorts and blowing the fuse.

Here's the wiring. I can't remember colors but there is a marked difference in the wire size so just follow this. Take off the tank and you will be able to find the connector going to the stock switch. It is tucked up into the frame on the left side. Pull the connector apart and tuck away the half that goes to the switch. It is no longer needed so just leave it alone. Now, if you look at the other half you will see four wires. Two wires are heavy gauge and two are much lighter gauge.

You will need the following:

4 wire spades

2 wire push-on connectors for switch terminals

No. 10 primary wire

Take 2 lengths of the No. 10 wire, long enough to go from the connector to the new switch. On each wire put a spade on one end and a push-on on the other end. Push the spade ends into the connector for the two heavy gauge wires. These are your main power wires. Depending on the spades you get, you may need to grind the little nubs off the sides in order to get them to go in all the way. The other end of these two wires with the push-on connectors should go to the switch terminals.

Okay, now you have the main ignition done. Not too bad huh? Now, just take a short piece of wire and two spades and jump the two terminals at the connector for the two light gauge wires. This is just the side stand safety switch (I don't know why they have it switched). Now, just tape up everything to prevent shorts and you are ready to go. Everything should work normally, including the side stand safety feature.

I went through the wires with a multi-meter before doing the job to determine what was what. If you follow this, you will be okay.

Here are some pics of the final product. As you can see, it can get a little sloppy with the JB Weld, but you can't see it from the top so who cares?



