

CHOOSING THE CORRECT SIGHT GLASS FOR YOUR MASTER CYLINDER

(Instead of the incorrect one)

While the choice is simple for most XJ owners, there are a number for whom the choice is a bit less clear; these bikes include the XJ550 US version, the 650 Maxim/Midnight Maxim, and the front master cylinder on the XJ1100.

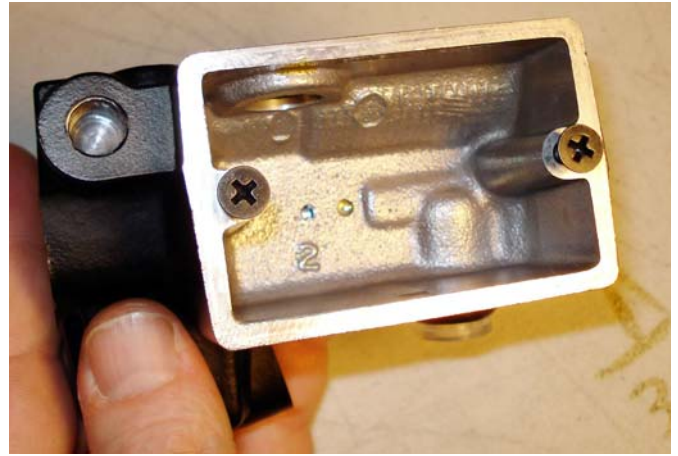
The reason is this: those model bikes could have used one of two different style master cylinders, and each style uses a different sight window and a different method to hold it in, as shown on the following pages.

While the outer diameter is a similar size, the way they're held in will dictate which replacement sight glass you'll need to order, along with the proper sealing o-ring. That said, let's begin.

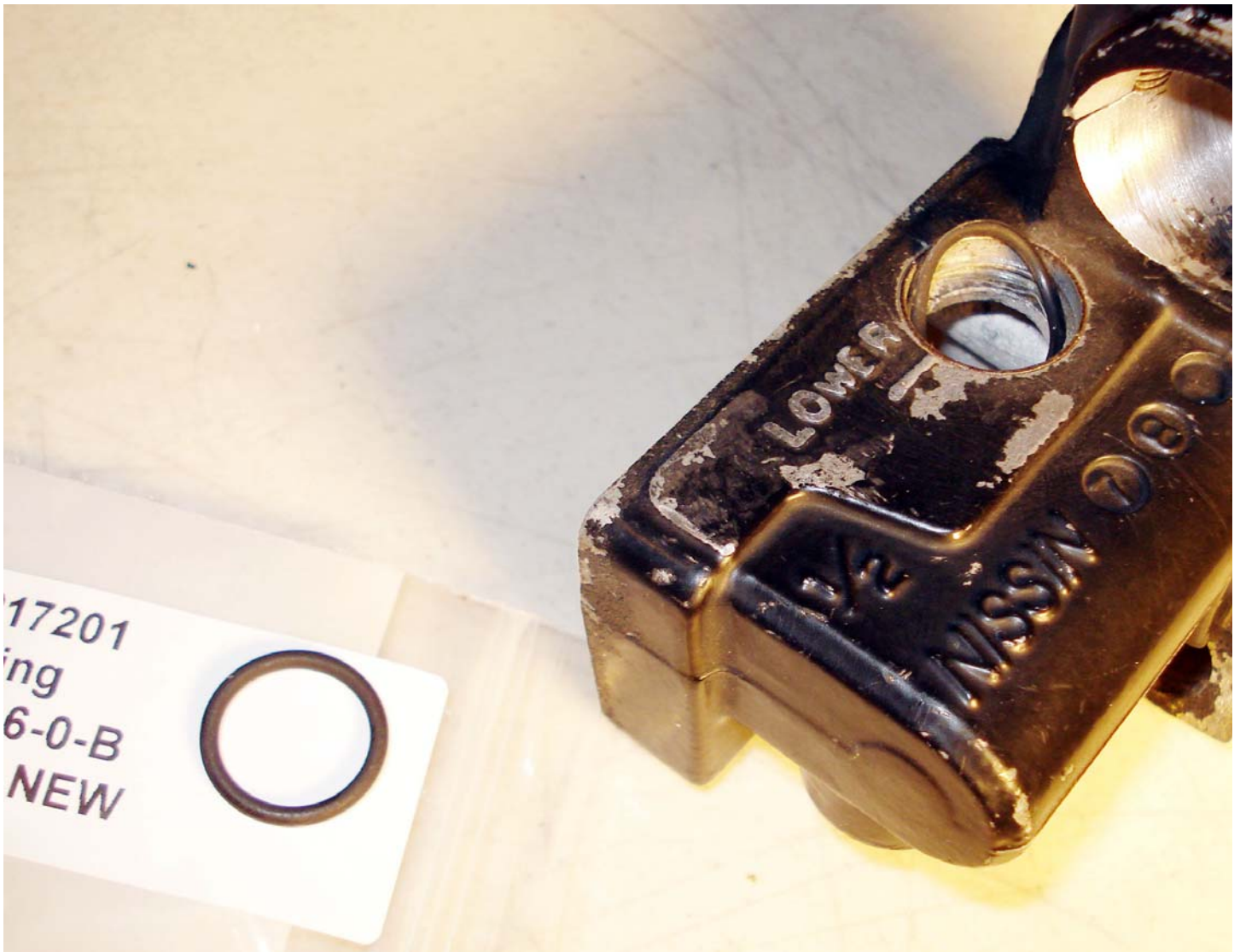
First, let's look at the two types of master cylinders, with their respective replacement parts laid out at their feet.



Next, we'll get up close and personal.



This is the first type we're concerned with. In the left picture, note the insert plate with the three curved slots. (Some had a single horizontal slot.) That insert is sealed in place with an o-ring, which is shown below. On the right, see how nothing extends into the cavity itself. (If you've noticed that it looks suspiciously free of grime and gunk, remember that cleanliness (and bead blasting) are next to godliness.)

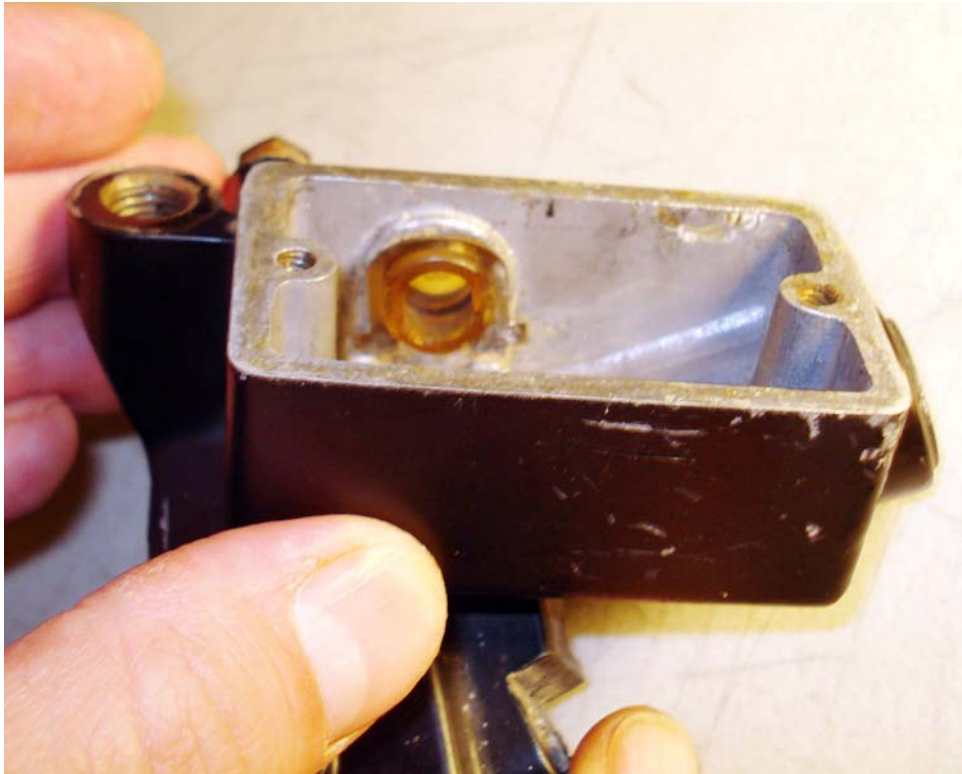


It may be hard to see, but there is in fact a groove in that hole; the o-ring goes into the groove, the insert plate is pressed in next, and the replacement sight glass is glued in last.

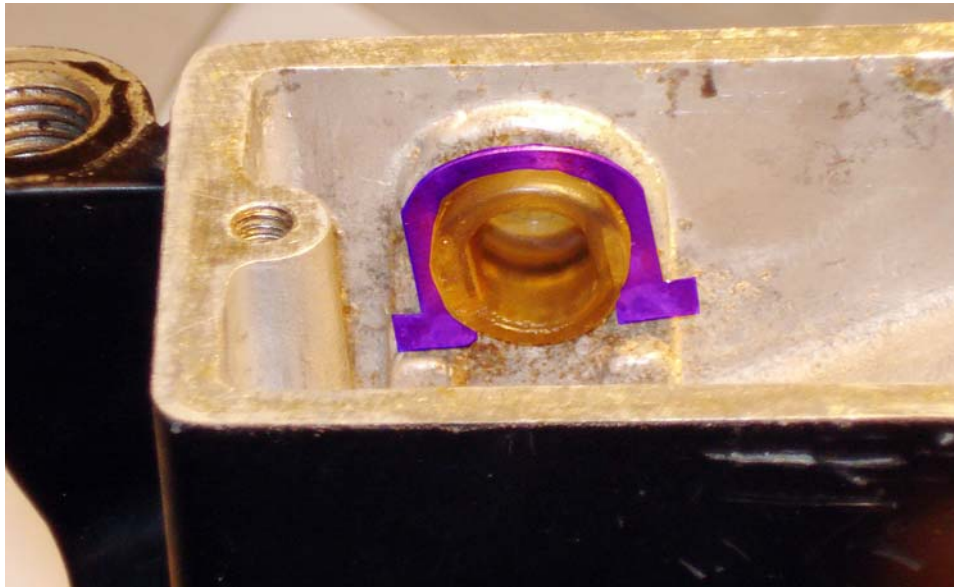


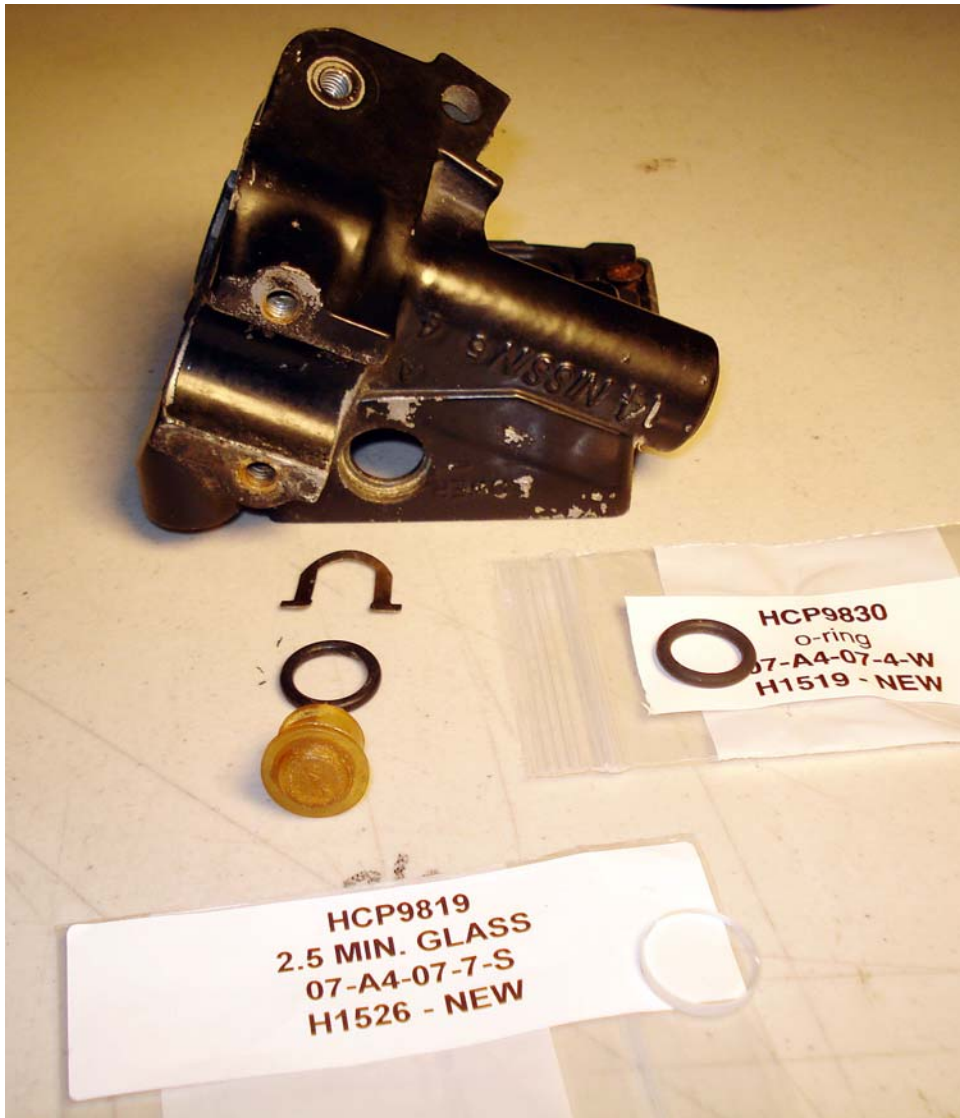
Above, you'll see the recommended parts list; on the left, our HCP1074 sight glass, and the HCP17201 replacement o-ring for the insert plate. On the right, the HCP3120 black RTV sealant for the sight glass. There's enough in that tube to seal up the sight glasses of every XJ on the planet several times over... but it's the smallest we can get.

Next up: looking down the barrel.



This is the other type of sight glass we're dealing with – more like a sight barrel, actually. If you look close at the first picture on page 1, you can maybe see it sticking out a bit. It works thusly: a sealing o-ring is put onto the shaft, the shaft fits through the hole, and both are held in place by a retaining clip. Here's a closer view of the retaining clip – we've made it a fashionable shade of purple so you can see it better.





Above you'll see the sight barrel pieces laid out, with their replacement part(s)... and here's where we've run into a bit of confusion. As we just mentioned, the sight barrel takes an o-ring... but you only need to order that o-ring if you're **RE-USING THE SIGHT BARREL**.

If you're replacing the sight barrel with the HCP9819 sight glass, then you DON'T need the o-ring; you'll want the HCP3120 tube-o-gasket-material instead. The old sight barrel and o-ring can be discarded; the retaining clip is a sought-after item and currently can't be gotten, so we're hoping you'll gently package it up and send it to us so that other grateful riders can benefit.