HOW TO DISASSEMBLE THE GAUGE CLUSTER FOR THE 750J MAXIM

by XJBikes.com user Schmuckaholic

If you've got a howling speedometer and want to lubricate it, if you need to do some other repair/replacements, or even make some modifications, keep reading.

Those models with separate speedo/tach setups won't really need this guide, but some of us have gauges integrated with the super-duper Wham-O-Dyne computer setup from YoYoDyne Propulsion Systems. As there is precious little documentation available for these on how to take them apart, this document is intended to fill a need. One XJBikes.com user did a writeup for his Seca model; this is similar.

It should go without saying that since we're working with old plastic, it can be brittle; go slowly and don't try to force anything. This applies to both assembly and disassembly.

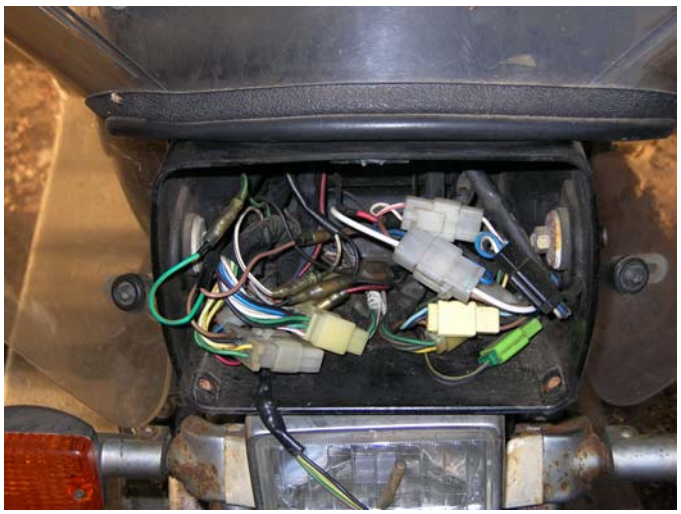
Lastly, this is not intended to illustrate how to lubricate one's howling speedometer; there is already a far better illustration for that. Nor did I remove the computer setup from the cluster, as it wasn't necessary for the purpose of what I was doing.

Having said that, let's begin.

First, remove the two screws holding the headlight in the bucket. I've found it necessary to replace the stock screws with hex bolts.

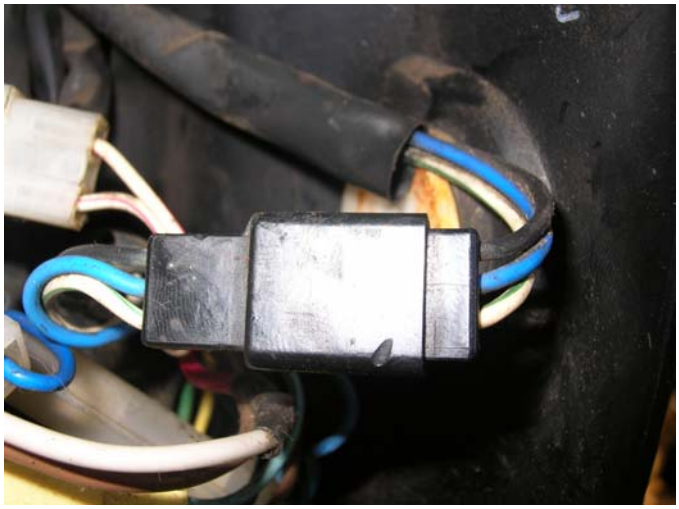
The next obvious step is to unplug the headlight... that would help, yes?

Let's break the cluster loose from its mounts. There are two nuts, left and right. Be careful removing these - there are some rubber or plastic bushings in there. Make sure you don't lose them.

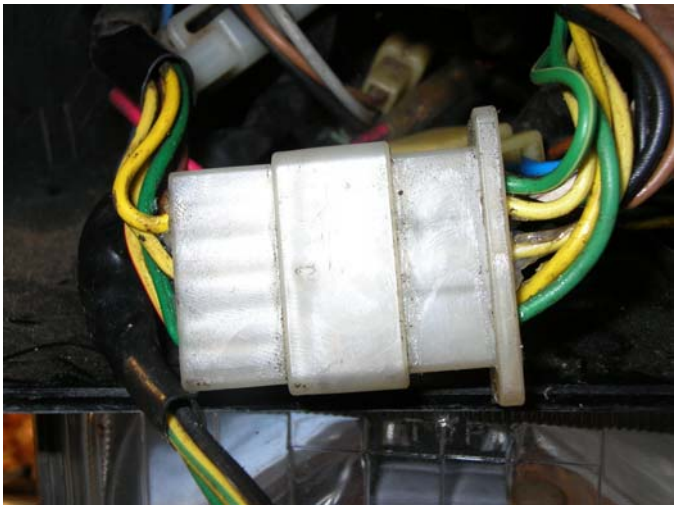


The rat's nest inside the headlight bucket. We'll get to this shortly.

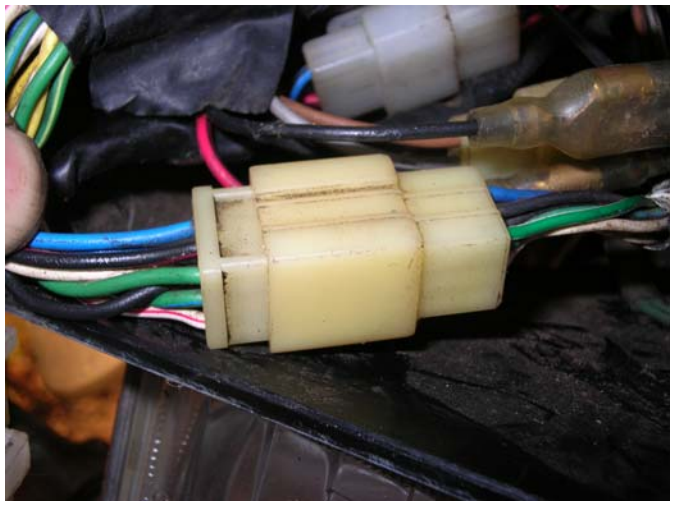
The next step to removal is to unhook the speedometer cable.



Now you'll need to start disconnecting wires inside the headlight bucket. These go to the lights for the gauges.

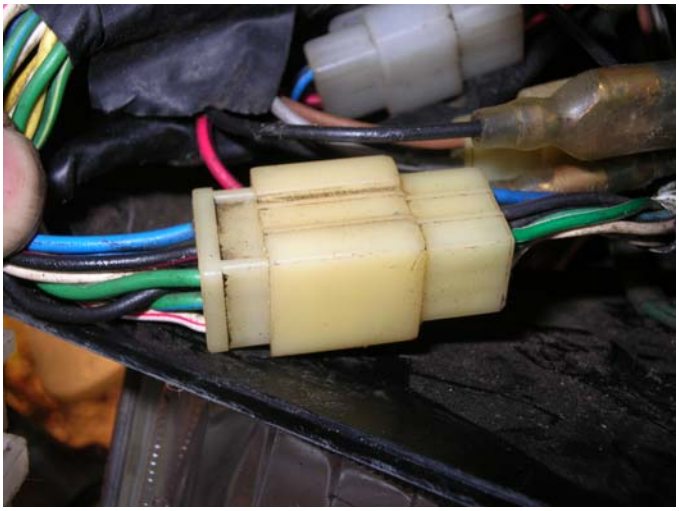


Some of the wires for the computer setup

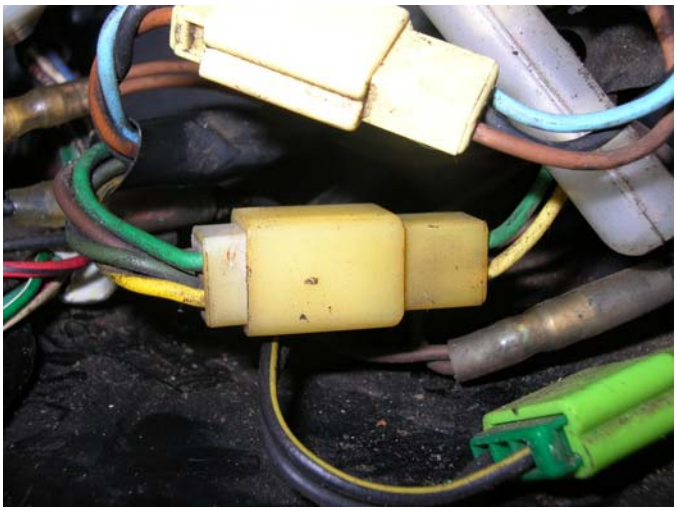


More wiring for the computer.

Tach input wires - ours is electronic, and does not require its own cable.

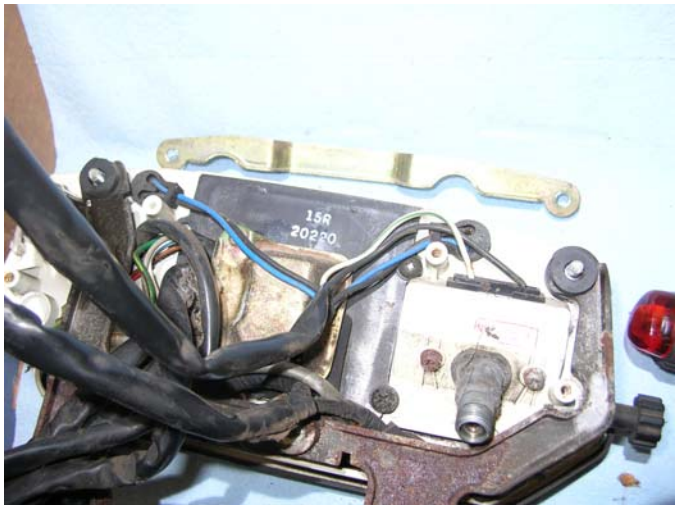


Turn signals and neutral lights.

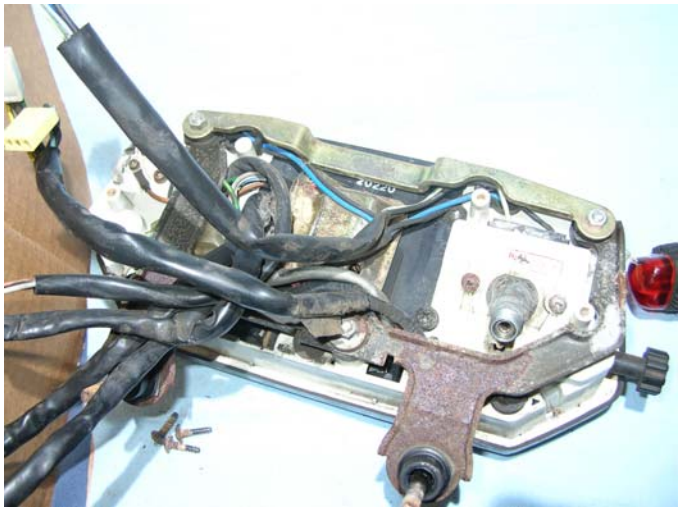


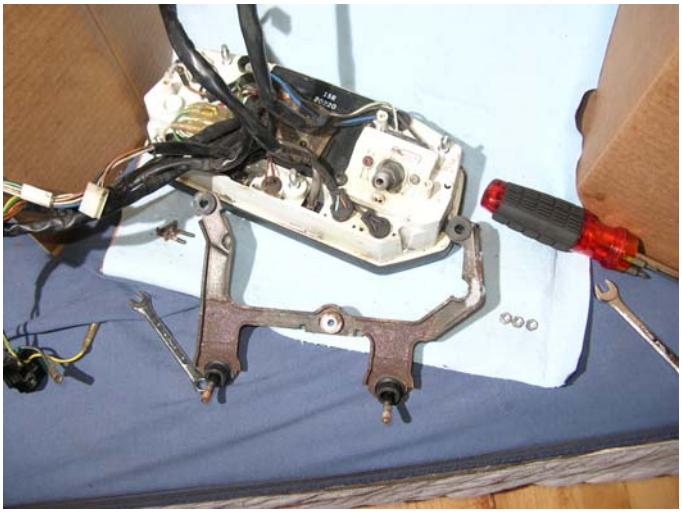
Turn signals and high beam indicator.

That should about do it - make sure you're not tangled up with anything else, and gently lift the instrument cluster off the handlebars. Move the cluster to a well-lit area with something laid down to make sure you don't lose any screws or such.



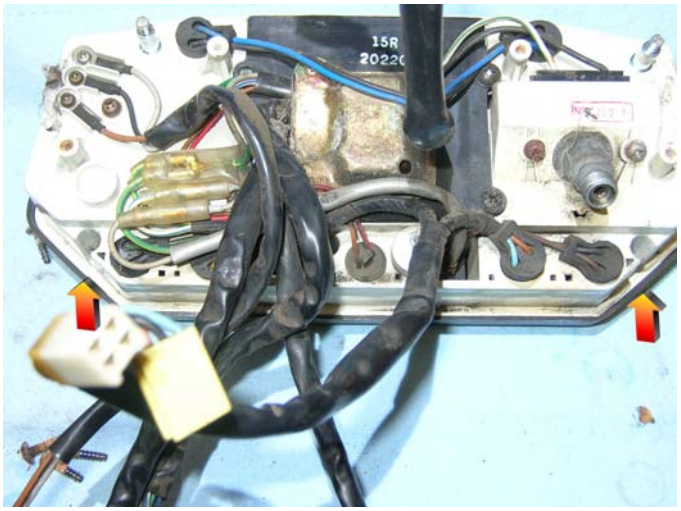
Four screws hold on the back cover. Removing them will reveal two metal brackets, which allow the cluster to mount to the handlebars. Three nuts hold them in place; two up top, and one down low towards the middle.



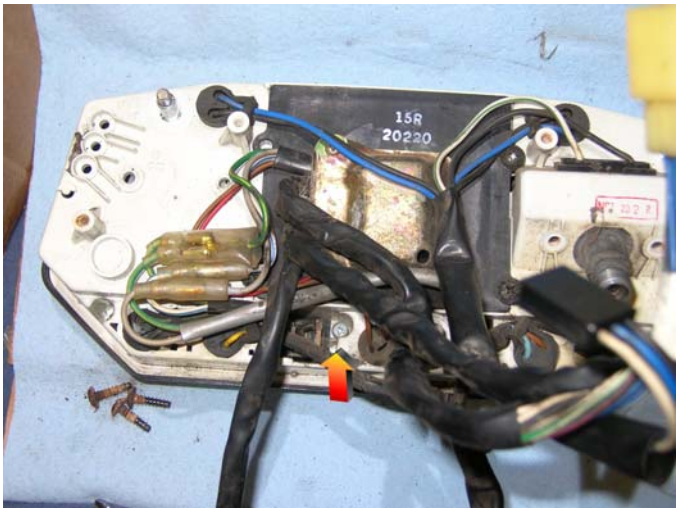


Next, we remove the front panel. Unlike the Seca, which has four screws holding it on, we have five.

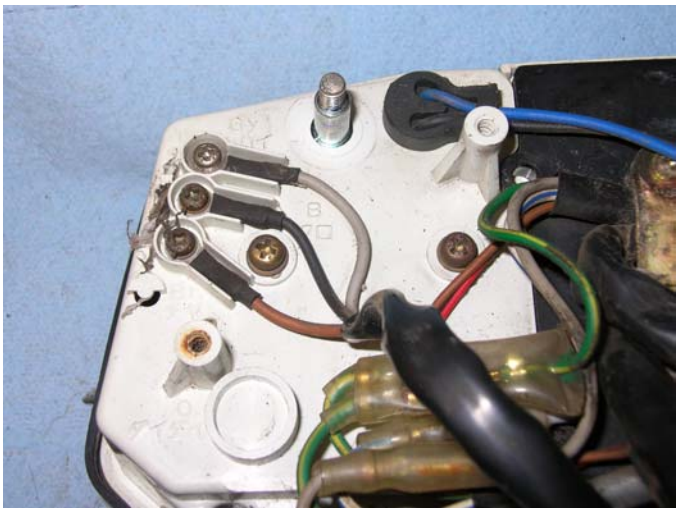
Two up top...



...these two in the corners...

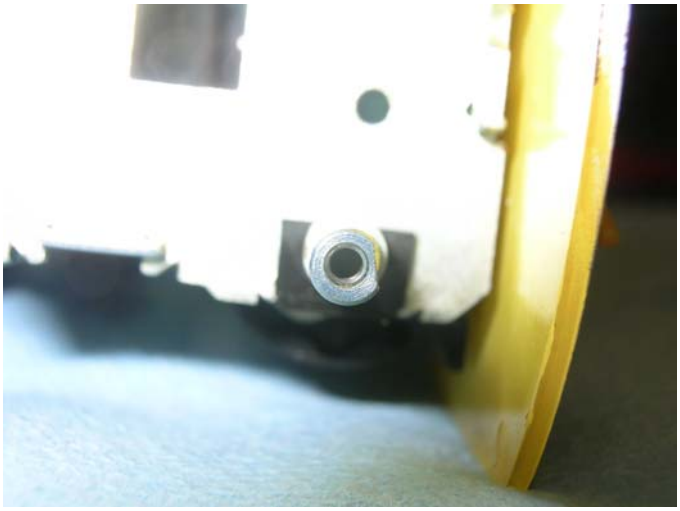


...and this one in the middle that was hiding. Once all five are out, the front should pop right off.



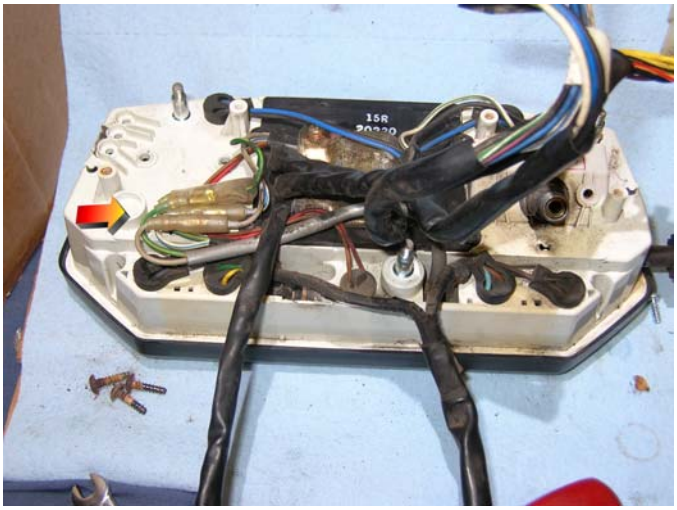
These are the tach input wires, plus the two retaining screws for the tach itself.

The two speedometer assembly retaining screws. You don't want to pull them just yet – let them hold the speedo in place while you remove the trip meter knob.



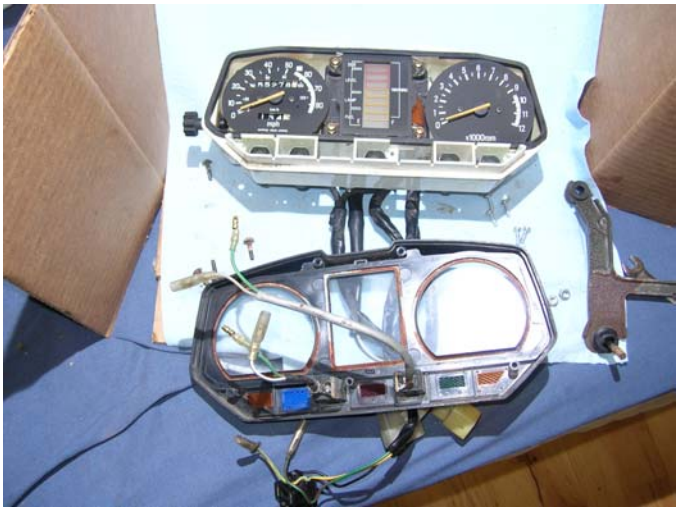
Unlike other models, where the knob screws onto the shaft with reverse (left-hand) threads, the 750 Maxim uses a teensy-weensy little phillips head screw to hold the knob onto the shaft. You might need to use a pick or something similar to clean the crap out of the screw head so your screwdriver can get ahold of it. Another reason you don't want to try to unscrew the knob on this model...

...it's keyed onto the shaft.



To completely separate the front panel from the body, you'll want to unhook this last set of wires. On the other hand, if it isn't really necessary, go ahead and leave them as they are.

Enjoy!



...it is done.

Again, when putting everything back together, take your time and go slow. Brittle plastic and whatnot.