

Fitting instructions for new outer clock bodies



New clock bodies before fitting

1. Place your old clock face down on a firm flat surface, see Fig 1.

Fig1.



If it's a Speedo body first you need to remove the odometer knob using a small pozi screwdriver undo the small screw inside the knob and pull clear the knob,

2. Using a small flat screwdriver around the outer edges of the back plate remove the green paint and black mastic that hold the body to the back plate, try to work your screwdriver between the metal plate and the outer plastic body.

3. Now using an approx 6 mm socket fitted with an extension bar fit into the hole that holds the backlight bulb see Fig2. and gently pull the back plate and inner workings from the outer body. If it doesn't come out easily, you need to remove more of the mastic sealant. Once the back plate and workings are removed put them somewhere safe face up.

Fig2.



4. Now looking inside your old clock body you will see a black rubber seal fitted on top of the inner shroud. See Fig3. (some later clocks may not have this seal) Very carefully remove trying not to stretch it or it will be difficult to refit into your new outer body, (go to 5 if Speedo or 6 if Taco)

Fig3.



5. If working on a Speedo before refitting the above seal to the new body you need to remove the little boot that the odometer knob fits through from your old body. Please note the angle that the boot is fitted and refit at the same angle in your new body. See Fig4.

Fig4.



6. This seal needs to be fitted and glued into your new body. First put a small piece of cloth inside the body to protect the Perspex face in case any glue gets onto the face.

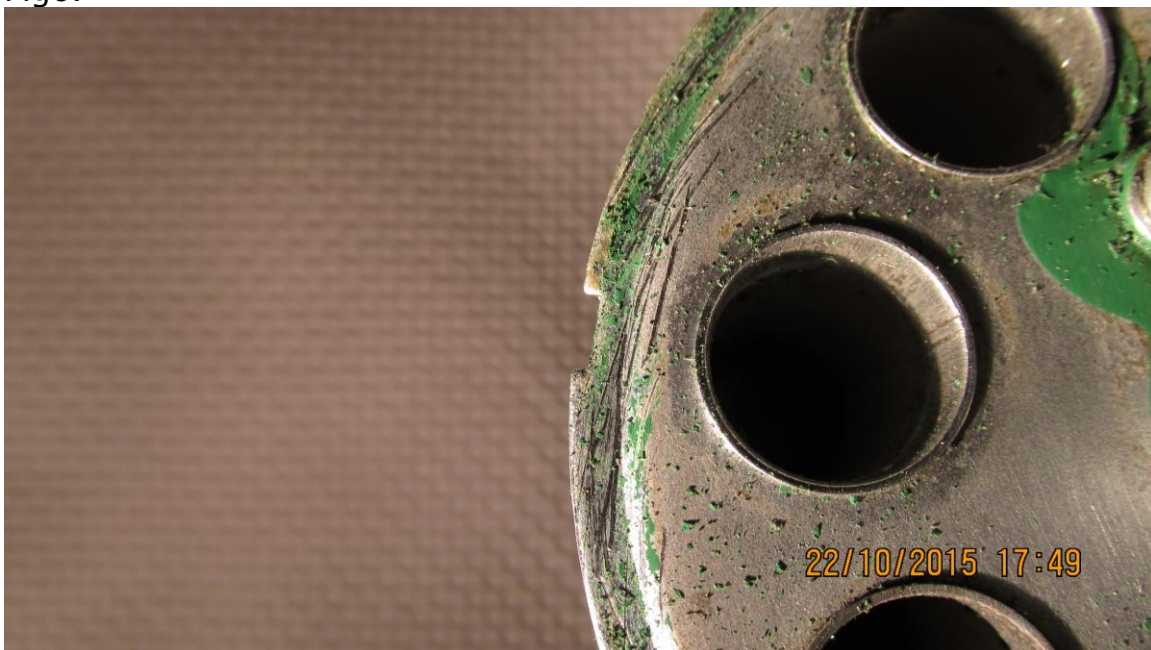
Notice that the new outer body has a small location pip moulded into it which matches the cut-out on the seal and also the metal backplate. Using a type of super glue suitable for rubber and plastic, glue in place using the minimum amount of glue and remove the cloth. See Fig5.

Fig5.



7. Now looking at your back plate and workings you will notice a small cut out that matches the location pip moulded in to the new outer body, see Fig6.

Fig6.



Line these up and lower the workings and back plate in to the body, then holding the back plate and body together with your hands check that you have an even gap around the edge where you removed the mastic and also looking through the lens make sure the gap is even between Perspex and the clock face. If all ok put your clock face down on a clean soft cloth and using some mastic put a small even bead all around the edges (we used black mastic) and carefully push into the edges using your finger to make sure its pushed in tight and tidy up using some cloth and white spirits if needed and then leave for 24 hours to allow the mastic to set.

After 24 hours refit the stainless finishing ring, refit the clock to your bike and now you have clocks that look factory fresh and look great in the dark with the pure white inner shroud just like 40+ years ago when your Suzuki was new.

All of the above should take only about an hour.



