

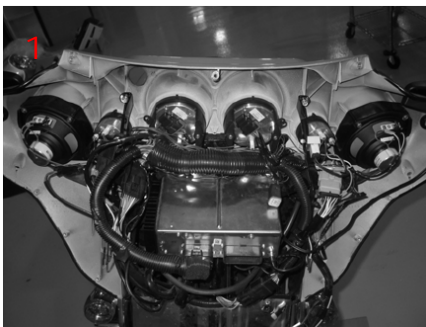


## Harley Davidson Touring Models

### Speedometer Faceplate Replacement

This process requires the removal of the outer fairing on all touring models.

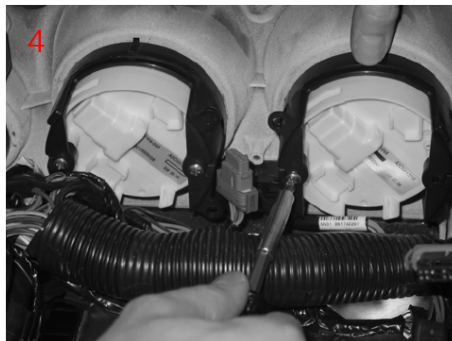
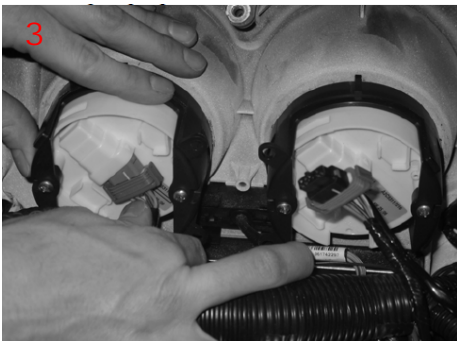
Street Glide with outer fairing removed.



Road Glide with outer fairing removed.



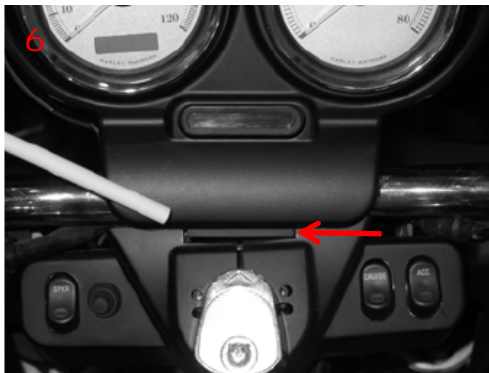
**Street Glide models** – With the outer fairing removed begin by unplugging the two large gauges (speedometer and tachometer) (3). Next, remove the mounting brackets that secure the gauges to the inner fairing (4).



**Road Glide models** – Remove the two screws holding the gauge housing cover (5).



Remove the gauge housing cover by lifting and pulling forward to remove the tab from under the ignition switch (6).



Unplug the gauges and indicator lights from the wiring harness and completely remove the gauges and bezel from the bike. Remove the clamps holding the gauges to the bezel and set them aside.

**All models** – With the outer fairing removed, remove the two small nuts (5/16" nut) that hold the gauges brackets to the small gauges (fuel, volts, oil, and air temp) and remove the small gauges (7).



Opening the gauges (speedometer and tachometer): Place the gauge on a suitable work surface that will not damage the outer portion of the chrome ring. Begin by using an appropriate tool (small pry bar or flat head screw driver) to get under the inner edge at the back of the chrome ring (8). Slowly work your way around the gauge, prying up little by little until you have worked your way around the gauge.



Once you have gone all the way around the gauge, do the same procedure again but focus on making the top edge of the chrome ring the same diameter as the lip on the white plastic housing (9).



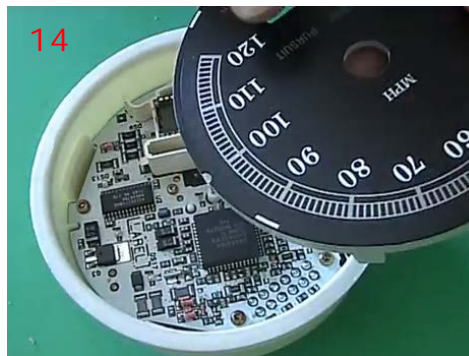
Once you have gone all the way around, the two pieces should separate easily (10).



Once you have the glass and chrome ring removed, use a suitable tool (forks work well for me) and get under the speedometer needle. Carefully pry up to remove the needle (11). Take caution that you do not use too much force and crack the housing. Also be cautious that you do not lose or break the needle. With the needle removed (12), set it aside in a safe place for re-installation later.



With the needle removed, use a suitable tool (flat head screwdriver or small pick) to get under the outside edge of the factory gauge face (13). If you plan to save these for possible re-installation, take caution as they are very thin. Pry up on the gauge face until you separate it from the internal base of the gauge. It is held down by adhesive so this make take some time to work around the whole gauge face and remove it. (14)



With the factory faceplate removed you can now install the new Speed Gauge Customs faceplate. Align the small tabs in the faceplate with the indentions in the internal gauge base (15).



To re-install the needle, take the gauge to the bike and plug it into the wiring harness for that gauge. Turn the ignition to the on position where the gauge powers on. Wait 15 seconds (or more if needed) for the gauges to “reset” after power on. Place the needle with the end pointing directly at zero. Turn the ignition off, wait 10 seconds and turn the ignition back on again. Verify that the needle is pointing directly at zero. Unplug the gauge and return to your work surface to finish re-assembly.

Once the new faceplate is in place and the needles are reset to zero, re-install the chrome trim ring and glass (16). With the trim ring back in place, use a flat head screwdriver or other suitable tool to press the back edge of the chrome ring back into place. Take caution not to press down too hard as this may crack the housing or the glass.



Reinstall the gauges in the bezel or inner fairing. Re-install the bezel (if applicable) and replace all clamps and screws that were previously removed.

**Small gauges (fuel, volt, oil, air temp)** — *It is recommended to do these one at a time to avoid putting the wrong gauge face and gauge housing together, which would lead to improper gauge functionality.* This process is similar to the larger gauges, with one exception. The smaller gauges have a “tension ring” under the lip of the chrome trim (17). Once the lip of the chrome trim is pried up you can use a small pick or flat head screw driver to remove the tension ring.



Once the chrome trim is removed you can access the gauge face. It is held in place by two small flat head screws. Remove these screws and set them aside.



Use the screws supplied with the faceplates and screw them into the small holes for the needle stops. Thread them all the way into the hole and snug them down. Do not overtighten them or they may fall out.

With the needles and faceplates re-installed, place the chrome trim and glass cover back on the gauge. Slide the tension ring onto the back of the gauge. Push the tension ring down below the level of the chrome trim ring and follow the same process as above to press (crimp) the chrome trim back down, making sure that the tension ring is under the lip of the chrome trim.

Re-install all gauges on the bike, making sure to replace all clamps, screws, and bolts that were removed in previous steps.

Once assembly is complete, test ride the bike for a short distance to verify that all gauges function properly.

Thanks for your purchase. For questions, email [jared@speedgaugecustoms.com](mailto:jared@speedgaugecustoms.com)

Thanks,

Jared Angell

Speed Gauge Customs

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