

# BIG CEE ENGINEERING

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## **KLR650 Fuse Bracket**

It is probably easiest to attach the fuse block to the bracket before mounting the bracket to the bike. The fuse block attaches to the longer, narrow leg of the bracket. If you are supplying a Littelfuse 350417 fuse block yourself, it can be attached with M3x20mm socket head screws. (The body of an M4 screw will fit in the hole, but the head is too big for the recess in the block.) Alternately, an M5 tap can be run through the holes in the fuseblock, and M5 screws threaded in from behind the bracket. Keep in mind that you are threading the screw into plastic, so take care to avoid cross-threading, and do not overtighten. Add some epoxy, loctite or plastic cement to the screw to help it remain in place.

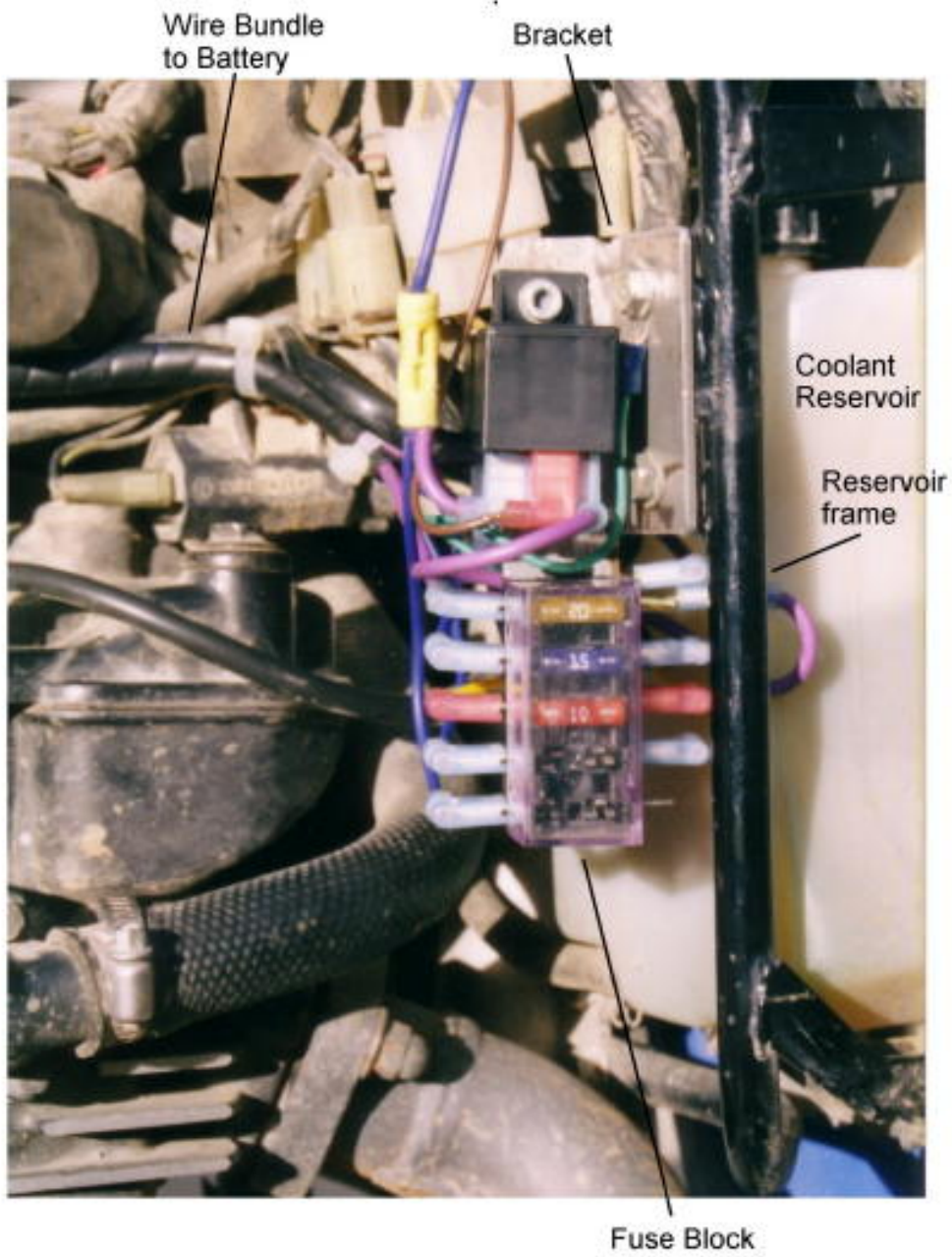
If you purchased the kit with the fuse block, it has already been tapped for M5 screws. Attach the fuse block to the bracket with the two M5 screws provided. Remember that you are threading into plastic, so take care not to cross-thread the screws, and do not overtighten them. Add some epoxy, loctite or plastic cement to the screw to help it remain in place. The full kit also includes crimp-on flag disconnects. If your crimp tool has wire cutters that extend beyond the crimpers, they may crimp part of the female socket as well, preventing the connector from being fully seated on the fuse block tabs. A small screwdriver can be used to flatten out the inside of the connector.

Installation of the fuse bracket on the bike is straightforward. Remove the right side tank fairing, exposing the coolant reservoir and frame. Using the two M6 button-head screws and washers, attach the short, wide part of the bracket to the frame. The longer part of the bracket should be hanging down and to the inside. To run wires back to the stock fusebox, you will have to remove the tank and seat as well.

To connect the fuse box to the motorcycle circuits, cut out the old fusebox under the seat, and run wires from there to the new location. 14 gage wire should be adequate, but 12 can be used if desired (this may not fit in the flag connectors, however). The wire connections should ideally be soldered and covered with shrink tubing. Run the wires along the frame tube and over to the fuse block. For the most protection, cover the wires with spiral-wrap (available at auto parts stores and Radio Shack) and ty-wrap to the frame. The fan fuse wires will probably need a short extension, and 16 or 18 gage wire should be fine there.

For pictures and other connection ideas, go to [www.bigcee.com](http://www.bigcee.com).

The fine print: I will gladly replace any parts that are defective through manufacture. However, because of the wide variety of riding styles and trail conditions that these parts will encounter, I cannot guarantee their survivability in all impacts.



Bundled Wires to Battery

