

# **VETTER FACEPLATE AND INSTRUMENT MODULE INSTRUCTIONS**

**Featuring  
VDO  
“Jetcockpit”  
Instruments**

March 31, 1977

\* Specifications subject to change without notice.



**Vetter**

# INSTRUMENT AND FACEPLATE MODULE INSTRUCTIONS

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## INTRODUCTION

This manual contains important information regarding the safe operation and maintenance of your Vetter module. We urge you to read carefully, understand all components of your module and follow the recommendations to obtain the most trouble-free and enjoyable operation of your module.

In this manual, statements preceded by the following words are of special significance:

“Warning” means that there is the possibility of personal injury to yourself and others.

“Caution” means that there is the possibility of damage to the module and related components of the fairing.

“Note” indicates points of particular interest for more efficient and convenient installation and operation.

We recommend that you take particular notice of these items while reading this manual.

### WARNING

This module and these instructions were designed solely for use on fairings manufactured by Vetter Fairing Co. for the specifically designated motorcycles in this manual. These instructions must be given to the consumer because they contain valuable information for their future reference.

# SECTION ONE: Pre-installation of the "Faceplate" and Instrument Modules

## NOTE

1) If you have the Faceplate Module, we suggest you read Part B of this section: "Faceplate Module - Recommendations for the Installation of Accessories" on Page 5.

2) If you are installing the Faceplate Module, go through this manual and mark the sections and parts listed on Page 5: "Faceplate Module Note". These are the only installations that will apply to you. You should follow the installation instructions which are included with your accessories in other aspects of the Faceplate Module installation.

**CAUTION:** Brake fluid should NOT be allowed to contact your module as it causes rapid deterioration of plastic.



## A. REMOVAL OF THE WINDJAMMER

1) REMOVE THE WINDJAMMER IN THE FOLLOWING MANNER:

- (a) Disconnect the Windjammer wire plug, by squeezing the locking prongs together and pulling the plug out.
- (b) Remove the lowers, if installed, by removing the four screws from each side.
- (c) Remove the four Windjammer mounting bolts. Hold up the front of the Windjammer as you remove the last bolt, so that the fairing doesn't fall on your front fender.
- (d) Lift off the Windjammer and set it aside.

2) REMOVE THE COVER FROM THE MOTORCYCLE HEADLIGHT NACELLE.

3) INSERT WIRE ENDS OF THE MODULE EXTERNAL WIRING HARNESS INTO THE REAR OF THE MOTORCYCLE HEADLIGHT NACELLE.

**STOP:** If you are installing the Instrument Module, with instruments supplied by Vetter Fairing Company, go to Section Two, "Installation of Gauge Sending Units".

If you are installing the "Faceplate" Module, with instruments or accessories other than those supplied by Vetter Fairing Company, please read the following section.

**FACEPLATE MODULE NOTE:** For the installation of the "Faceplate" Module, the following sections and the parts indicated should be followed:

Section One: "Pre-installation of the Faceplate and Instrument Modules", complete.

Section Three: "Wiring the Motorcycle" Part A. You should prepare your own wiring color code for the wiring procedure.

Section Four: "Reinstallation of the Windjammer: Parts A and B.

Section Five: "Installation and Wiring of Instruments" Parts C, D and E.

It would be advisable to go through and mark these parts, in order to facilitate installation of the faceplate module.

## B. FACEPLATE MODULE - RECOMMENDATIONS FOR THE INSTALLATION OF ACCESSORIES

1) CUTTING THE FACEPLATE

- (a) If the Faceplate premask (protective paper covering) has been removed, cover the front of the faceplate with masking tape to prevent scratching.
- (b) Layout all of the cut lines for your instruments and/or accessories. Pattern information can usually be found with your instruments and/or accessories.

**NOTE:** When laying out cut lines, be careful not to interfere with the faceplate mounting flange on the module (small ledge on module that faceplate mounts onto).

(c) Drill a 1/2" hole inside each of the areas on the faceplate to be removed.

(d) Start from the 1/2" hole and use a sabre saw or a coping saw to saw out the patterns.

2) INSTALL YOUR INSTRUMENTS/ACCESSORIES USING THE INSTRUCTIONS THAT COME WITH THEM.

**NOTE:** If holes need to be drilled in the module for antenna or accessory wires, they should be drilled in the bottom of the module.

3) THE FOLLOWING CHART SHOWS THE WIRING COLOR CODE FOR THE "FACEPLATE" MODULE:

Module Wire Color	Function
Green . . . . .	accessory lighting (instrument or radio lights)
Yellow . . . . .	Battery (always on)
Red . . . . .	Accessory power (on with switch)
Black . . . . .	Ground
White & Violet . . . . .	Optional Function
Orange & Brown . . . . .	Switches



## **SECTION TWO: Installation of Gauge Sending Units**

### **NOTES, WARNINGS AND CAUTIONS FOR THESE INSTALLATIONS**

- 1) Follow only those instructions which apply to your motorcycle and to the gauges that you have received with your Instrument Module.
- 2) When running wires from the nacelle or module rearward to other parts of the motorcycle, make sure the wires are not crimped, touching the exhaust pipes or placed in such a manner that the insulation could be damaged.
- 3) When installing Oil Pressure and Oil Temperature Sending Units be sure that the engine is cold to prevent burns.
- 4) In some cases, it is necessary to drain your oil entirely when installing the Oil Temperature Sending Units. Instructions pertaining to your motorcycle will direct you as to when this is necessary.

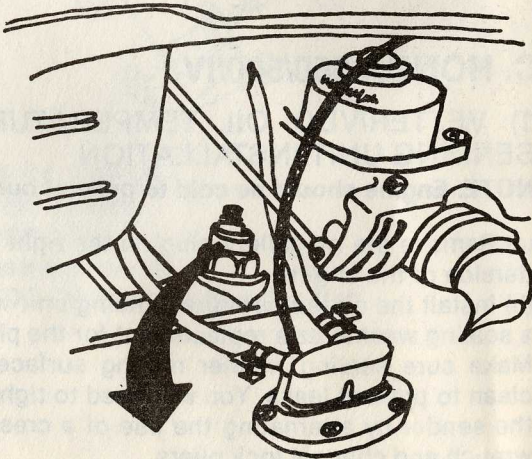


## A. HONDA GL1000

### 1) VETTER/VDO OIL PRESSURE SENDING UNIT INSTALLATION

Remove the oil pressure switch from behind and below the right rear carburetor on the engine crankcase by performing the following:

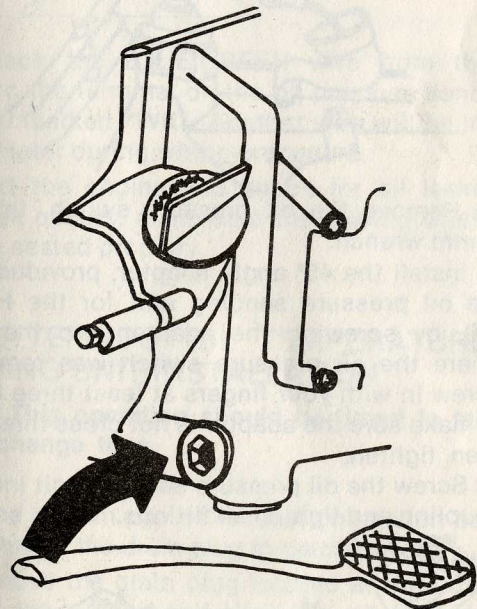
- (a) Remove the rubber cap from the oil pressure switch.
- (b) Using a No. 2 Phillips-head screwdriver, remove the screw on the top of the oil pressure switch which holds the oil pressure warning light wire. Reinstall the screw and washers.
- (c) Remove the rubber cap from the oil pressure warning light wire.
- (d) Using a 26mm socket or box end wrench, remove the oil pressure switch.
- (e) Install the Vetter/VDO oil pressure sending unit in the hole where the oil pressure switch was removed. Be sure the sender terminals clear the throttle and choke linkages through their full travel.
- (f) Hook up the GL1000 oil pressure light wire to the terminal marked "WK" on the Vetter/VDO oil pressure sending unit. Another wire will be installed later during the wiring procedure.
- (g) Start the engine and check for oil leaks.



### 2) VETTER/VDO OIL TEMPERATURE SENDING UNIT

(a) Remove the lower oil gallery plug, which is located to the rear of the right back of cylinders, using a 10mm allen wrench.

(b) Remove the sealing washer from the oil gallery plug and install it on the oil temperature sender. Then install the temperature sender in the oil gallery. The wire to the sender will be attached later in the wiring procedures.



## B. HONDA 750/IV

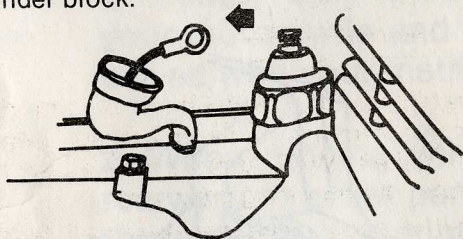
### C. HONDA 550/500/IV

#### B. HONDA 750/IV

##### 1) VETTER/VDO OIL PRESSURE SENDING UNIT INSTALLATION

**NOTE:** Make sure engine is not running. It is normal for a little oil to leak out of the hole when the oil pressure switch is removed.

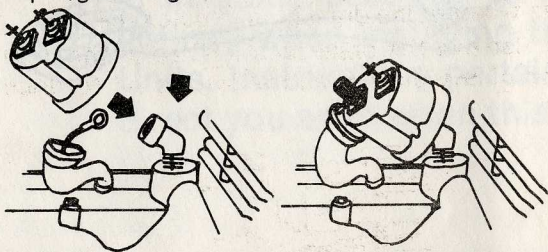
(a) Remove the wire connected to the oil pressure switch located at the center behind the cylinder block.



(b) Remove the oil pressure switch, using a 26mm wrench.

(c) Install the 45° angle adapter, provided with the oil pressure sending unit for the Honda 750, by screwing the adapter into the hole where the oil pressure switch was removed. Screw in with your fingers at least three turns, to make sure the adapter is not cross-threaded; then, tighten.

(d) Screw the oil pressure sending unit into the coupling and tighten all fittings.

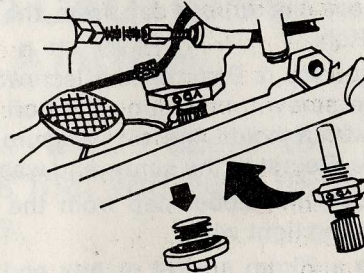


(e) Connect the BLUE/RED wire from the Honda 750 wiring to the terminal marked "WK" on the pressure sending unit. Another wire will be installed during wiring procedure.

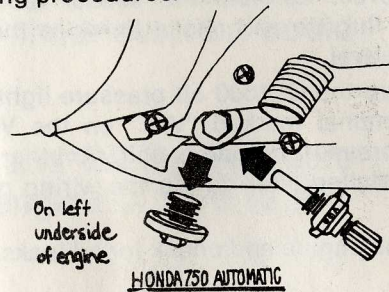
(f) Start the engine and check for oil leaks. Should any leak occur, check to make sure that the fittings are tight.

##### 2) VETTER/VDO OIL TEMPERATURE SENDING UNIT INSTALLATION

(a) Remove the oil gallery plug from under the engine on the right side, just behind the bottom engine mount.



(b) Reinstall the Vetter/VDO Oil Temperature Sending Unit with the sealing washer supplied. Wire to the sender will be installed later in wiring procedures.



#### C. HONDA 550/500/IV

##### 1) VETTER/VDO OIL TEMPERATURE SENDING UNIT INSTALLATION

**NOTE:** Engine should be cold to prevent burns.

(a) Remove the oil gallery plug on the right underside of the engine.

(b) Install the oil temperature sending unit with a sealing washer as a replacement for the plug. Make sure sealing washer mating surface is clean to prevent leaks. You will need to tighten the sender by alternating the use of a crescent wrench and channel lock pliers.





## D. BMW /5, /6 & /7

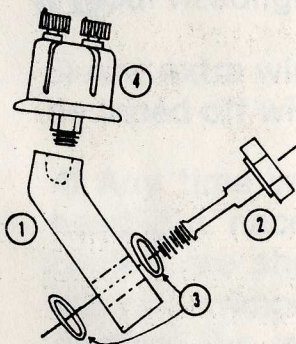
### 1) VETTER/VDO OIL PRESSURE SENDING UNIT INSTALLATION

**WARNING: Engine must be cold for this installation to prevent burns. It is normal for a little oil to leak out of the hole when the oil pressure switch is removed.**

(a) Disconnect wire from BMW oil pressure switch located to the rear of the left cylinder. This wire is removed by pulling the connector straight out from the oil pressure switch.

(b) Remove oil pressure switch from the engine using a 15/16" socket.

(c) Screw VDO oil pressure sending unit into the VDO adaptor for the BMW. Then, install one sealing washer on the BMW/VDO adaptor bolt. Insert bolt and washer through the hole in the adapter. Install another sealing washer on the threaded end of the bolt. Be sure all mating surfaces for the sealing washer are clean and oil free.



Code for drawing:

- (1) VDO Adaptor
- (2) VDO Adaptor Bolt
- (3) Sealing Washer
- (4) VDO Oil Pressure Sending Unit

(d) Install bolt and adaptor assembly in the hole where the BMW pressure switch was removed. The assembly will lean slightly toward the rear of the BMW with the adaptor upwards. Check for carburetor clearance before tightening.



(e) Attach the BLUE/GREEN wire from the BMW to the terminal on the oil pressure sending unit marked "WK". Another wire will be installed later during wiring procedure.

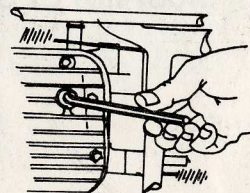
(f) Start the engine and check for oil leaks. If a leak occurs, make sure the sealing washers are seated properly.

### 2) VETTER/VDO OIL TEMPERATURE SENDING UNIT INSTALLATION

**NOTE: This operation should be timed to fall at oil change time.**

(a) Place a drain pan of at least one gallon capacity under the drain plug to catch the oil.

(b) Remove the drain plug located at the right rear of the oil pan and allow the oil to drain out.



(c) Install the oil temperature sending unit with sealing washer in place of the drain plug.

(d) Refill the oil in your motorcycle.

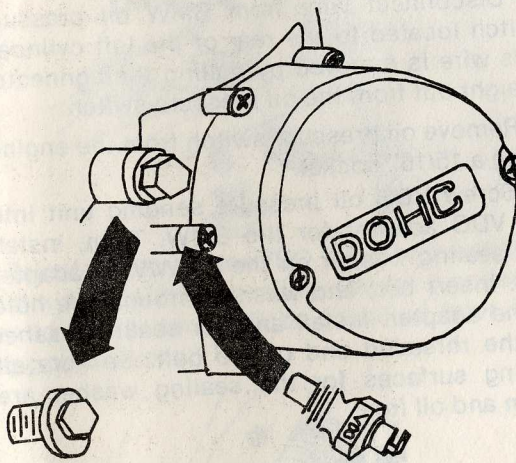
## E. KAWASAKI Z1

### 1) VETTER/VDO OIL TEMPERATURE SENDING UNIT INSTALLATION

**WARNING:** The engine should be cold when performing this operation.

(a) Remove right oil gallery plug, located at bottom rear of cylinder casting. Some oil may leak out. It should be wiped off the sealing washer mating surface.

(b) Install oil temperature sending unit with sealing washer as a replacement for the oil gallery plug.



# SECTION THREE: Wiring the Motorcycle

## NOTES, WARNINGS AND CAUTIONS FOR WIRING PROCEDURES:

- 1) Before starting wiring procedures, disconnect the ground lead on the battery, which will be marked "neg" or "-". Battery location for your motorcycle can be found in your owner's manual.
- 2) Be careful not to confuse Windjammer wires with motorcycle wires when making wiring connections in your headlight nacelle.
- 3) Any extra wires from the instrument module should be taped off with black electrical tape.
- 4) Any time wires are routed out of the motorcycle headlight nacelle and to other parts of the motorcycle, care should be taken to insure that the wires are not crimped or routed in such a manner as to damage the insulation. Make sure wires will not be pinched when handlebars are turned to full lock.

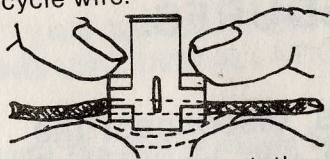
## A. WIRING PROCEDURES

**NOTE:** Refer to the chart in part "B", which has the wiring color code for your motorcycle. Use the wiring color code supplied there to make connections in the motorcycle headlight nacelle, according to the instructions below:

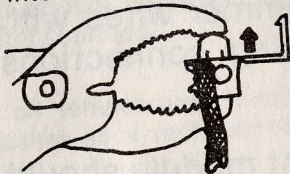
1) DISCONNECT THE GROUND LEAD ON YOUR MOTORCYCLE'S BATTERY.

2) USE OF THE BLUE CONNECTORS:

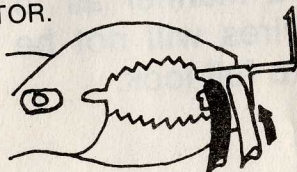
(a) Snap the blue connector over the appropriate motorcycle wire.



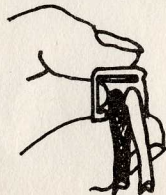
(b) With the plastic tab pointing away from your body and the metal tab pointing up, lightly hold the blue connector between pliers, as illustrated. Make sure that the metal tab is not pressed into the connector at this step.



(c) Insert the appropriate module wire into the hole on the right side of the blue connector. **NOTE: THE WIRE WILL NOT GO ALL THE WAY THROUGH THE CONNECTOR.** Squeeze the metal tab down into the wires to make the connection. **NOTE: THE METAL TAB MUST BE FLUSH WITH THE TOP OF THE BLUE CONNECTOR.**



(d) Lock the blue connector by folding the flexible plastic tab down until it snaps closed.



(e) Pull gently to test for a secure connection. Repeat the same procedure for each module wire.

**NOTE:** If necessary to correct the wiring, do so by unsnapping the lip of the blue connector and, using pliers, removing the metal tab. After checking the wires, reinsert the metal tab and snap shut the blue connector.

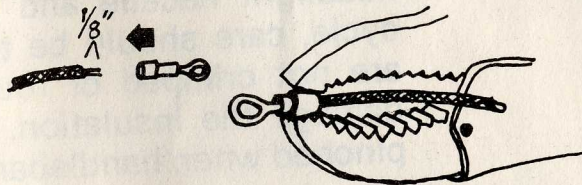
3) CONNECTING THE OIL TEMPERATURE AND OIL PRESSURE SENDING UNITS

(a) Run the white and/or violet module wire back out of the headlight nacelle and down the frame tubes to the oil pressure and/or oil temperature sending units.

**NOTE: Oil pressure and oil temperature gauges are not available through VFCo for the Suzuki. Suzuki owners should go to step 3.**

(b) Cut the white and/or violet module wire about 5 cm (two inches) longer than the minimum length required.

(c) Strip the white and/or violet wire back about 1/8" and install the connector supplied with the sending unit on the white and/or violet module wire. It would be best to use a wire crimper to do this job but, a pair of vise-grips may also be used. Pull on the connector to check for a secure connection.



(d) Install the wire on sending unit and tighten nut, if applicable.


4) REINSTALL THE MOTORCYCLE HEADLIGHT NACELLE COVER, USING BLACK PLASTIC TAPE TO SECURE IT TO THE NACELLE

5) REINSTALL BATTERY GROUND WIRE.



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