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MarkNet - KLR650



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MAIER WOODS PRO ALUMINUM ATV HANDGUARDS

I had just installed my new Dunlop D606 tires and wanted to try them out. It's winter and there was about 1 foot of snow. The snow wouldn't have been a problem, but the layer of ice under it was. I was getting the feel of the new tires and things were going well. By the time I left the level front field and went into the woods I was moving right along...

I rode along a side hill and dumped the bike to the left. There went that brush guard. The next one was a downhill corner which took out the right brush guard. Due to the cold, they snapped right off, instead of flexing as they usually do. Being fresh out of any kind of protection for the expensive controls, I knew that I was in need of something better than the stock brush guards.

The solution came, as it always has, from Fred Hink at [Arrowhead Motorsports](#). There were a couple choices, so I shot Fred a quick email asking for his recommendation. I've found these "Maier Woods Pro Aluminum ATV Handguards" to be just the ticket - and they have optional brush guards, which was enough to seal the deal.

This information is meant only as a supplement to the instructions that Maier includes with the guards. This isn't a difficult installation, but I think that pictures are always helpful. The included Maier instructions are at the end of this documentation for reference / verification.



I ordered both the aluminum guards and the optional brush guards. Not only do the brush guards provide protection from... you know... brush, but they also noticeably improve the comfort of your hands in cold weather riding by deflecting the wind off them.

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Procedures

- 12v Waterproof Outlet
- Acerbis Disk Installation
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- TWC Fuse Relocation Kit
- Valve Adjustment
- Vista-Cruise Lock
- Water Pump Seals
- Wheel Alignment



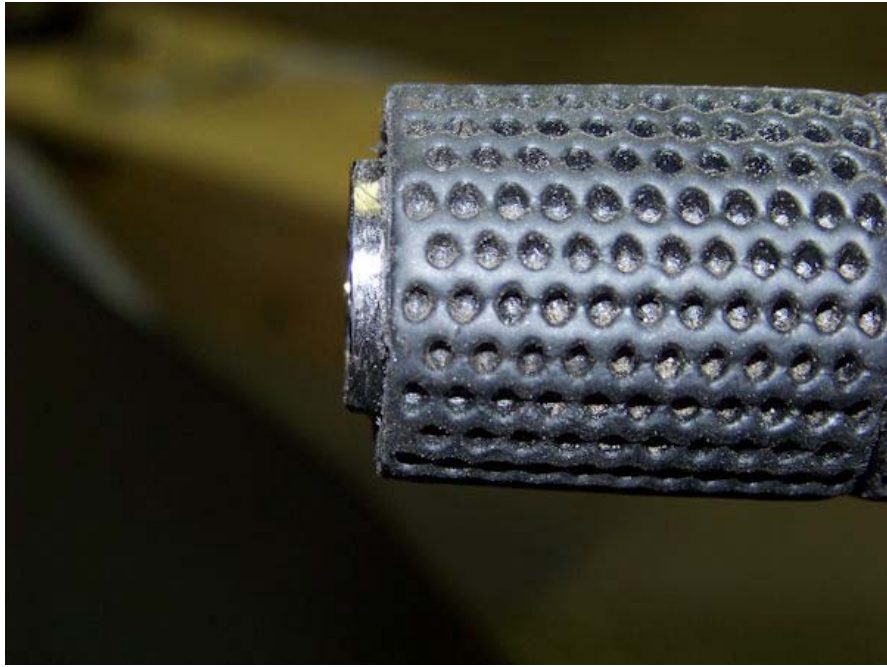
The guards will install at the handlebar end by putting an expanding tube into the handlebar. To begin the installation process, you have to cut the ends off of your grips. It's a done deal on the left side, but on the right side - the throttle side - you'll also have to take care of the "cap" on the end.

The instructions suggest cutting off the end with a hacksaw. Having learned the hard way over the years, I'm always a little leery of just jumping into stuff like this, especially since their instructions are generalized, (not specifically meant for a KLR.)

I used a Dremel for a couple things here. I used one bit to enlarge the hole in the end cap to the same size as the opening in the left bar end, and a cut-off disk to cut back the grip, (next step.) Take your time and get it right!



As suggested in the Maier instructions, I cut back the grip about 1/8". The Dremel with a cut-off disk was perfect for this job. That's it for the "prep" work, now to get those guards installed!



The next step is to **loosely** fit the clamps. They'll be facing forward and a bit downward. You can use the bar to get a general idea of where and how the clamps need to be positioned. The following pictures should help to give you an idea of how they should be...

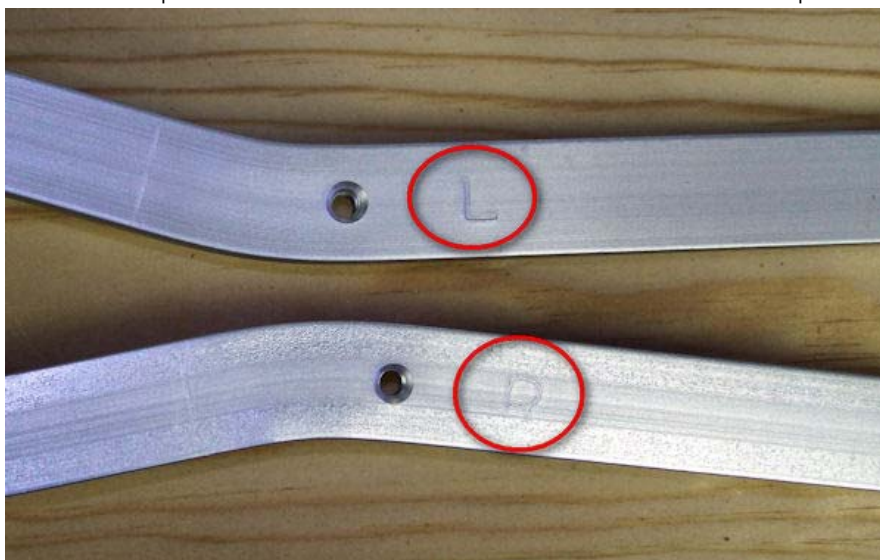




The handguards come with parts that allow installation on a variety of machines. The larger bolt, thicker tube and cone are what we'll use for the KLR.



Note that the bars are stamped on the inside with L and R. The threaded holes are for the optional brush guards.



These are the bars with the KLR-appropriate option assembled...



Maier suggests a downward angle of about 10 degrees. I don't have a good eye for this stuff and having the left & right guards at different angles would drive me nuts, so I used a level gauge that I happened to already have. I set them to 12 degrees.

You'll have to adjust and tweak a fair amount to get them at the proper angle - and to still be at the proper angle once you tighten down the bolts. I used blue Loctite to make sure nothing vibrated loose.

Maier made a big point of warning about NOT having the guards angled in any way in an upward direction - they should never be higher than level.



This picture is just to show a general side view to get an idea of what the angle should look like.



This is showing the installed guards, left side no brush guard :right side with it installed. If you also get the brush guards, as I did, you'll have to drill the 7/32" holes that the mounting bolts will go through into the aluminum guards. I used a compass point to mark the spot to drill from the inside of the guard. I installed with a stainless washer on the outside of the brush guard, and again used blue loctite.



These pictures show the finished installation with brush guards. Since, apparently, my dumping the bike is inevitable, it's reassuring to have these protecting the goods!





!!! Final Checks !!!

- Guards are angled no more upward than level and preferably 10 degrees down.
 - No pinched wires or cables
 - Throttle working freely, no binding, releases automatically to fully closed
- Handlebars go fully left and fully right without contacting the fairing, gas tank, cables, etc.
 - Brake and clutch levers do not contact the guards in any way
 - All fasteners are secure (remember the blue loctite!)

The original, included, Maier Instructions for both the handguards and brush guards



(530) 272-9036

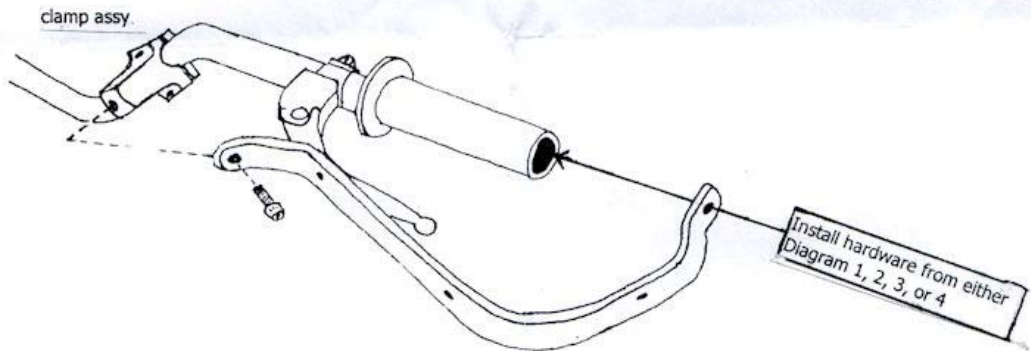
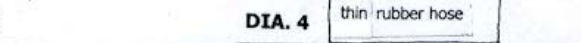
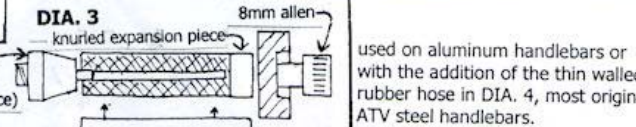
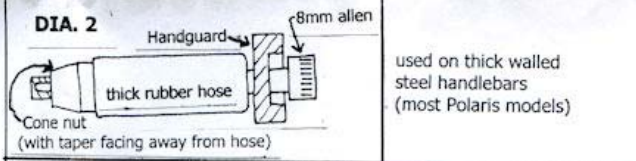
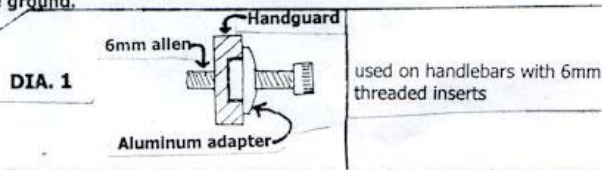
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59533 WOODS PRO ALUMINUM ATV HANDGUARD MOUNTING INSTRUCTIONS

1. Cut off the ends of both the right and left handgrips flush with the end of the handlebars.
- 1A. ATVs equipped with after market twist throttles. Cut off the end of the grip flush with the end of the plastic throttle sleeve. Some throttles may have a solid plastic end on the sleeve. On these, use a hack saw to carefully cut off the end of the sleeve. After cutting, be sure to remove any burrs from the inside the sleeve. Slide the throttle inward on the handlebar until approximately 1/8" of the handlebar end protrudes past the end of the throttle assembly. Be sure to retighten the screws holding the throttle assembly. Before proceeding, check to make sure the throttle "snaps" shut and is not binding in any way.
2. Install the clamp assemblies onto the handlebar as shown in the diagram below. Leave the bolts loose until final adjustment.
3. Install the handguard onto the handlebar, using one of the four handlebar-end mounting options shown below. Please note, the right handguard is marked with an R in the back side, while the left side is marked with an L.
4. Bolt the inboard portion of the handguard to the mounting clamp. The handguard should fit flush against this clamp. If not, adjust the angle by carefully bending the guard.
5. Adjust the handguards into position. When properly positioned, they should be angled downward at approximately a 10 deg. angle. **IN NO WAY SHOULD THE HANDGUARDS BE ANGLED IN AN UPWARD DIRECTION!!** They should never be positioned at any angle higher than level with the ground. Tighten all fasteners after positioning the guards.

WARNING!! Be sure to check the following before starting the engine or operating the vehicle.

1. Be sure no wires or cables were pinched during installation.
2. Is the throttle operating properly? Be absolutely sure that it will not stick for any reason.
3. Turn the handlebars "stop-to-stop". Is there any interference in the function of the cables? Do the clamps contact the gas tank? If so make adjustments.
4. Do the brake or clutch levers make contact with the handguards? If so try re-angling them, or move them inward on the handlebar, or try some shorty type levers.
5. Be sure all fasteners are tightened properly.





MAIER MFG INC (530) 272-9036

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MOUNTING INSTRUCTIONS FOR MAIER PARTS

59514 & 59516 PLASTIC HANDGUARDS

DRILL THREE 7/32" HOLES IN THE PLASTIC HANDGUARDS TO LINE UP WITH THE EXISTING HOLES IN YOUR HANDGUARDS. IF YOUR ALUMINUM HAND PROTECTORS ARE NOT PRE-DRILLED, YOU MUST DRILL AND TAP THREE 5MM X .8 THREAD PITCH HOLE IN THEM AT A POINT WHERE THE PLASTIC HANDGUARDS CAN BE SCREWED ON TO THEM...USE THE SUPPLIED 5MM SCREWS FOR MOUNTING.