

3in1

MarkNet - KLR650



[MarkNet Home](#)
[KLR650](#)
[Homepage](#)
[Computer Stuff](#)
[Contact](#)

[Links](#)

[Miscellaneous Info](#)

[Grease 101](#)

[Technical Articles](#)

[A1 Brochure](#)

[Conversions](#)

[KLR650 FAQ](#)

Forms

[Maintenance Log](#)
[Shim Record Chart](#)

Pictures

[Corbin Saddle](#)

[Procedures in PDF](#)

Procedures

[12v Waterproof Outlet](#)
[Acerbis Disk Installation](#)
[Balancer Adjustment](#)
[Brake Pads](#)
[Cam Chain Timing](#)

This is a hobby website dedicated to the Kawasaki KLR650 motorcycle. I make no claim concerning the accuracy of the procedures, nor do I guarantee the success of any work done using them. All users of the material found here are advised that there is no real or implied warranty associated in any way with the website content, and that all content available here is for use at your own risk.

Copyright © 2001 Mark's KLR Pages

All Rights Reserved

No copying or other redistribution by any method will be permitted without my express written permission.

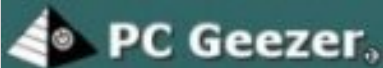
TWC FUSE RELOCATION KIT

Thanks to Tammy of [Totally Wired Cycles](#) for an exceptionally well made, and easy to install kit. Whether you're experienced with electrical work or not, this kit makes life good!

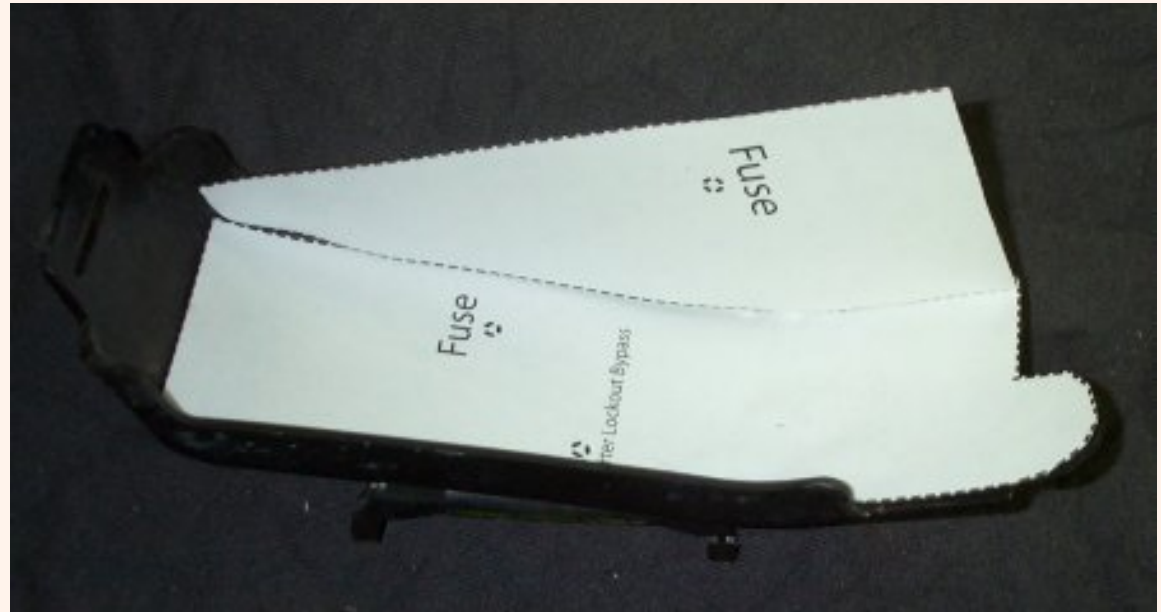
- Carb Rain T-Mod
- Decalification
- Doohickey Upgrade
- Easy Lift
- Fork Oil Change
- Horn Upgrade
- Hydraulic Clutch
- JC Whitney Trunk
- Oil Screen Cleaning
- Radiator Cooling Mod
- Ramp Loading
- Safety Switch Bypass
- Shark Fin Installation
- Shim Storage Box
- Shim Value Table
- SuperBrace
- Swingarm Maint
- Torque Values
- Tube Valve Tools
- TWC Acc Fuse Kit
- TWC Fuse Relocation Kit
- Valve Adjustment
- Vista-Cruise Lock
- Water Pump Seals
- Wheel Alignment



The two fuse blocks included in this kit will be placed inside the sidestand switch cover, indicated in the picture above by the yellow star.



Computer Guides
for
Geezers of Any Age!



Tammy included a sheet with her directions that had these two templates on it. Just cut them out, and place them inside the kickstand switch cover. Note that under the word **Fuse** is a small circle. Just drill there and you'll be all set.

I found that to use the included bolts, I had to drill 1/4" holes in the cover, and drill out the tabs on the fuse holders with that same 1/4" bit.

You'll see that the wires going to one of the fuse holders are longer than the wires going to the other one. In the picture **below**, you can see that it's the white wires that are longer, and their fuse holder is mounted **underneath** the brown and blue wire holder. Mount the fuse holder with the longer wires beneath the other fuse holder.



The picture above shows the fuse holders mounted in the switch cover.



It was easy enough to run the wires up to the area above the battery, but I wanted to use a route that I just couldn't manage without a helper string to guide the wires.

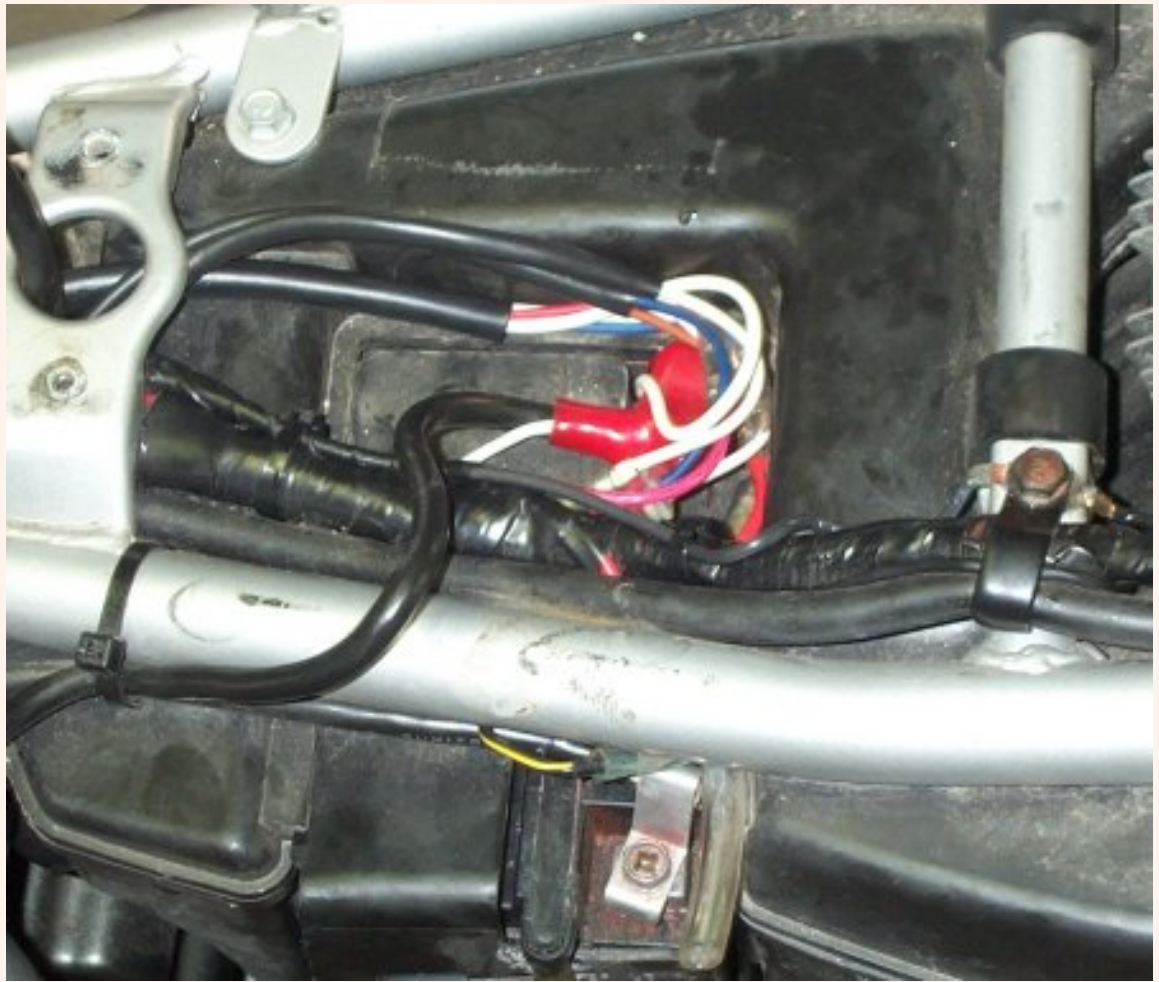
I put the string down through from the top using a flexible aluminum retrieval magnet, taped the wires to the string, and pulled the whole thing up and through.



Once you've gotten the wire ends up into the battery compartment area, it's a simple matter of removing the existing fuse holders, and plugging in Tammy's DSR kit.

She used the same color wiring, so it's truly a *no-brainer*. The plug can only go one way, and then white goes with white, and brown with brown.

Use Dielectric (silicone) grease on the connections.



The above picture shows both the [Fuse Accessory Kit](#) and this relocation kit. You're doing a couple great things here; you're changing to the more rugged & reliable flat blade-type fuse, and you're getting the fuses out from under the saddle. No more removal of the side covers and saddle just to change a fuse!