

Maxim-X Gauge Repair

Courtesy of David Fox (hogfiddles@hotmail.com)

Here are the steps that I use to open up the speedometers and tachometers for the XJ700X, XJ700 and XV1100. I know it will be useful to someone somehow. I've been able to do a few, I've also broken a few but they were otherwise going to be junk so it is also a chance-effort at possibly saving something.

Here's a description of each photo:

[Gauge Repair01](#)

The original speedometer as it came to me w/broken glass and rust coating.

[Gauge Repair02](#)

Use a very small screwdriver and just catch the lip of the metal ring. Pry just a small section up a little.

[Gauge Repair03](#)

Go forward a little, repeat, repeat, repeat, keep doing that until you get all the way around. Use a little wider screwdriver to pry the lip up all the way around until you can just slide the body out of the bezel.

[Gauge Repair04](#)

Carefully press the glass/rubber/metal ring out from inside by pushing from the front of the glass.

[Gauge Repair05](#)

Here's a second one that I'm going to do, too, to show you all the parts without broken glass.

[Gauge Repair06](#)

Here's the rubber and metal rings with the broken glass removed. The following pics will show how to remove the glass.

[Gauge Repair06a](#)

First lift off the metal backing ring. Note the orientation of the rubber. Carefully fold the rubber back. Some rubber will be stuck to the glass, some won't. Use a razorblade carefully and slowly to just separate the glass.

[Gauge Repair06b](#)

Continuing to separate.

[Gauge Repair06c](#)

Continuing to separate.

[Gauge Repair06d](#)

Here are the three separate parts - the metal backing ring, the rubber, and the glass.

[Gauge Repair07](#)

After cleaning the rubber, cleaning the residue off the glass, & polishing the glass, reinstall the glass into the rubber. (If you are replacing with a new piece of glass, note that the original is slightly convex. Your replacement will probably be flat unless you have a good source. If you can get a junk gauge, then do what I'm doing in these pics, and rob the glass out of a bad gauge.) Also, make sure to measure the thickness and diameter for your replacement. Make sure that the convex side of the glass is toward the humped side of the rubber. Otherwise, your gauge will look goofy when you put it back together. Clean and polish the outside of the metal bezel.

[Gauge Repair08](#)

Clean the inside of the metal bezel.

[Gauge Repair09](#)

Place the rubber/glass assembly back into the bezel.

[Gauge Repair10](#)

Use a very small dab or two of silicone sealant just to hold the metal backing ring in place. Place the repaired bezel on the front of the body. From this point, carefully go around the body with a good-sized slot screwdriver and in a "star pattern" work your way around pushing the pried up "flange" back down. Make sure to use the star pattern so that it doesn't get tightened down off-center. Once it's all down as tight as you can get it, slip the thin gasket ring back on, put the housing back on, and put the retaining screw back in and snug it up. This will pull the housing back into the gasket ring and hide just about all of the pry marks. It may not be perfect, but it's a whole lot better than having to buy another one.

[Gauge Repair11-done](#)

Here's the repaired front. Now, compare this to picture 1. Notice that this is indeed the same speedometer. See the mileage is still all the same. Note that I did clean the face while it was open, too.