

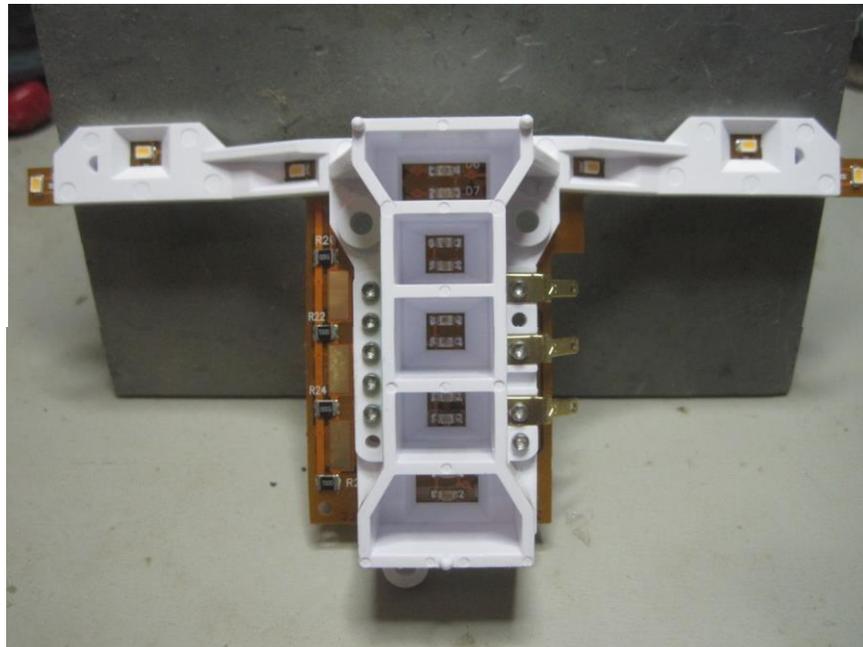
Tales from the roadside

Mike Fugere

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Last month I succeeded in finding a couple hours' time to install the new, modified KatDash LED instrument panel. When I ordered it, I also ordered their replacement rubber O-ring seal and foam gasket kit (\$8) to ensure that the new KatDash board remained as dry and protected from the outdoor elements as possible. When I assembled my instrument cluster, I found the original seal and foam were in place, but were well on their way to becoming "fossilized" and brittle. I definitely think the few dollars for the seal kit parts was well spent!

As you may recall, I had a somewhat "special" situation in which I needed to install the KatDash panel on my 1978 R100/7 with its original wire harness, but the instrument cluster I have is from 1981. BMW basically had (3) versions of the instrument cluster panel and wiring harness connection for the handlebar-mounted instruments: Version 1 was for the /6 model airheads up to 1977. Version 2 was for the /7 model airheads through 1980—which still had the high beam indicator in the tachometer face. Version 3 was basically kept consistent across the R80 and R100 models from 1981—1995 (Sadly, 1979 -1985 R65 models are different).



KatDash offers (3) models to cover you for any of the above (3) versions of instruments. Check them out at www.KatDash.com

Kat offered to modify the 8195 model so that it would work OK with my older /7 wire harness connections, as long as I didn't mind not having a "brake failure" light (which doesn't exist on the 81-95 instruments anyway). I said "Sure!" and within a week I had the unit at my doorstep.

Be careful with the (3) bolts securing the instruments— don't overtighten And be sure that washers and spacers are in place!



KatDash's website has good instructions you can download, print out and follow for installing the new KatDash electronics and the seal kit. If you are reasonably competent with screwdrivers and small tools you can install a very effective upgrade to your old airhead in a few hours' time!

The KatDash unit also has a resistor bypass to ensure your alternator gets excitation current, even in the highly unlikely event of LED failure. I can now easily see all my indicators clearly, even in sunlight, and the speedometer and tachometer illumination at night is very good. Count me as a very satisfied customer!



Mike Fugere 1978 R100/7

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