Fitting instructions for Lynx Fairing DRZ400'S'/SM

Thank you for purchasing the Lynx fairing. We hope the design features will extend the enjoyment of your DRZ.
Your fairing kit comes largely completed, with most of the fitting time involved with the attachment of your instruments.

Parts List

- 1 x Fairing and screen with two thumb twists threaded into two plastic sliders with rubber washers
- 8 x16mmM6 machine screws
- 2 x ¼" ss washers
- 1x spacer
- 4 x plastic washers
- 4x M6 Nuts
- 2 x small black machine screws
- 4x Aluminum Spacer washers
- 1x Aluminum bottom bracket
- Diode
- 1 x ABS Dash
- 1 x Wiring Harness
- 1 x spare halogen bulb
- HID bulbs and ballast (if ordered)
- Headlight protectors (if ordered)
- Rock guard (if ordered)

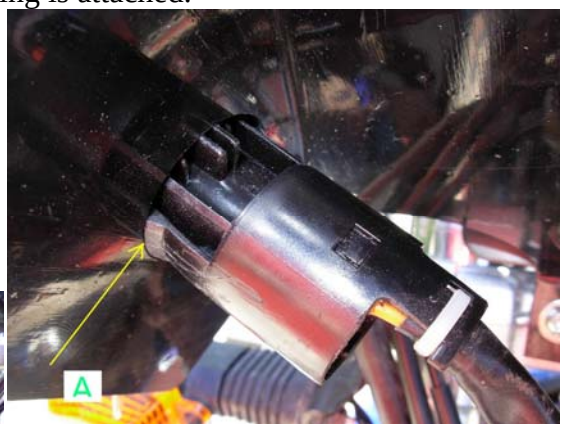
Fitting

- Secure the Motorcycle in a vertical position.
- Remove OEM fairing.
- Remove the front fender
- Remove the black electrical box from the left 'arm' of the headlight frame and allow to 'dangle' for the time being.
- Disconnect the bulb holder from the headlight.
- Undo and remove the headlight and its frame. This will require undoing the fork pinch bolts and sliding out the forks from the top triple and then sliding off the headlight arms.
- Remove the Gas tank and left side covers to access the battery
- Remove the top brake line guide. (This will not be re-used)
- Remove the ignition switch and bracket and disconnect from the main harness (green plug)
- Undo the speedo cable from the back of the instrument.
- The dash now attaches on top of the bracket that holds the speedo. Remove the bolts holding the speedo bracket to the front face of the top triple clamp.
- Slide the front brake cable into the 'key hole' in the dash and then fit the dash on top of the speedo bracket and re-fasten both using two of the M6 bolts/washers provided. It's useful to use a threadlock

on these bolts. Do not bolt the third one yet. (See picture)

- You may find that the top bolt of the speedo/bracket assembly touches the dash and if so, it is best to file this bolt down a little for clearance.
- The electrical cables coming from the rear of the speedo will feed through the dash at the sides next to the top of the forks.

Don't worry about the whole thing seeming a bit 'floppy' at this stage. The whole assembly becomes rigid when the Fairing is attached.



- Re-attach the speedo cable.
- The SM has no third hole available on the top triple. If you use your bike off road, we recommend that you drill and tap a hole for a third bolt. You will then need to use the included spacer to space out the gap behind.
- Remove the rubber 'boot' from the back of the ignition switch. You will see that the ignition bracket is held in place by two plastic 'lugs' on the ignition body. Squeeze the lugs inwards and slide the bracket off (it will not be re-used)
- Place the ignition switch into the hole on the right side of the dash. You will need to file away two small 'notches' on the back side of the dash in order for it to snap into place and to stop the ignition barrel turning in the hole. (See 'A' in picture) Before doing this, check that the ignition body is turned to where you would like it.
- Reconnect the ignition harness (green plug)

IMPORTANT

By far the most important part of your installation is the fitment of your instruments. There are many different configurations open to you to customize your instrumentation as you see fit, which includes switches, warning lights, accessory power sockets, gauges and GPS's.
It is really worthwhile taking the time to consider what you want to mount and how you are going to fit them. If you intend to fit something in the future, then try and find out the dimensions and details of any wiring fitting into the back of the instrument, so that you can check for space behind. Most important of all is the old Carpenters saying "**Measure twice and cut once!"**

Wiring Harness for the lights

- Your wiring harness comes largely complete (irrespective of HID, or not). We have deliberately not mounted the relays to the back of the dash to allow you placement 'options' for your own instrumentation. Use the small black machine screws (or the double sided tape) to attach anywhere on the back of the dash.
- Find another clear area to locate the OEM black electrical box that you removed previously and stick this onto the back of the dash using double sided tape or Velcro (see picture)

- Run the power and ground wires back to the battery on the side of the frame alongside the other wiring, making sure that it will not be trapped by the gas tank.
- Leave enough 'slack' in the battery wire to make sure that the steering will sweep from side to side without hindering any of your wires.

Standard wiring

- The wiring harness comes with an H4 male, 3 pronged plug. Simply plug this into the terminal that you unplugged earlier. The wiring harness has 4 wires coming from the relays (the two black negatives are joined at the terminal). There are also 2 small wires (red and blue) with small terminals where the black diode (in your hardware pack if not fitted) is installed. Plugging the diode in one way enables the low beam to remain on when the high beam is switched. Plugging the diode in the other way around will make the lights function alternatively (not as good).
- You will see that you will need to use the Aluminum spacer behind the dash to make up for the thickness of the speedo bracket on the other two holes. Threadlock this bolt also
- By now you will seem to have wires going everywhere behind the dash (particularly if you have twin HID's), so take time to strap your wiring up neatly, before fitting the Fairing.

Attaching the bottom bracket

The aluminum bottom bracket is clamped between the front fender and the triple clamp using the OEM fender bolts (see photo). Do this when re-fitting the front bolts of the fender and place 2 aluminum washers as spacers on the back bolts to make up the thickness of the bracket. Tighten up all 4 bolts

Attaching the screen

Attach the screen with the two thumbscrews threaded into the two black plastic sliders that run in the channel on the back of the fairing. Tighten the thumbscrews up until the sliders just touch the back of the fairing and the screen **can still slide up and down freely.** Then thread the two Nylock nuts onto the extended thread until they just touch the back of the sliders. These act as a backstop to stop the thumbscrews being able to undo too far and allowing the screen to come out of the tracks. If set correctly, you should only need one turn on the thumbscrews to tighten the screen from fully undone

Fitting the Fairing

Rest the Fairing on the two captive bolts (see pic)

- Attach the light terminals to the lights (they are marked H (High) and L (Low). The larger lamp is the low beam. Make sure that your wiring (except the light terminals) are strapped nicely, tucked away and not trapped.
- Attach the top of the fairing using two M6 socket screws and the M6 nuts. Do not tighten yet.
- Now turn the ignition on and check the operation of the lights. (Those with HID's may be surprised by an electrical 'whirring' noise and a quick flickering of the lights. This is quite normal during the first few seconds of 'warming up')

Adjusting the lights

You will see that the lights are attached to the fairing with 3 threaded adjusters that allow adjustment in all directions. The lights should come roughly in the right position, but they will need adjusting to your specific needs.

Final Check

When the lights are adjusted and you are sure that all components are secure, fit plastic washers to the fairing side of both top and bottom fasteners and tighten them.

Adjusting the screen

- Operation of the adjustable screen is straightforward. It is designed to slide down completely when off road (if desired) and can be adjusted to suit at highway speeds. Riders over six foot, will almost certainly place it in its highest position, but experiment with different heights, because highest isn't always best.

Damage, repair and upkeep

Although your fairing is constructed using a high quality GRP laminate, ultimately, it is not as strong as the smaller OEM plastic fairing. If the fairing is subjected to excessive stress, you will notice 'hairline' cracking on the gel coat finish. This may be unsightly, but will not generally affect the fairing. However, in the event of major damage, as in a crash, please contact us for further guidance on repair.
The gel coat can be cleaned and polished using any conventional auto /RV products, but avoid using abrasive cleaners.
If desired, the fairing can be painted with most paint types, as long as the surface is clean and free of oils and waxes. Simply follow the manufactures procedures by 'scuffing' the surface first with at least 320 grit sandpaper.

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