



MOTORCYCLE PRODUCTS-DESIGN & MANUFACTURE

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### Installation Instructions for Suzuki C50 5566 Fairing w/4 Speakers

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Your new fairing has been shipped with all the necessary hardware for a basic installation. If you have any questions after reading the information in this sheet, please contact Hoppe at: [tech@hoppeindustries.com](mailto:tech@hoppeindustries.com) or call us. **Please read all the way through the instructions before starting the installation**, as five minutes spent now may save you many times that later.

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#### **Before you start:**

**Please note that some inside areas of the fairing front are visible when the fairing is assembled. It is important that you let your painter know to paint the inner edge for at least 1" when they paint the front so that no primer is left showing. Owners: This fairing requires std. C50 turn signal mounting brackets, available from your Suzuki dealer.**

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- 1) To prepare the bike for mounting the inner, you will have to remove any windshield mounting brackets and the turn signal assembly. Cover the front fender with a towel to protect it from scratches. Remove the turn signal bar chromed plastic cover, exposing the two M8 signal assembly mounting screws. Remove the two screws, and allow the turn signal assembly to hang down by its wires.
- 2) Attach the large mounting brackets to the bike with the (4) M8 x 20mm socket head cap screws, starting with the top screws and using #242 Loctite (included) on the threads. The top screws each use a 5/16" flat washer. Start them by hand, and leave them loose by one or two turns. See *Figure 1*. The bottom screws do not use washers, only Loctite. The bottom screws go through the turn signal brackets, with the fairing brackets sandwiched between the signal bracket and the lower tree. Snug the lower screws, then final torque the top ones and then the lowers.
- 2) Route the loose wire end of the power cable down through the left side wire loom, following the path of the clutch cable. Leave about 8" of cord between the loom and twist lock connector. Pass the cord under the tank along the left side of the frame, following the main wiring bundle down to the battery area under the seat. **Don't do any wiring connections at this point. It will be completed last.**
- 3) Put a small towel over the headlight to protect it from scratches, and position the fairing in place, **making sure the fairing's brackets slide behind the ones on the bike.** See *Figure 2*.



Fig.1



Fig.2

Secure the fairing brackets to each other with the (6) 5/16"-18 x 3/4" button-head socket cap screws and nylok nuts, using a 5/16" flat washer under the screw heads and locknuts. Get all (6) sets of hardware started by hand before final tightening of the screw/washer/nut sets. It's easiest to fine-tune the fairing

position for level by snugging up one screw on each side, just enough that you can move the fairing around a little but have it stay in place by itself. Once it is aligned right, tighten all six sets of screws. No Loctite is needed on these fasteners.

4) Attach the power cord to the fairing, and lock it in place with a ¼ turn of the locking ring. Leave enough cord that it doesn't get pulled tight in a full turn to either side, but don't have so much of a loop that it can get caught on anything. Crimp-on connector terminals are supplied for the three power wires. The two ring terminals are for the battery posts.

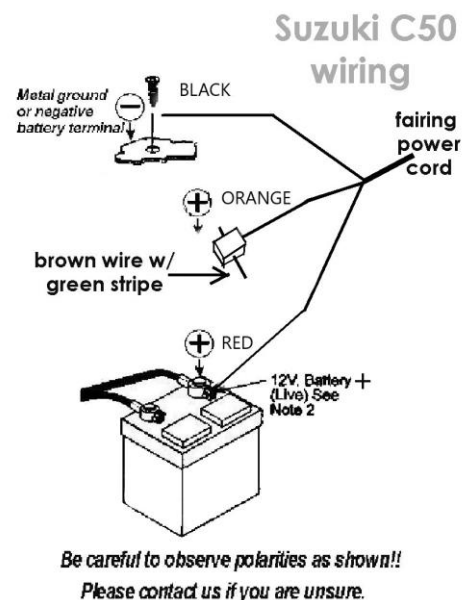
\*The black wire goes to the negative battery terminal.

\*The red wire goes to the positive battery terminal. **Connect it first.**

\*The orange wire goes to an ignition controlled positive + lead. We recommend the brown wire with the green stripe, located under the seat by the battery. (See Figure 3 & Figure 4) A soldered connection is best, but the supplied "vampire" tap splice will work also. Placing a dab of dielectric grease or acrylic caulk inside the splice connector before squeezing it closed with pliers will protect the wire from corrosion. Call us or ask your mechanic if you are not confident about wiring.



**Figure 3**



**Figure 4**

5) After reading the instructions for the radio, turn on the bike and try out the radio for proper operation. Program the security feature if you wish, according to the instructions.

6) Remove the fairing from the bike to reassemble it to the front after painting. Assemble the painted front to the inner without the windshield, using a drop of 242 Loctite on each screw. Start the bottom screw on either side one or two turns each. Next position the windshield in place and start the two "middle" windshield screws (not the exact center one) as follows: Start the two stainless windshield screws from the outside, with a stainless washer on each screw. On the inside, place a chromed acorn nut and chromed washer on each screw, placing a drop of Loctite inside each nut. Placing the Loctite in the nut will help prevent it dripping on painted surfaces or the windshield itself, as Loctite will attack some plastics and paints. Tighten the two windshield screws finger-tight. Start the remaining four side screws into the fairing one or two turns each, and then the remaining three windshield screws. Once all eleven screws are started, snug up the bottom one on each side to 20-25 inch pounds (1½-2 ft lbs), followed by the other four. Snug the windshield nuts to about 15-20 inch pounds, just enough to not flex the fiberglass flanges into the slots and holes in the shield. The Loctite will keep them from coming

loose. The two “middle” holes let those two screws act as deadbolts and prevent the shield from coming off by accident, even with minimal force on the screws. Applying greater force will only break the fiberglass or crinkle your new paint from flexing the flange. Reinstall the fairing onto the bike and using Loctite provided, tighten the socket head capscrews that hold it in place onto the bike’s windshield mount.

### **Important safety note-please read!!!**

**Any modification** like adding a fairing, extended controls, different handlebars, etc., **will have an effect on your bike’s handling.** That doesn’t mean bad, just different. Take some time to get to know your bike after installing your fairing. The decreased wind felt by the use of a fairing can affect your perception of speed, leading you to possibly drive faster than you are aware of. Crosswinds and passing large vehicles will have an effect because of the larger front surface area. Handling in parking lots may feel slower.

Last, but definitely not least - take the time BEFORE your first ride to become familiar with your new radio’s controls. Set the preset channel buttons, adjust the volume and tone, and know how to turn it off & on without having to take your eyes off the road. Your new fairing will give you miles of smiles and get you there less fatigued-but not if you plow into something while playing with the radio!!!!

#### **Materials Supplied:**

- (1) LH mounting bracket
- (1) RH mounting bracket
- (4) M8 x 20mm Socket Head Cap Screws
- (6) 5/16-18 x 3/4” Button Head Cap Screws
- (6) 5/16-18 Nyloc Nuts
- (14) 5/16” Flat Washers
- (1) Tube #242 Loctite
- (1) Power Cord