

INSTALL TIPS:

SAB-1

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We created the Strong Arm Brackets to fix the broken and twisted O.E. fairing brackets that have plagued us for years.

You may ask why the Strong Arm Brackets are made from plastic instead of metal.... well that's easy...they are stronger!! Now you can add amplifiers and larger speakers to your fairing and not have to worry about your O.E. fairing brackets snapping off and ruining the inner and outer fairings.

Please read through this before starting the installation. These tips have been gathered by some pros who have installed many Strong Arm Brackets with total success!!

The following tips are given with the assumption you have already removed the outer fairing:

- We suggest attaching nylon tie straps from the ceiling over the inner fairing that attaches to the inner fairing so that will allow the inner fairing to hang close to the proper installed position during the installation process.
- When installing Strong Arm Brackets, keep in mind that the plastic inner fairing does flex. It especially flexes when one of the stock, metal brackets has bent, cracked, snapped or twisted under load.
- In order to properly install Strong Arm Brackets, the inner fairing needs to first be removed from original fairing brackets.
- Both rubber bump stop donuts on the down tubes need to be pushed all the way down so they touch the bottom triple tree.
- Remove both the left and right radio plates from the new Strong Arm Brackets.
- Slide new Strong Arm in between inner fairing and triple trees. Then verify that the inner fairing is not cracked or heavily distorted due to broken or misaligned O.E. brackets.
- Install TOP Strong Arm mounting bolts (1/4-20 x 1") to inner fairing and do NOT tighten them. Due to the plastic inner fairing becoming distorted with the original O.E. metal brackets and because the inner fairing is plastic the mounting bolts should be installed just finger tight.
- Now line up Strong Arm brackets with the Triple Tree mounting holes. Install the top side mount triple tree mounting bolts first and then the bottom bolts using just a couple of threads. This will insure that everything will line up properly during installation.
- You will then remove the radio and install the new side radio plates. The new side radio plates are marked "left" and "right". Again, only use a couple of threads until all bolts are installed to insure proper alignment during installation.
- Slide the radio back into stock inner fairing slot. Line up the radio plate holes with the Strong Arm Bracket holes and tighten them down with the four 1/4-20 x 2" using just a few threads.
- Check the radio face alignment with inner fairing opening from the rider side. If need be just adjust radio position, then tighten down the radio plate bolts to recommended torque spec that attach to the radio.

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- Now install front turn signals, Ignition cover, and front fairing skirt. Install and tighten ignition cover screws to factory specifications.
- Proceed tightening all mounting screws and bolts as needed to factory specifications.
- You should be ready to install outer fairing now.

And Here's Some More:

All inner fairings are not exactly the same. Inner fairings twist, flex and become distorted. Once the stock turn signals are removed, it can appear as if none of the holes to mount the turn signals will line up. Don't worry because they will, the plastic is just sprung, twisted and distorted, this is why we have you leave all of the Strong Arm mounting bolts loose until the end.

Just because your bike has only one broken, twisted or bent O.E. metal bracket, BOTH Strong Arm Brackets should be installed at the same time. By not replacing both metal O.E. brackets with Strong Arm Brackets you are asking for another broken bracket incident down the road.

Also stock length clutch cables should be routed behind the Strong Arm Brackets in between the inner fairing and Strong Arm Bracket. This will not affect performance or lifetime of the clutch cable but will provide ample room for your heavy duty Strong Arm Brackets to be installed without any issues. If the bike has handlebars other than stock, but is using a stock clutch cable, there might be clearance issues as well.

Thank YOU for the support! Alloy Art

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PART NO: 2330-0102
BRACKET FAIRING PAIR
VN-P# SAB-1



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