

Installation Instructions

H/H SE Handlebar Mount Fairing

We have tried to make these instructions as explicit as possible; however these instructions are supplied as a suggested guideline only. Due to the many various models of motorcycles that they can be mounted on there is no possible way to describe completely detailed instructions that will cover every installation. The Installer is assumed to be competent to properly complete the subsequent installation.

In some case the L rods or other shaped mounting rods may need to be bent or formed to proper alignment by the installer in order to properly align the brackets and the fairing mounting points.

Harper Enterprises Inc and Hannigan Fairing Company assume no responsibility for the mounting of this fairing or the use of the supplied brackets unless the fairing is installed at either Harper Enterprises Inc. or Hannigan Fairing Company retail locations.,

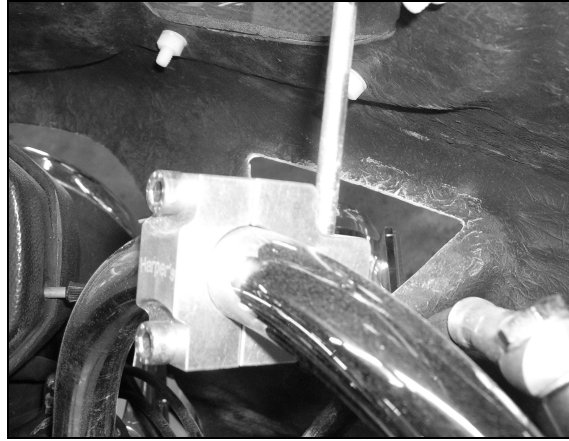
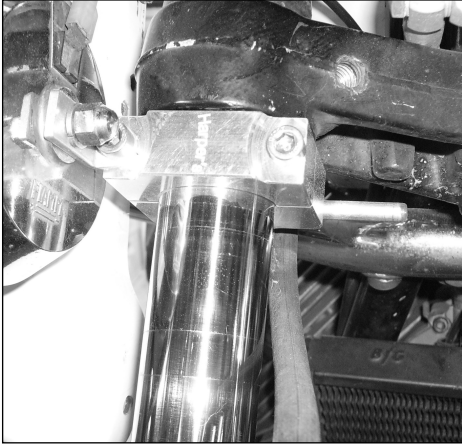
H/H SE fairing bracket kit.

1. 4 Standoffs
2. 2 Fork Clamps
3. 2 Handlebar clamps
4. 4 L Rods
5. 8 6mm set screws
6. 4 6x16 6mm Pan Head screws
7. 6 Rubber Washers
8. 6 Fender washers
9. 8 Rubber caps

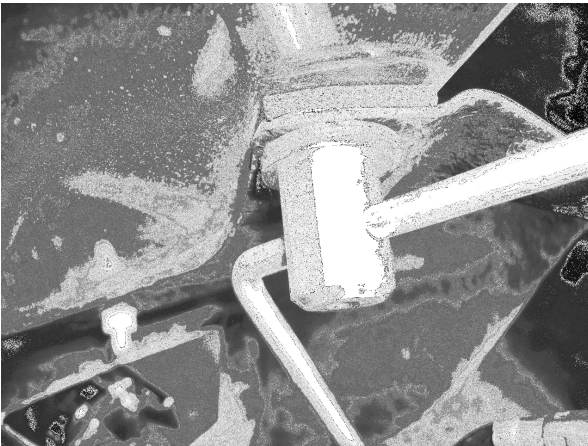
See Instruction sheet before mounting

Prior to beginning the installation of the H/H SE fairing please read the directions thoroughly. If you are not comfortable with doing the installation yourself please consult a qualified mechanic at your local dealer.

There are two sets of two piece clamps included in this kit. The larger set fit onto the main fork legs directly under and up against the lower triple clamp with the caps facing forward. The smaller set fits the handlebars and normally mounts with the caps facing the rider at an angle. This may not always be possible. Install both sets but lightly snug the Allen head screws just to hold the clamps in place. (DO NOT TIGHTEN)

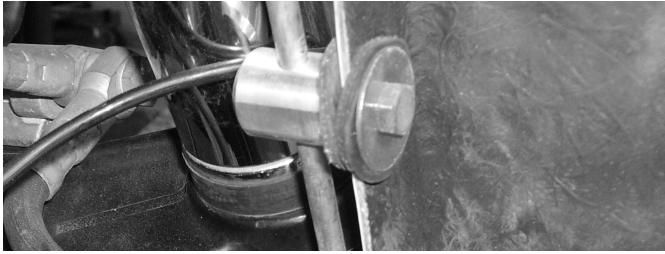


After installing these two sets of clamps in their respective positions proceed to installing the standoffs to the fairing body with the rubber washers and fender washers as per the diagram. (DO NOT TIGHTEN)



The top standoff mounts attach to the two larger holes that are at the top of the windshield mounting area and will be hidden by the foam windshield tape. Locate the holes and push the 6 mm pan head screws through the holes from the front of the fairing. See diagram. Install the standoffs with the squared end towards the fairing back and with a stainless fender washer and a rubber washer under each of them. Only the screw head should be used on the front side of the fairing. Lightly snug the screws at this time allowing them to be able to be turned with a little pressure.

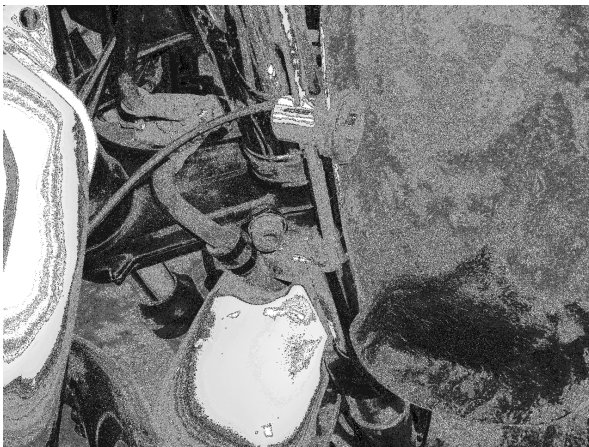
Install the lower standoffs in the same manner except for using two stainless washers and two rubber washers sandwiching the fiber glass between the washers.



Set the fairing body down over the headlight assembly and in front of the gauges allowing it to rest there on a pad or a rag so as to not mar the finish of the headlight.

There are four L rods to use in mounting the fairing to the clamps. There are two long rods and two short rods. Both are longer than need be for most bikes but in order to cover the possibilities that could arise in developing a kit that has enough universal capabilities to cover most models it was decided to allow enough stainless rod to cover the possibilities. Usually the short rods are used at the bottom mount because of the close proximity of the fairing to the clamps. The handlebar (top) mounts will be where most of the deviation will be found and possible custom bending may be needed. The rods are 303 stainless and will work harden and break if bent too far or more than once. Once the fairing is mounted to your satisfaction you will need to cut off the excess length of rod. Rubber tips are furnished to cover the ends.

Now you are ready to put the L rods (shape may vary with model of bike) through the holes on the standoffs and through the holes on the rear of the body of the clamps. Once the fairing body has the four stainless metal rods attached through the holes of the clamps and the standoffs with the set screws lightly snugged but still allowing the rods to move it is time to align the fairing body with the bike so that it is straight and at the proper angle.



I recommend using a folded towel to hold the center of the fairing body up from the top of the headlight approximately 1/4 to 1/2 inch while positioning the rods in a uniform manner so they are centered as much as possible. While tightening the set screws it is important to not over tighten one while the other is still easily movable. It is best to progressively snug each one a little while keeping the fairing straight and in position.

Once the set screws are all fairly snug and the fairing body is positioned correctly it is time to revisit each screw and tighten them for the final time. The fairing should be very stable and solid. At this time if it is preferred the stainless mounting rods can be removed one at a time and the excess cut off. Rubber protector caps are provided to cover the ends of the rods. The rods are 303 stainless and are polishable if you desire.

Before installing the windshield you will need to fit the windshield gaskets to the fairing. The adhesive side of the foam goes to the fairing while the non adhesive side goes out towards the shield. Start at the top and position the foam tape into the windshield fitment area and proceed downward pressing the tape into place. When negotiating the curve it will be necessary to form the tape around the curve while not stretching it too far. If the tape is stretched too tightly it will begin to lift off under its own pressure. Once the tape is in place then put the windshield into place and push the plastic screws through the tape and through the corresponding holes in the fairing body. Start a washer and nut on the screw. (Do not tighten) Once all screws are in place then start at the two top screws and snug each one a little at a time working down ward and evenly until they are all tight enough to hold the shield firmly in place without deforming the plastic shield. Do not over tighten the windshield screws.

Please refer to the care and maintenance instructions for the windshields which are packaged with the shields from the manufacturer.