

Fitting instructions for Lynx R Fairing - Husqvarna TE/SM 610

Thank you for purchasing the 610 Lynx fairing.

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 screws and plastic sliders with locknuts.
- 4 x 16mm M6 machine screws
- 4 x plastic washers
- 4 x M6 Nuts
- 2x spacer washers
- 1 x Aluminum bottom bracket
- 1 x ABS Dash.
- 1 x Wiring Harness

Removing OEM Parts

- Secure the Motorcycle in a vertical position.
- Remove OEM fairing and disconnect the bulb holder from the fairing.
- Disconnect and remove OEM indicators and brackets
- Remove the Front brake cable guide from the left side of the top triple clamp.
- Unplug and remove the Digital instrument unit and the Ignition switch.
- Remove the front fender

Fitting the dashboard

If you have purchased the optional Fuse box and accessory kit, read those separate instructions carefully now, before proceeding further here.

- Unbolt the Handlebar riser bolts (17mm nuts under the top triple clamp) and lift the Bars (along with the bar clamps) up and clear of the top triple clamp. This can be a bit of a struggle with all the cables still connected to the bars. Watch for the rubber isolators and metal cupped washers falling away from under the triple clamps.
- Press the Front hydraulic brake line into the 'keyhole' at the bottom left of the Dash. (Easiest done higher up on the 'unsleeved' section of brake line)
- Slide the ABS dashboard into place above the triple clamp and with the two mounting holes lined up, replace the handlebars by passing the two bolts down through the dash and back into place on the triple clamp. If you are using your OEM bar risers, use the large washers (supplied) under the risers to stop the 'cupped risers digging into the plastic dash.

Do not replace the nuts underneath yet because the Dash will need to come back off for cutting and drilling of the Speedo .

- From the riding position, place the Speedo where you would like it on the dashboard and mark the position

The wiring harness for the OEM Digital instrument is extremely short and this leaves no option but to mount the unit as far down the dash as it will go. You may even have to 'find' a bit more length from along it's routing from under the seat

- The OEM ignition switch will require a 1" hole and is best located to the right of the digital instrument or on one of the 'wings' of the dash (see picture)



- After you have established how your dash is going to be configured, you can mark out all the positions and the drill holes and cut-outs that you will need to make.
- Remove the dashboard to complete the cutting and drilling.
- For larger cut-outs (like the rectangle needed for the instrument plug), it is best to use the method of drilling a series of 1/8th holes as close together as possible and then cutting between the holes.



- Although these cut-outs do not show under the instrument, it is neater to 'tidy up' the holes with a file afterwards.
- Mount the instrument unit and the ignition switch. You will not require the rubber isolators on the unit's three mounting bolts or the metal backing ring on the ignition switch.

Remount the dashboard and tighten up the Handlebar riser bolts under the top triple clamp, making sure that you have replaced the rubber isolators and metal cup washers in the same order as they were originally

Fitting the indicators

Use the OEM brackets to refit the indicators to the top pinch bolts as shown here

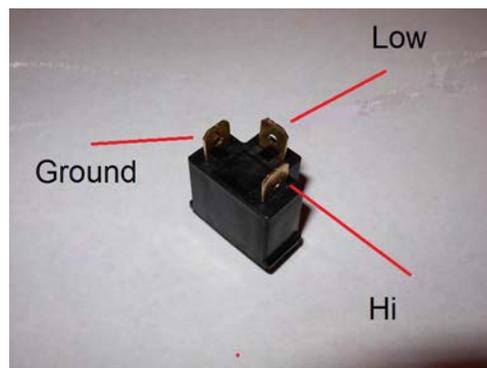


Wiring Harness for the lights

The wiring harness comes complete . However, for your information the wiring is configured so that when switched to low beam, the low beam projector lamp is ON and the Squadron High Beam lamp is ON but dimmed to 15%. When you switch to High beam, the low beam remains ON and the High Beam comes up to 100%

You will see that there are 2 other wires (Black and Red) with connectors and these are used to plug into the optional fuse box wiring harness to trigger the relay. However, if you do not have the fuse box, these can be used as a switched power source, but **must only be used for a low power accessory** or you could overload your lighting circuit

- Cut the three wires of the OEM headlight bulb holder and the two wires to the small City lamp (you will not be re using this light) just behind their holders. (Black, White, Blue) & (Red/Yellow, Blue). The city light wires can be sealed off.
- Connect your OEM headlight wires to the 3 wires on the Lynx Harness.



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 an aluminum spacer on the back bolts to make up the thickness of the bracket. Tighten up all 4 bolts



Fitting the Fairing

If you have the optional GPS mount then refer to those fitting instructions now.

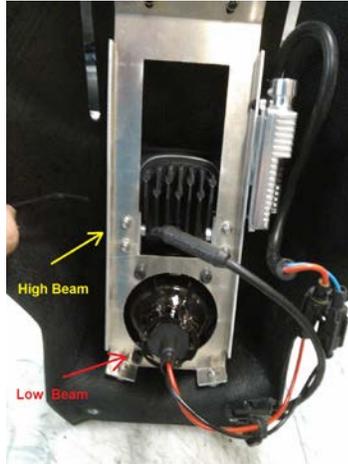
First, make sure that you strap up any loose wires at the back of the dash. Particularly, make sure the steering sweeps cleanly from side to side without pinching or stretching any of the wiring.

Rest the fairing on the front fender, attach the light terminals and then slide the bottom of the fairing onto the two captive bolts on the bottom bracket. Then loosely clamp the top of the fairing and dash together using two 16mm button head screws and flange nuts. No need to tighten yet, because you may be removing the fairing to adjust the lights.

- Now turn the ignition on and check the operation of the lights.

Adjusting the lights

High Beam : The LED is attached to the frame with a bolt on each side (see photo). To adjust the lamp, you can normally push the top or bottom outer rim of the lamp and it will move a little. You will need a bit of force so **DO NOT** press on the lens of the lamp.



Low Beam : The HID low beam is the most critical to set correctly and it's also the easiest to adjust. The lamp is retained by 3 adjuster screws and you should not need to adjust the top two and just use the bottom one for height adjustment (see photo). In order to access the bottom adjuster with the fairing on, turn the handlebars to the right. Make height adjustments using a Philips screwdriver (see photo) Turn **CLOCKWISE** to lower the beam height, **ANTI CLOCKWISE** to Raise the beam height.

IMPORTANT : If your height adjustment causes either lamp to touch the fairing openings it will cause an annoying vibrating noise and excessive wear. In this case, remove fairing and bring the lamp rearwards using the top and bottom adjusters (turn adjusters Clockwise)

When you are happy with the light adjustment, re-attach the fairing. Place a SS washer before fitting a nylock nut on the rubber grommets and tighten.



Decals

Included in the kit is a decal pack containing some different shapes and colours for you to apply if you wish. Application is the same as most decals and is best done by wetting the fairing surface first and then using a squeegee to smooth any air bubbles out.

Final Check

Make sure that all components are secure and that you have free movement from side to side with the handlebars.

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 the highest position, but experiment with different heights, because highest isn't always best.

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