

Fitting instructions for Lynx R Fairing – Husqvarna 701

Thank you for purchasing the Lynx R fairing.

Your fairing kit comes largely completed, with most of the fitting time involved with the attachment of your instruments.

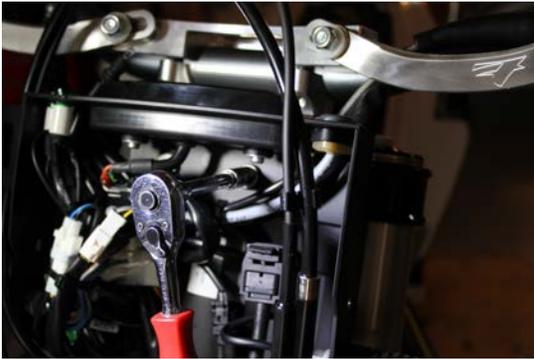
- 1 x Fairing
- 1x Screen
- 2x 35mm thumbscrews threaded into two plastic sliders and Nylock nuts.
- 2x 16mm M6 screws
- 4x 30mm M6 screws
- 2 x plastic washers
- 2 x M6 Flange Nuts
- 2 x 10mm aluminum spacers
- 3x 'O' rings
- 1 x Aluminum bottom bracket with threaded bolt, washer and Nylock nut
- 1 x ABS Dash.
- 1 x Wiring Harness
- Decal pack

Removing the OEM parts

- Secure the Motorcycle in a vertical position.
- Remove the seat
- Remove OEM fairing and unplug the headlight terminal
- Unplug the speedo terminal and remove your OEM instrument unit from it's mounting. You will be re-using the 2 screws and rubber grommets to attach the instrument to the new Lynx R Dashboard.
- Unplug and remove the triangular ABS warning light
- Remove the three indicator lights. The small bulbs just pull out of the bottom of the white section on each indicator housing, but mark them to make sure you know which light goes into the correct indicator lense.



- Undo the two bolts holding the plastic Speedo mount/backplate to the front of the top triple. (You will not re use these bolts)



- Pull the back plate forward and slide the dashboard in behind. Using the 30mm M6 bolts provided, line up the holes and fasten the dashboard and backplate together to the top triple. **Be careful not to cross thread** and do not tighten at this stage

Fitting out the Dashboard

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

You will now have a good idea how the dashboard looks and the most important part of your installation is the fitment of your instruments. Although the dashboard comes pre cut for the re location of the ABS and indicator lights, there are many different configurations open to you to customize your instrumentation as you see fit.

First sit on the bike and place the speedo in position. Check from the riding position that your view of the speedo is not hindered by the front Brake line and adjust the position accordingly, but make sure that there is enough cable to reach the speedo in your desired position.

- Mark the position of the speedo and any other instruments and then remove the dashboard for cutting and drilling
- If you are using the OEM speedo, you will need to copy the hole pattern from the OEM speedo mount and drill the same holes on the dashboard. Larger holes are best drilled with a hole saw. **Make sure it is level before drilling.**
- Re use the two rubber grommets from the OEM speedo mount and screw the speedo into position
- Now re fit the dashboard as before.

- Reconnect the speedo cable to the wiring harness and fit the 3 indicator light lenses into the three predrilled holes using the 3 O rings provided to hold them in place (see photo)



- Now push the bulbs back into place making sure they are inserted into the correct lense.
- Push the ABS light into place and re connect it. If it is loose in the dashboard cut out, use some silicone to hold it in place.

Wiring Harness for the lights

The wiring harness comes complete and is entirely plug 'n play. 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

- Plug the white Hitachi terminal into your OEM headlight terminal

Fitting the bottom bracket

The aluminum bottom bracket bolts to the bottom triple clamp in front of the front fender as shown here :



- Undo the two bolts holding the front fender to the bottom triple clamp (you will not re use these)
- Fit the bracket into place using two 30 mm M6 button head bolts (provided) with the two aluminum spacers (provided) into the same holes and tighten. You can use some non-permanent thread lock on these bolts

Fitting the Fairing

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

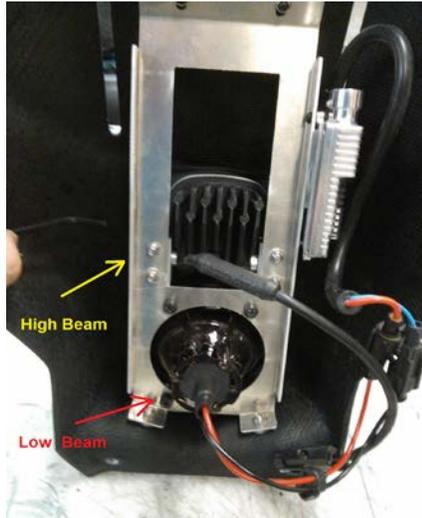
First, make sure that you strap up all the wiring at the back of the dash. Particularly, make sure the steering sweeps cleanly from side to side without pinching or stretching any of the wiring.

Rest the fairing on the front fender (holding on to it !) and 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 from the front 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 LED 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, (by turning the handlebars to the right), you will need to drill a hole in the plastic backing plate so that you can access the adjuster with a screwdriver. **Make sure you do not drill through any of the wiring on the front face of the panel when you do this!** Make height adjustments using a Philips screwdriver (see photos) through the hole you have drilled. 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 grommet and tighten .
A plastic washer should be fitted under the screw head on the fairing side of the top mount before securing with a flange nut on the dashboard side.

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 it's highest position, but experiment with different heights, because highest isn't always best.
- **Do not over tighten the thumbscrews**

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