

Fitting instructions for Lynx R Fairing - KTM 690

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
- 2x 30mm M6 screws
- 1x 20mm M6 screw
- 2 x plastic washers
- 2 x M6 Flange Nuts
- 6 x aluminum spacers
- 1 x Aluminum bottom bracket with threaded bolt, washer and Nylock nut
- 1 x ABS Dash.
- 1 x Headlight Wiring Harness
- Decal pack

NOTE : If your 690 has the indicators fitted to the OEM headlight unit and not on a separate bracket (as shown), you will need to acquire it from your KTM dealer. It is called “ EXC Flasher bracket” part # 78014033000



Removing OEM parts

- Secure the Motorcycle in a vertical position.
- Remove OEM fairing and disconnect OEM light terminals at the white terminal block.
- Unplug the speedo terminal and remove your OEM instrument unit from the mounting bracket. You will be re-using the screws to attach the instrument to the new Lynx R Dashboard.
- Remove the Speedo bracket (will need to make a cut with sharp knife)
- Remove the front fender

Fitting the OEM speedo to the Dashboard

The dashboard locates onto the 3 threaded holes on the front face of the top triple clamp also used by the OEM speedo mount and indicator bracket (on some models) and the plastic backing plate.

- Unbolt the OEM speedo and indicator bracket and the plastic backing divider.
- You will not re use these 3 bolts
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Placement of the OEM speedo is important, so we recommend that the dashboard is TEMPORARILY bolted in place so that you can choose the positioning whilst sat in the riding position.

- Place the dashboard BEHIND the plastic backing plate and use a 20mm bolt to secure it TEMPORARILY.

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

The Speedo will need to mount low down on the dashboard and it is important to check that the length of the speedo cable will reach the back of the Speedo in the position you have chosen.



- Carefully mark the position of the speedo on the dashboard and then remove the dashboard from the bike.
- Drill and cut the holes on the dashboard for the speedo. A Dremel tool can be useful and you can use the pattern on the OEM speedo mount removed earlier to make sure you are accurate and level



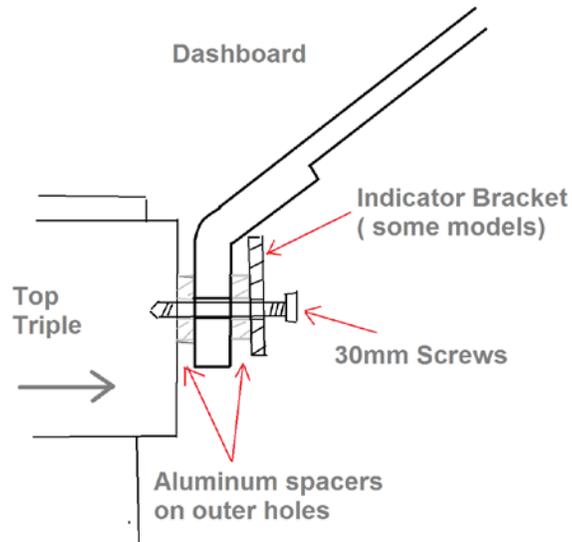
- Fit the OEM rubber mounting grommets to the Lynx dashboard and fit the Speedo in place using the 3 OEM screws.

Fitting the dashboard

Fit the dash and the indicator bracket in the following order from the front face of the top triple clamp and refer to the drawing.

- Start by placing the dash behind the plastic plate and secure 'loosely' to the centre hole with the 20mm bolt as you did previously.
- If your bike originally had the indicators fitted to the OEM headlight unit, re fit them now to the new flasher bracket you acquired and this will now be fitted with the dashboard to the top triple
- You will see that you need to add spacers (provided) to the two outer holes on each side of the dashboard to make a flat surface. It is tricky to place the spacers behind the dashboard and we recommend you use some needle nose pliers to hold the washers in place behind the dash as you thread the 30mm bolts through the dash and into the threaded holes on the top triple.

BE VERY CAREFUL NOT TO CROSS THREAD THE TWO OUTER BOLTS AS YOU LOCATE THEM INTO THE THREADED HOLES ON THE TRIPLE CLAMP



- Re-attach the speedo cable to the back of the speedo.

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 fits between the front fender and the underside of the bottom triple and clamps up using the OEM fender bolts (see pic), but first you will see that the two 'posts' used for the OEM headlight unit on the fender need to be cut off and trimmed to allow the Lynx bracket to seat properly and allow room for the flange of the fairing to fit.



When you have the fender and bracket sitting together, place 2 aluminum washers as spacers on the back bolts (to level the fender) and tighten 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. . Make sure the back of the low beam lamp is not pressing against any wiring

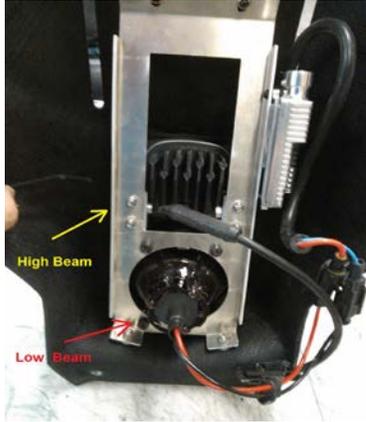
- Now turn the ignition on and check the operation of the lights.

Decals

Included in the kit is a decal pack containing 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.

Adjusting the lights

High Beam : The Squadron LED lamp 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 to move it, 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 Black Phillip head 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 and drill a hole in the plastic backing plate. **Make sure you do not drill through any of the wiring on the front face of the panel !** 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 all 3 adjusters Clockwise)

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

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 is not always best.
- **Do not over tighten the thumbscrews**

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