

Lynx R Fairing - BMW X-Challenge/X-Country

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

- 1 x Fairing and screen with two thumb twists threaded into two plastic sliders and lock nuts .
- 4 x 16mm ss M6 machine screws
- 2 x plastic washers,
- 4x M6 flange Nuts
- 4 x large SS washers
- 2x 60mm M10 Bolts
- 2x 25mm M6 C/sunk bolts
- 4 x 4mm Spacers
- 4 x 10 mm spacers
- 2x 30mm M6 bolts and nuts (for ignition switch relocation)
- Aluminum bracket
- 1 x ABS Dash.
- 1 xWiring Harness
- 2 x indicator brackets
- Decals

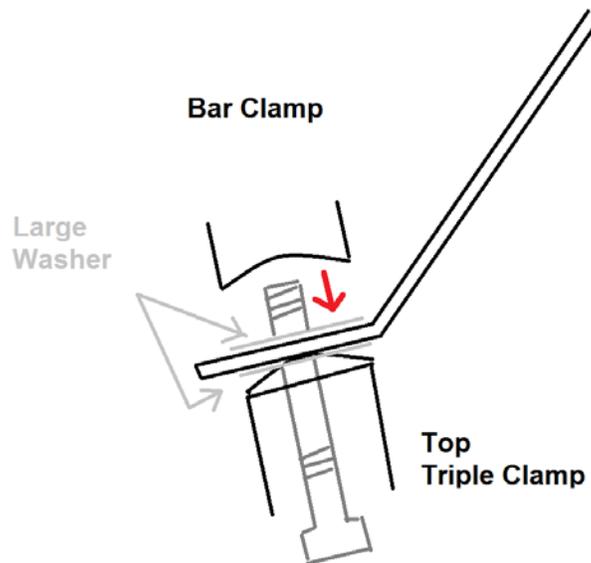
Fitting

- Secure the Motorcycle in a vertical position.
- Remove OEM fairing and disconnect the main bulb holder and City light from the fairing.
- Remove the front brake cable guides from the left fork pinch bolts (you will be re-using the spacers on the indicator brackets later)
- Unplug and remove your OEM instrument unit. You will be re-using the 3 black screws to attach the instrument to the new Dash.
- Unbolt the Handlebar riser bolts 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 metal cupped washers falling away from under the triple clamps).
- Remove the indicators from the OEM fairing.

Fitting the Dash

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

- Replace the OEM bar riser bolts with the longer 60mm M10 bolts provided and insert from underneath (making sure the OEM steel washers haven't fallen away) . Place large washer from the kit over the bolts and then fit the ABS dashboard on top of the washers. Before threading the bolts into the handlebar risers, place another large washer over on top of the dash so the dash has a washer on each side. (the washers avoid the 'cup' shaped risers from digging into the dash when it's clamped up - see diagram).
- Make sure the dashboard is centred from side to side but don't tighten yet, because the dash will come back off for cutting and drilling.



Ignition switch options

- You have two choices for the ignition position. You can remove the ignition switch and relocate it onto the Lynx dash (see photo), or leave the ignition where it is and use a hole saw to cut a hole to allow you to access the switch (see photo). If you are leaving the ignition switch in the OEM position, mark where the hole will need to be cut now.



Speedo fitment to the dashboard

- When considering the placement of your speedo, make sure there is enough length in the electrical harness to reach the unit. You will also need to consider any other items you are fitting to the dash at this stage and allow for access to the ignition switch if you are leaving it in the OEM position.
- From the riding position, place the speedo where you would like it and then mark the mounting points on the dashboard.
- Now remove the dashboard for cutting and drilling.
- Your OEM instrument easily attaches to the dash using the same three screws and rubber isolators that were used on the OEM installation so the easiest method is to use the OEM speedo mount as a template for the holes you will need to make in the dash.



Once you have marked the dashboard, drill the 3 holes and the cutout for the wiring to the back of the unit. You can use a Hole Saw to form the hole for the electrical terminal block to pass through the dashboard.

- Now mount the speedo using the 3x OEM rubber washers and screws.

Removing the ignition switch (if chosen)

- The ignition switch is retained with two bolts attached from underneath the ignition barrel. One of these is a sealed 'anti theft' bolt which will need to be drilled out and removed with a reverse thread bolt remover as shown in the photo



- After removing the ignition barrel, you will need to choose a location and make a suitable hole (hole saw is best) for the diameter of the switch.
- Use the aluminum spacers and 30mm M6 bolts provided and secure with the two nylock nuts as shown.

If you have finished drilling the dashboard, re attach it as before and tighten the bar riser bolts. Plug the speedo cable into the back of the unit.

Indicators

- Your OEM indicators can be re-used with the use of the two aluminum brackets (supplied).
- You will have noted when removing the front brake cable 'guides', that some of the triple clamp pinch bolts are longer. You will also note that there are some small metal spacers left over from the 'guide'. Use a combination of the longer bolts and spacers to attach the brackets to the top pinch bolts on both sides. (See photo)



- Attach the indicators to the brackets using the OEM indicator nut and bolt.

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 3 pin H4 terminal into your OEM headlight terminal.

Fitting the Fairing

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

The Lynx requires an aftermarket front fender to be fitted with it as the OEM one will not fit (not applicable to the X country unless fitting a high fender). The Lynx bottom mounting bracket doubles up as the mounting point for the two front holes of a typical 4 bolt fender mounting system.

First of all attach the bracket to the front fender using 2 x 16mm M6 round head bolts through the slots in the bottom of the bracket, with the two threaded fairing anchor bolts facing forward. (See photo). Secure the fender and bracket with a flange nut on each bolt from under the fender.



The fender bracket combo will attach to the bottom triple clamp using two , 25mm countersunk bolts anchored into the two threaded holes on the front face of the bottom triple, with a 10mm spacer (see photo). This allows the bracket to sit 10mm off the front face.

Before attaching the fender/bracket, you will need to drill 2 holes in the fender to align with the threaded holes under the bottom triple (used to secure the rear of the OEM fender).

When you have everything lined up, tighten the two front fender bolts, then lift the fender/bracket into place and loosely fit the two rear fender bolts (your OEM bolts) using 2 washers as spacers between the fender and bottom triple clamp (to make up the thickness of the bracket on the front holes) and screw in the two countersunk bolts until the whole assembly is solid and secure.

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 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, 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 grommet at the bottom and do not over tighten so that the grommet can work effectively to reduce vibration.



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.



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.
- **Do not over tighten the thumbscrews**

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