

## **Fitting instructions for Lynx R Fairing Honda XR650L**

Thank you for purchasing the Lynx fairing. We hope the design features will extend the enjoyment of your 650L

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 twists threaded into two plastic sliders and Nylock nut.
- 2 x 16mmM6 machine screws
- 4 x M6 Flange Bolts
- 4 x M6 Nylock nuts
- 2 x Aluminum dashboard Brackets
- 12 x Rubber washers
- 3x Black steel washers
- 2 x Aluminum front fender spacers
- 2 x plastic washers
- 2x M6 Flange Nuts
- 1x Aluminum bottom bracket
- 1 x ABS Dash
- 1 x Wiring Harness
- Decals

### **Removing the OEM parts**

- Secure the Motorcycle in a vertical position.
- Remove OEM fairing .
- Unplug all of the electrical connectors (including the headlight connector) necessary to remove the headlight frame. Retain the plastic cable 'sock' for when you reconnect everything later.
- Unscrew the speedo drive cable and remove the 3 nuts from the speedo.
- Remove the front fender.
- Remove the horn and the bottom bracket that holds it.

### **Fitting the dashboard**

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

The dashboard fits to the top triple pinch bolts using the two brackets included in the kit as shown here :



- First of all, fit the brackets loosely to the dashboard using the 4 x 16mm flange bolts and Nylock nuts. **It is important not to tighten the brackets at this stage as the dashboard will need to move a little to match up with the top of the fairing at the next stage.**
- Now attach the dashboard brackets under the top triple pinch bolts as shown and tighten.

**Note :** Indicator brackets bolt up with the dashboard brackets

At this stage, you may have chosen to replace the OEM speedo unit with a digital unit and this is why the dashboard is left clear of any speedo mounting holes. These instructions assume the refitting of the original unit.

- First, place the speedo onto the dash, so that it is central and level and as low as possible. It is important to mount it low, so that the speedo cable has enough reach to the back of the unit (see picture)



When you are satisfied that the unit is in the right position, mark the position of the mounting holes and the hole for the speedo drive and then remove the dashboard.

- Drill the 3 mounting holes. The drill should be big enough to allow the solid section of the 3 mounts to pass through.
  - Drill a hole for the speedo cable to pass through the dash. It needs to be large enough for the serrated cable nut to pass through.
  - In order for the instrument cables to pass through the dash, you will need to drill one further hole that is big enough to pass the cables and the small bulbs for the instrument. Try and locate this hole behind the speedo, so that it doesn't show from

the front. You will note that the bulbs just pull out of the back of the unit, so pull them out and pass them through the hole and back into the unit. Don't get them mixed up and put them into the wrong location.

- The speedo is retained using 4 rubber washers over each of the 3 mounting bolts, then a black steel washer and finally the OEM nuts.

**Note :** If you want to change the angle of the speedo, you may be able to switch the rubber washers on the three mounting lugs before securing.

If you are not fitting any further items to the dashboard you can now attach the dashboard as before and locate the horn .

- Reconnect all of your OEM wiring terminals and use the black plastic 'boot' to help keep it tidy.

### 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 20%. 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

### Attaching the bottom bracket

- Remove the front fender.
- The aluminum bottom bracket is clamped between the front fender and the triple clamp using the OEM fender bolts (see photo).



- Fit the rear fender bolts first placing an Aluminum spacer on each side to make up the thickness of the bracket on the front two bolts. Once fitted, tighten up all 4 bolts.

## Fitting the Fairing

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

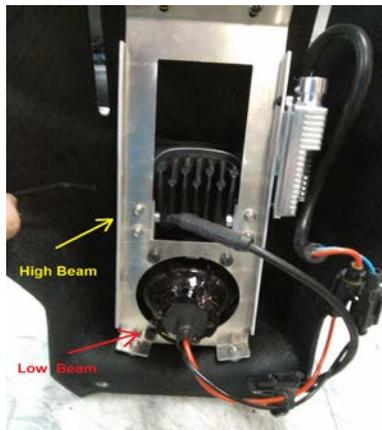
Make sure the steering sweeps cleanly from side to side without pinching or stretching any of the wiring. The only wires that need to be kept free are the two headlight terminals that you will plug in when the fairing is fitted.

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. Do not tighten yet.

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

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