



MOTORCYCLE PRODUCTS-DESIGN & MANUFACTURE

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Installation Instructions for VTX Fairing w/4 Speakers

Your new fairing has been shipped with all the necessary hardware for a basic installation. If you have any questions after reading the information in these sheets, please contact Hoppe at: tech@hoppeindustries.com Please read all the way through the instructions before starting the installation, as five minutes spent now may save you many times that later.

Before you start:

Please note that some inside areas of the fairing front are visible when the fairing is assembled. It is important that you let your painter know to paint the inner edge for at least 1" when they paint the front so that no primer is left showing.

While your new fairing front is being painted, you can mount the inner portion.

1)To prepare the bike for mounting the inner you will have to lower the stock turn signals to one of two positions; either just above or just below the lower triple tree, whichever you prefer in appearance. To slide them down from their original position you can remove the back turn signal clamps and swap the left and right back pieces. This will put the spacer "post" that points down from the clamp pointing up and you will be able to clamp them just above the fork tree. To clamp them below the tree you simply unclamp them and remount them below the fork tree.

2)The inner is held in place with 6 stainless steel worm drive strap clamps, with clear acrylic pieces applied to the forks to protect them from being scratched. With a helper holding the inner onto the fork tubes as high up as it will go, place a square of clear acrylic on the back of the fork **with the blue backing still applied**. Note where it would have to go to be in between the six slots of the fairing, and mark it with a crayon or marker. Repeat on the other side. Peel off the blue backing and apply the clear squares to the forks. The area marked in green on the picture below left represents the clear acrylic.



The clamps are inserted from the inside of the fairing using the slots closest to the headlamp tunnel, around the fork tubes and back into the inner so the worm drives are hidden inside the fairing when it is all assembled. The clamps get tightened to 20-25 inch pounds (1½-2 ft lbs). Over-tightening will only damage the fiberglass and won't add any strength to the installation.

3) Thread the power cord under the gas tank and through to the battery area. Leave enough cord so it doesn't get pulled tight in a full turn to either side, but don't have so much of a loop that it can get caught on anything.

*The Green & Yellow wire goes to the negative battery terminal. **Connect it first.**

*The Blue wire goes to the positive battery terminal.

*The Brown wire goes to the ign. + or accessory plug.

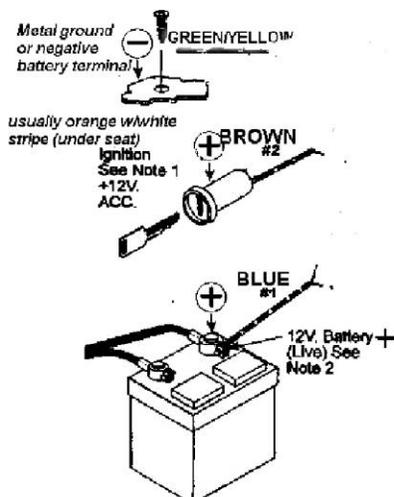
4) After reading the instructions for the radio, turn on the bike and try out the radio for proper operation. Program the security feature if you wish, according to the instructions.

5) Assemble the painted front to the inner without the windshield, using a drop of 242 Loctite on each screw. Start the bottom screw on either side one or two turns each. Next position the windshield in place and start the two "middle" windshield screws (not the exact center one) as follows: Start the two stainless windshield screws from the outside, with a stainless washer on each screw. On the inside, place a chromed acorn nut and chromed washer on each screw, placing a drop of Loctite inside each nut. Placing the Loctite in the nut will help prevent it dripping on painted surfaces or the windshield itself, as Loctite will attack some plastics and paints. Tighten the two windshield screws finger-tight. Start the remaining four side screws into the fairing one or two turns each, and then the remaining three windshield screws. Once all eleven screws are started, snug up the bottom one on each side to 20-25 inch pounds (1½-2 ft lbs), followed by the other four. Snug the windshield nuts to about 15-20 inch pounds, just enough to not flex the fiberglass flanges into the slots and holes in the shield. The Loctite will keep them from coming loose. The two "middle" holes let those two screws act as deadbolts and prevent the shield from coming off by accident, even with minimal force on the screws. Applying greater force will only break the fiberglass or crinkle your new paint from flexing the flange.

Important safety note-please read!!!

Any modification like adding a fairing, extended controls, different handlebars, etc., **will have an effect on your bike's handling.** That doesn't mean bad, just different. Take some time to get to know your bike after installing your fairing. The decreased wind felt

by the use of a fairing can affect your perception of speed, leading you to possibly drive faster than you are aware of. Crosswinds and passing large vehicles will have an effect because of the larger front surface area. Last but definitely not least - take the time BEFORE your first ride to become familiar with your new radio's controls. Set the preset channel buttons, adjust the volume and tone, know how to turn it off & on without having to take your eyes off the road. Your new fairing will give you miles of smiles and get you there less fatigued-but not if you plow into something while playing with the radio!!!!



Be careful to observe polarities as shown!!
Please contact us if you are unsure.

VTX 1800 fairing on a 1300

The 1800 "Quadzilla" fairing can be made to fit on a 1300 VTX, but requires some extra steps/modifications.

The R&S model:

The R&S model 1300 fork tubes between the triples trees are covered with sheet metal shrouds that have to be removed for a fairing install. This entails removing the top tree to slide the shrouds off the tubes, which should be done according to the Honda Shop Manual.

After the removal of the shrouds, the 1800 fairing can be installed on the bare fork tubes with the use of PVC pipe spacer/filler tubes, which we can provide. The spacers are needed because the inverted forks on the 1800 (which the fairing is a custom fit to) are a larger diameter than the 1300 tubes. Without the spacers to increase the fork diameter, the mounting clamps would stress and crush the fiberglass of the fairing.

The C model:

The C model fork tubes need only the spacer/fillers to physically mate up the fairing, but there is an interference problem with the turn signals. They have to be removed from the fork tubes to allow the fairing to be mounted. If relocated below the lower tree they may interfere with the front suspension travel, so I cannot recommend that. The Retro turn signal bar could be purchased from your dealer and that would work with the fairing. Custom turn signals or mounts would be an option, but that would be up to the individual bike owner.

Installation hardware included
6 stainless steel worm drive strap clamps
2 black strip for fork protection
2 clear acrylic pieces
1 loctite
2- ring terminals
1- Splicer
Radio instructions