

Windjammer II[®]

General Mounting Instructions



Vetter

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October 1, 1973

Windjam

General Mounting Instructions

A. The Electrical System (Figures 1-4)

1. Remove the motorcycle headlamp.
2. Disconnect the right and left turnsignal wires. Note their location.
3. Unbolt and remove the complete turnsignal assemblies from the motorcycle. If the turnsignal units were used to hold the headlight nacelle, use the bolts provided to hold the nacelle in place.
4. Turnsignal Installation - see figure 2.
 - a. Slide a steel washer onto turnsignal stalk.
 - b. Slide a rubber washer onto stalk. **NOTE THAT ONLY RUBBER WASHERS MUST BE IN CONTACT WITH FAIRING.**
 - c. Insert turnsignal assembly into fairing turnsignal receptacle.
 - d. Slide a rubber washer onto the stalk.
 - e. Slide a steel washer onto the stalk and next to the rubber washer.
 - f. Slide the fairing ground wire loop, located on the inside of the turnsignal receptacle, onto the stalk.
 - g. Make sure the stalk is horizontally aligned before tightening the bolt - do not overtighten.
 - h. Plug the turnsignal wire from the stalk into the pink socket located on each side of the fairing on the inside wall of the turnsignal receptacles. Tuck the excess wire into the fairing through the hole.
5. Route the Windjammer II cable wires into the back of the headlight nacelle.
6. Splice the Windjammer II wires into the bike's electrical system inside the headlight nacelle with the blue clip-on connectors (**PLEASE NOTE: IT IS NOT NECESSARY TO STRIP OR CUT ANY WIRES!**) - see figure 3. Refer to the Special Supplementary Instructions sheet for wire color code information for your bike.
 - a. Slide the blue connector over the appropriate bike wire.
 - b. Insert the appropriate Windjammer II wire into the connector.
 - c. Use pliers to squeeze the metal tab down into the wires. Metal tab should be squeezed flush with the top of the connector.
 - d. Lock the connector by folding the flexible tab down until it snaps closed. Pull-test for a secure connection.
7. Install the plastic headlight cover - see figure 4. Use a heavy rubber band or tape to secure the cover to the headlight nacelle. The motorcycle headlamp is not replaced.

B. Mounting Bracket Installation (Figures 5-8)

1. Turn the front wheel to the side and slide the bracket up along the frame. Position the bracket on the frame down-tubes below the steering head. On motorcycles equipped with open loop crashbars, completely remove the crashbar from the bike and "thread" the crashbar through the side hoops of the fairing bracket. **Crashbar Note:** Using a closed loop crashbar requires cutting two sections out of the mounting bracket and adding two adaptor plates (except for late model BMW's which already have this modification provided from our factory). A crashbar kit can be ordered from Vetter Fairing Co. The kit includes two adaptor plates and four longer mounting bolts - see figure 5.
2. Secure the bracket loosely to the frame members with the mounting clamps - see figure 6.
3. Align the mounting bracket on the frame.
 - a. Stand in front of the bike.
 - b. Check bracket for horizontal alignment. If adjustment is required, tap bracket to level position - see figure 7.

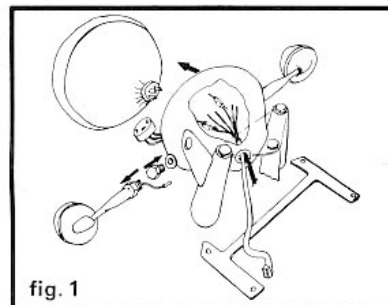


fig. 1

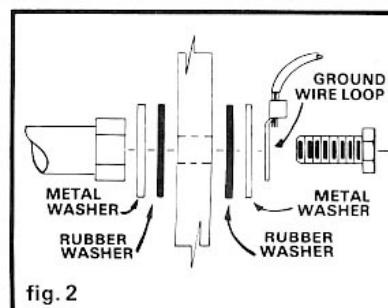


fig. 2

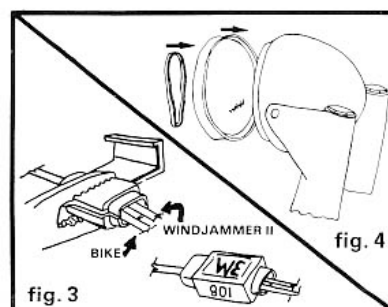


fig. 3

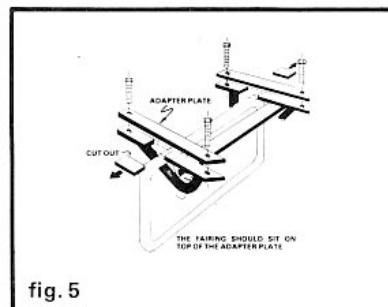


fig. 5

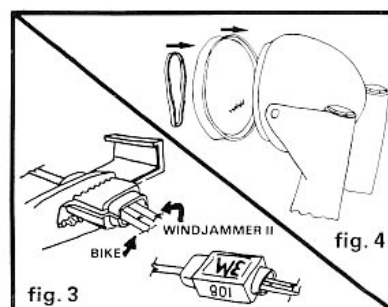


fig. 4

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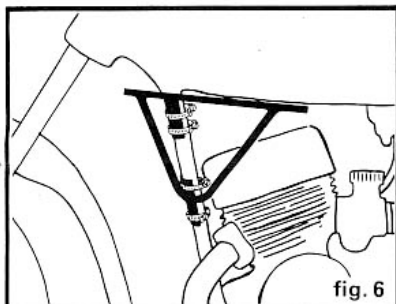


fig. 6

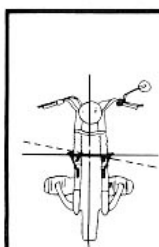


fig. 7

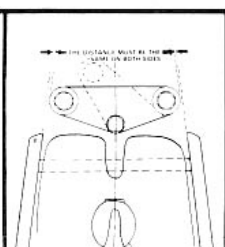


fig. 8

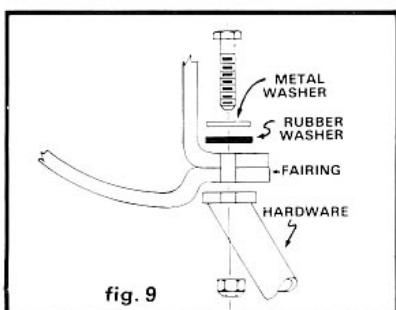


fig. 9

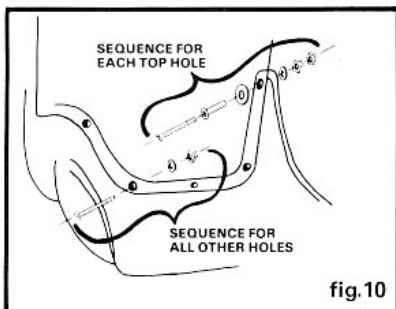


fig. 10

- c. Stand on the footpegs. Check bracket for centering with the bike and adjust as necessary. This is done by turning the handlebars to full lock, left and right, and tapping the mount until side spaces are equal - see figure 8.
- d. Tighten all clamps, bottom ones first. It is important that all provided clamps are used. Tight hardware is essential for proper fairing installation. Check and tighten mounting clamps periodically. A small amount of looseness at the hardware can be amplified in the windshield. **LOOSE HARDWARE IS THE PRIME CAUSE OF WINDSHIELD BREAKAGE AND HARDWARE FAILURE.**

C. Installing the Fairing (Figure 9)

1. Place a protective cover over the front fender and the front of the gas tank (fairing plastic bag, cloth, or pieces of cardboard).
2. Slide the fairing onto the mounting bracket rails.
3. Loosely attach the fairing to the mounting bracket by fastening bolts in the rear holes only. **NOTE: ONLY RUBBER WASHERS MUST BE IN CONTACT WITH FAIRING.** The metal washer is placed above the rubber washer - see figure 9.
4. Plug the Windjammer II wiring harness into the socket at the number plate and check the operation of all lights. Problems can usually be traced to an improperly attached blue connector. Double check the appropriate blue connector. When everything is correct, install the front two bolts. Tighten each bolt only enough to slightly compress the rubber washer. Check and tighten mounting bolts periodically.
5. Remove the protective covering from fender and gas tank.

D. Component Assembly & Adjustment (Figure 10)

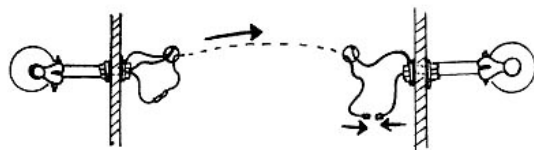
1. Position the windshield onto the fairing. Installation works in parallel progression from the center hole out to the top. Bolt sequence for each top hole is different than all other holes - see figure 10. **NOTE: IT WILL BE NECESSARY TO SLIGHTLY BEND THE WINDSHIELD TO INSTALL THE BOLTS.**
 - a. Each top hole uses a nylon bolt, brass grommet, large nylon washer, small nylon washer, and two metal nuts.
 - b. All other holes use a nylon bolt, small nylon washer and one metal nut.
- c. Tighten all bolts equally - but do not overtighten. Check and tighten these bolts periodically.
2. Adjust the handle bars and mirrors if necessary, to provide clearance for maximum turning radius.
3. Aim the Windjammer II headlight for correct lighting as follows:
 - a. Remove the chrome bezel that rings the headlight.
 - b. Adjust the top aiming screw as necessary for up and down adjustment; adjust the side aiming screw for left to right alignment.
 - c. Replace the bezel.

E. Test Ride-Important Notes

After riding with your new Windjammer II approximately 10-20 miles, go over all clamps and bolts and retighten them. Attention should be given to mounting bolts, windshield bolts and hardware mounting clamps - they should be tightened periodically.

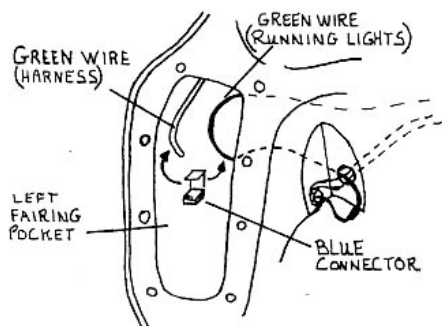
Be nice to people who don't have Vetter Fairings.





4l. Route the wire through the front of the fairing and out the right side ground wire outlet hole.

4m. Plug the end of the green wire into the right Honda running light wire.

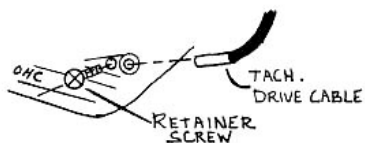


4n. Use a blue connector to connect the green Windjammer II running light wire to the green harness wire located inside the left pocket of the fairing.
NOTE: A separate sheet is enclosed, giving detailed "Blue Connector Sequence" instructions.

4o. Pull the running light wire into the fairing to remove any slack that may be present.

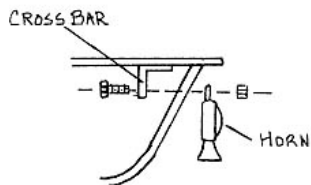
6. NOTE: Detailed instructions for the blue connectors are outlined on a separate enclosed sheet entitled, "Blue Connector Sequence".

B. THE MOUNTING BRACKET INSTALLATION (For all Honda 750 models)

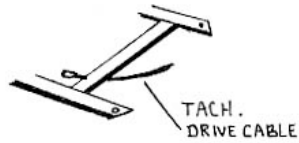


1a. Remove the retainer screw at the tachometer drive (on right side of cylinder head) and disconnect the tachometer drive cable at the engine.

1b. Remove the horn from its position on the motorcycle frame.



4a. Relocate the horn onto the crossbar of the Windjammer II mounting bracket, using the $\frac{3}{4}$ " nuts and bolts provided by the VFCo.



- 4b. Reconnect the tachometer drive cable at the engine, routing it below the Windjammer II bracket crossbar.

C. INSTALLING THE FAIRING

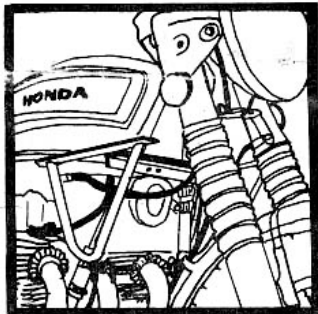
3. Tolerances inside the Windjammer II are intended to be close. It is very important for maximum clearances that the mounting bracket and fairing are correctly aligned. Don't panic because things look too tight. Adjust the headlight nacelle up or down a bit, if necessary, to prevent the nacelle from rubbing the fairing.

Special Supplementary Instructions

Honda 750-K1, K2, K3 & K4

November 15, 1973

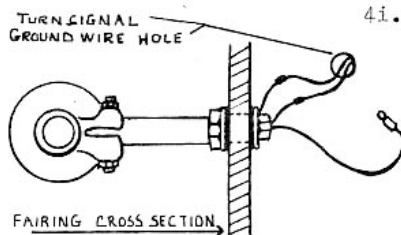
SPECIAL ELECTRICAL COLOR CODE



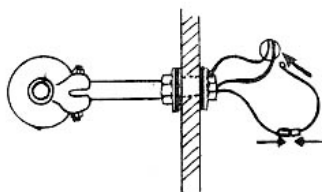
<u>Fairing Wire</u>	<u>Function</u>	<u>Bike Wire</u>
White.....	high beam.....	Dark Blue
Yellow.....	low beam.....	White
Black.....	ground.....	Green
Red.....	left turnsignal...	Orange
Blue.....	right turnsignal...	Light Blue
Green.....	running lights....	Brown or Brown/White

<u>VFCo</u>	<u>Part #</u>	<u>Description</u>	<u>Quantity</u>
	0482	Honda 750 Mounting Bracket	1
	0462	with Honda 750 K3 & K4 Mounting Kit Complete	1
	0610	Honda 750 K3 & K4 Hardware Bag	1
	0460	or Honda 750 K1 & K2 Mounting Kit Complete	1
	0609	Honda 750 K1 & K2 Hardware Bag	1

A. THE ELECTRICAL SYSTEM (For Honda 750 K3&K4 models)



- 4i. After the turnsignal wires have been connected there is still one wire from each turnsignal stalk that must be connected. These wires are for the Honda running lights in the turnsignals. The left running light is Honda color coded White/Orange and the right running light wire is Honda color coded White/Blue.



- 4j. Plug one end of the separate green Winjammer II running light wire into the left Honda running light wire.
- 4k. Push the other end of the wire into the fairing through the left turnsignal ground wire outlet hole.