



### Tools required

- 2.5mm Allen
- 4mm Allen
- 5mm Allen
- T20 Torx screwdriver
- T27 Torx screwdriver
- \* medium - heavy cut hacksaw or sawzall BLADE ONLY \*

### Suggested tools

- electrical pick
- snips
- 4mm Allen T-wrench
- 5mm Allen T-wrench
- 8mm socket T-handle
- 7,8,10m sockets and ratchet

### A note regarding fasteners in this kit:

All the bolts / washers in this kit are stainless steel and the nuts are all zinc plated steel. Do not ever tighten a stainless steel nut onto a stainless steel screw as this could cause “galling” and subsequent “cold-welding” of the stainless fasteners to one another. They can become impossible to disassemble as a result!

Only use zinc plated steel nuts on stainless threaded bolts / screws or your gonna have a bad day : p

Before beginning:

We suggest placing your motorcycle on a stable center stand so the front wheel can be moved during installation to ensure correct wire routing / flexing and access various fasteners.

We also strongly suggest you give your motorcycle a thorough washing to ensure there is not dirt that can become dislodged into the air filter or electrical plugs.



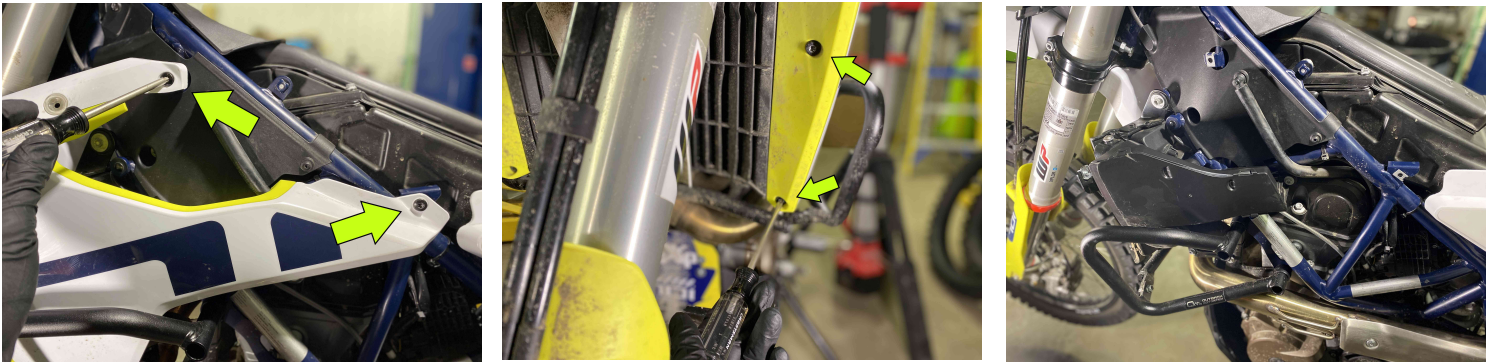
1) Pull seat release loop under left side of bike to release rear of seat then pull out front seat affixing pins on left and right on front of the seat. The seat can now be removed completely and set aside.



2) Under the seat you will find the bikes ECU held in place on 2 sides by a rubber strap. Pull up on the strap at the pins to release

the ECU and flip it towards the front of the bike WHILE STILL CONNECTED. You will now see (2) 8mm bolt heads that must be removed to release the aluminum battery cover. Once removed, you can access the Negative battery terminal and remove it with a 8mm socket. DO NOT remove the positive terminal.

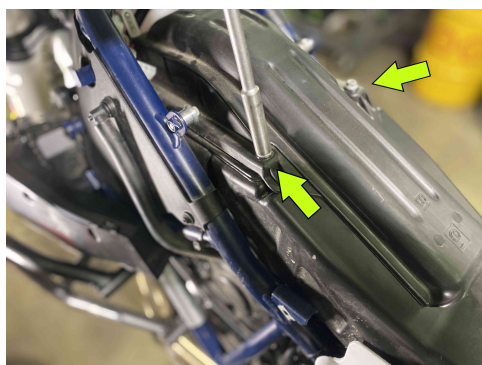
Note: From this point until step [6] If you have a LR model you will need to remove you front fuel tank at the direction of the service manual and re-install after fairing install is complete.



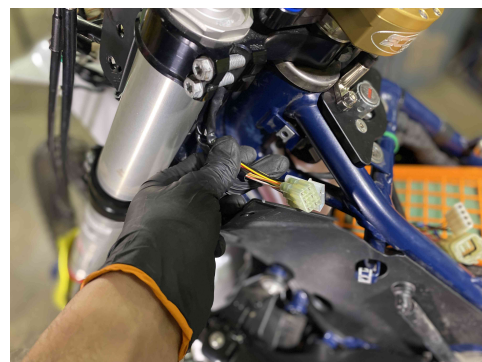
3) On the front "tank shroud" there are (2) top and (2) front T27 Torx screws that need to be removed. After this the left hand side panel can be removed and set aside.



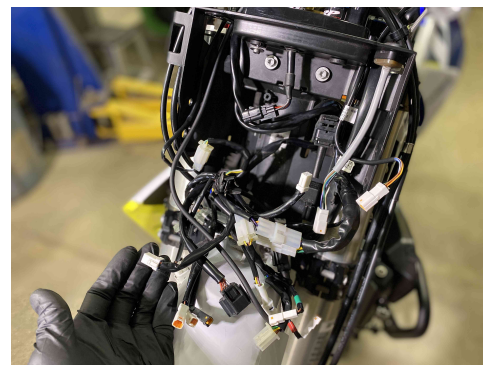
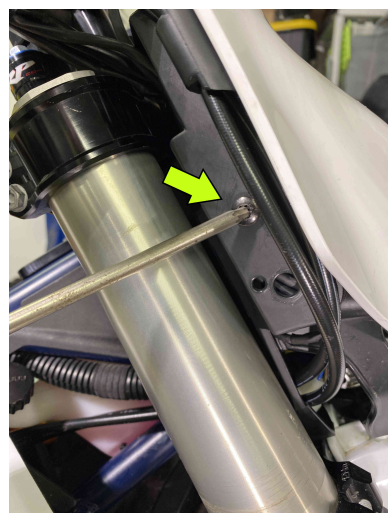
4) Behind the left tank shroud is a black protective panel mounted to the frame. At the top is a single T27 Torx screw that needs to be removed. Then the lock cylinder plastic trim shroud can be removed by pulling up to release the 2 friction pins. Take caution not to snap the pins off with excessive force. A plastic panel pry or standard screwdriver can be helpful but not necessary.



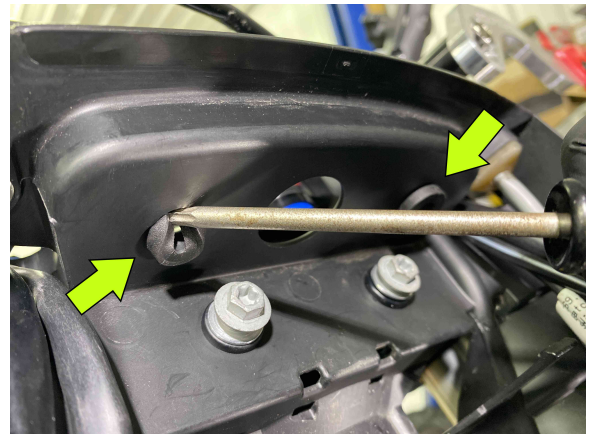
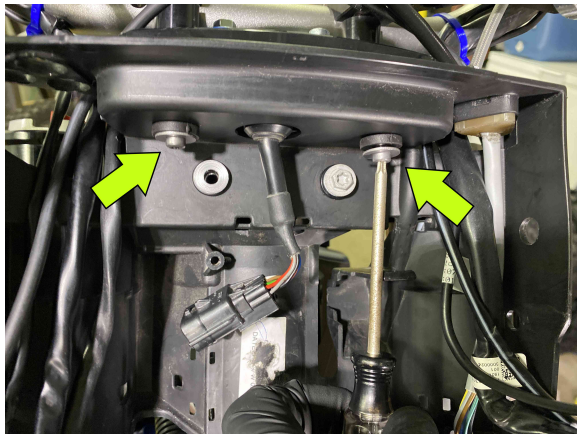
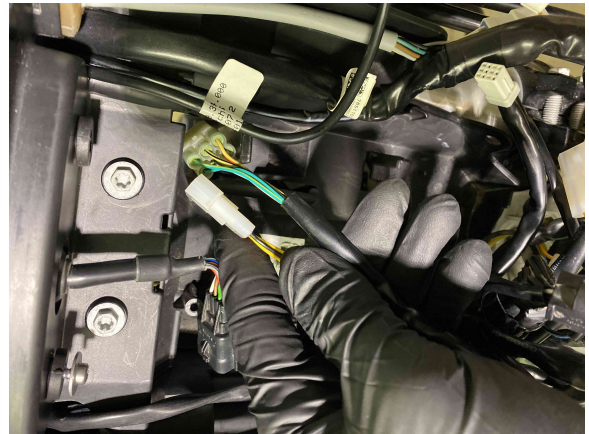
5) Nestled between the frame you will find the air box intake snorkel lid. Remove the (2) 8mm head screws to remove the snorkel lid and set aside. Ensure that the air filter is not removed!



6) Underneath the lock cylinder you will find the (2) electrical plugs circled here which must be disconnected. Once disconnected you can gently bend back the left side frame cover panel and pull the wires free of the frame. Pay attention to how the wires are routed as they will be replaced later.



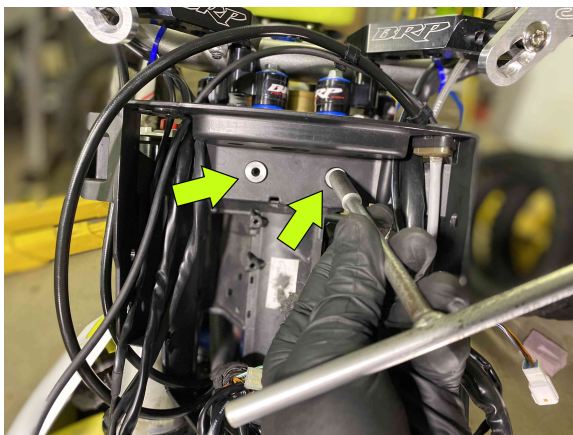
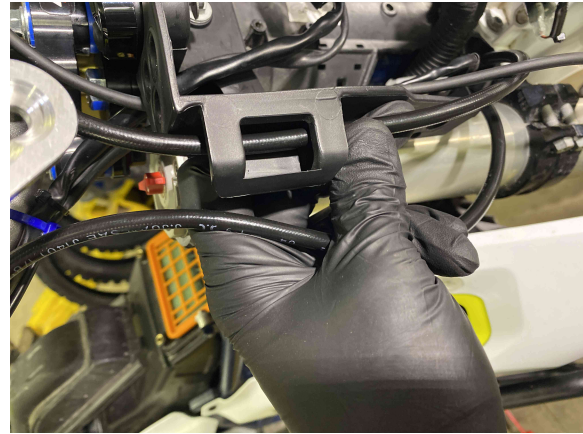
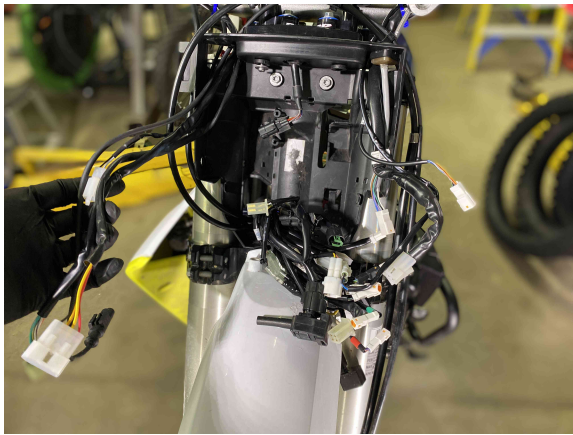
7) On the front headlight / number plate you will find (2) T27 Torx screws on the left side and (1) on the right side that must be removed. The headlight can then be removed and screws replaced into threads; the headlight and these screws will not be re-used. Disconnect all the headlight plug and both turn signal plugs noting the color bands on the wires and side of motorcycle [Green band right / Red band left]. Place headlight on bench and remove the turn-signals for re-installation onto the ADV-Light fairing later.



8) Find the (2) connectors pictured for the ODO and ABS switch and disconnected them. Then pull the (2) wires / connectors released in step [6] through the hole in the front plastic dash. Remove the (2) T20 Torx screws holding the ODO in place as well as the ODO unit itself. Push out the (2) rubber grommets and set all on a workbench to be attached to the ADV-light fairing in a later step.



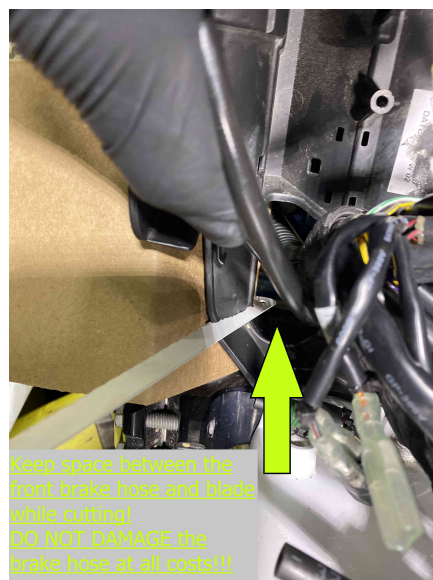
9) Remove the warning lamps from the indicator housings by gently pulling them out [Take note or label which lamps go to the individual indicator housings!] Then gently push the indicator housings out of the plastic OEM dash. Find the flasher relay and ECU MAP sensor [has a small piece of tube attached] and remove from the dash.



10) Remove any other connected electrical plugs at this time and take whatever steps necessary to note / remember all mating plug pairs if necessary. Remove the front brake line and ABS / speed sensor pickup from the OEM plastic dash keeper then the (2) 8mm bolts affixing the dash. Gently pull the dash away from the triple clamps.



11) You can now pull the handlebar control cables on the left and right side through the top OEM plastic dash holes. Place the extracted cables on top of the handlebar controls to keep out of the working area and pay **SPECIAL ATTENTION** to keep the ABS / speed sensor pickup somewhere it can not be cut or damaged!



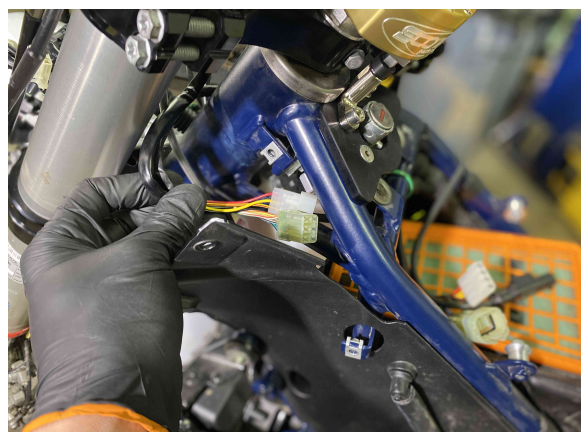
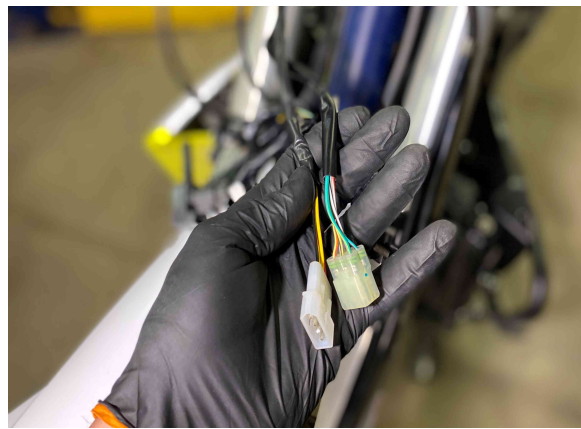
Keep space between the front brake hose and blade while cutting!  
DO NOT DAMAGE the brake hose at all costs!!!



12) **This next step should be performed very carefully and slowly. DO NOT USE ANY POWER TOOLS FOR THIS STEP!!**

Any blade used should be "toothed" and not with a knife / sharp edge such as a utility blade! A sharp blade could slice your hand or a wire / cable and a toothed blade can not slip and cause injury / damage!

Place a piece of cardboard in between the front right side fork and OEM plastic dash as seen here; this will protect the fork tube from being cut / damaged. While holding the front brake cable out of the way wrap a toothed blade of your choosing with a shop rag / towel and SLOWLY BY HAND saw a cut through the brake cable pass through hole as in the picture. DO NOT USE A POWER TOOL OF ANY TYPE / STYLE / SIZE. You DO NOT want to cut the front brake cable as this could require an expensive dealer service visit. Bend apart the OEM dash at the cut and pull the front brake cable through. Before continuing, inspect the front brake cable thoroughly to insure NO damage of any amount was incurred which could create the possibility for an unexpected, dangerous, and/or lethal brake failure! Any visible damage WILL REQUIRE a visit to your dealer service center for inspection and/or repair!

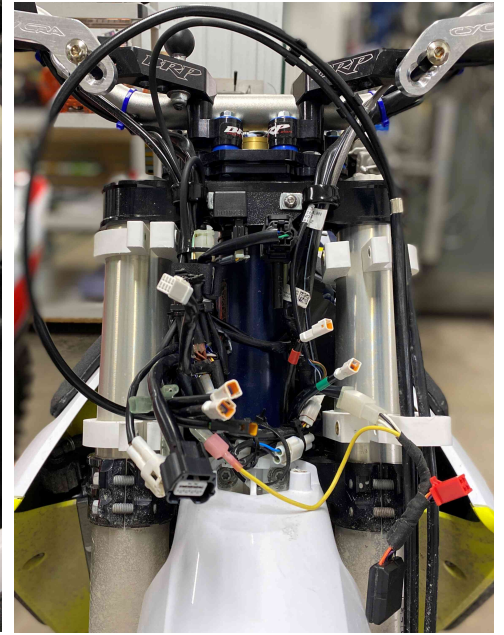


13) You can now fully remove the OEM plastic dash and set aside; this part will not be



re-used. Now the 2 wires/cables fro step [6] will be re-routed as seen in the picture back to their mating plugs under the lock cylinder. You can now replace the air box cover/lid with (2) 8mm bolts, plastic lock cylinder trim, and left side frame cover T27 Torx screw.

DO NOT replace the seat or re-attach the negative battery terminal yet!

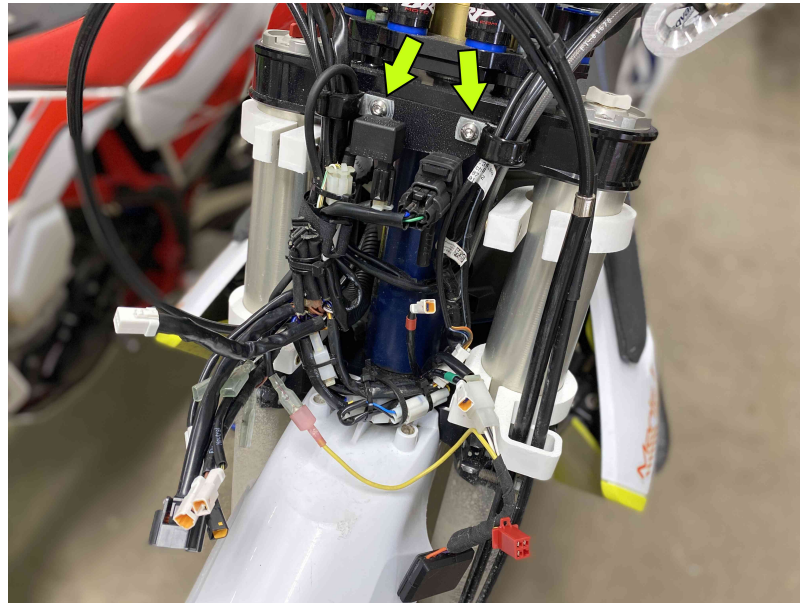


14) Now the included plastic fork clamps can be installed. Make sure the plastic clamps are "warm" before preceding! Installation requires the clamps to bend / flex and at a temperature of less than 60deg F they could tear or crack. Once installed the clamps work in tension and are incredibly strong. There is also NO NEED to flex the clamps open before installation!

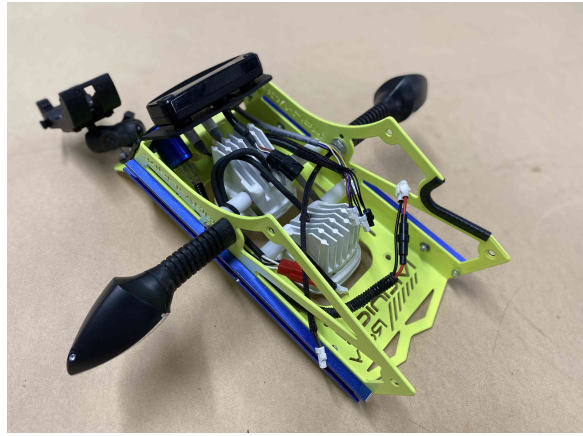
There should be (2) clamps of smaller inner diameter for the top and (2) clamps of a larger inner diameter for the bottom. Install the clamps by gently opening them just enough

to place over the fork tube and push them over the tube in-till they snap into place. Take note of the layout of the mounting tabs and the position of the clamp with an integrated

brake cable & ABS/ Speed sensor cable keeper. This keeper can be gently pried open to insert the hose & cable by pushing the ABS cable into the opening FIRST followed by the brake cable in that order.



15) Included in the parts bag are (2) cushioned cable clamps, (2) 6mm Allen bolts, and a plastic mounting plate. Group the wires into the cable clamps as seen in the picture then place the mounting plate with the "mounting tabs" in the down position behind the clamps and screw in the Allen head bolts with a 4mm Allen wrench or ideally T-handle. Turn the motorcycles handlebars to full lock left and right 2-3 times to ensure no cables/wires are binding or pulling. If any are tightening or pulling re-organize to ensure free movement. Clip the flasher assembly to the right side of the bracket and slide the MAP sensor rubber mounting sleeve over the left bracket tab.

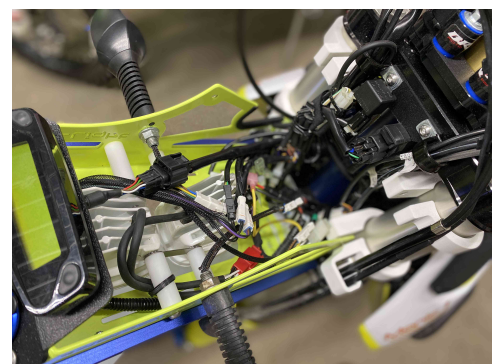


16) Now place the ADV-Light fairing assembly on a scratch free soft work surface. You can Remove the remove the windscreen assembly temporarily ( not completely necessary ) by removing the (2) M5 screws at the top of the T-tracks affixed to the fairing body sides and loosening the (4) adjusting knobs for the windscreen. The windscreen can then be slid up and off the fairing assembly.

Now you can mount your turn signals to the faring body as well as the ODO, warning lamps, ABS switch, and 12V power supply if desired. Remove the (2) 2.5mm Allen screws to remove the dash plate from the fairing body. The ABS sensor can then be pushed into the opening (Warning. The ABS switch only fits in one of 3 positions. DO NOT FORCE!) and you can push the warning lamp housings into the rubber grommets on the dash plate. The original ODO rubber bushings can be pushed into the holes on the dash plate and T20 Torx screws tightened into the ODO. Re-install the dash plate with the (2) 2.5mm Allen screws and rubber backed washers. DO NOT over-tighten.



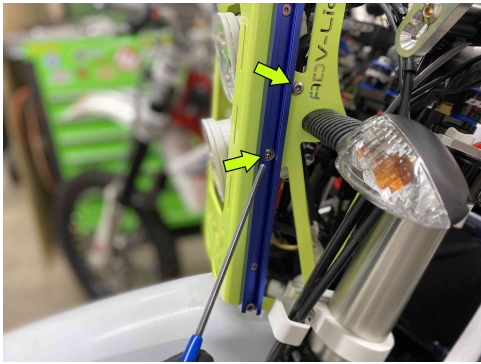
17) Now the fairing assembly can be mounted on the bike, but before proceeding ensure that the front brake hose is placed ABOVE the lower right side fork mounting clamp! The brake hose CAN NOT be routed beneath this mount! Hold the fairing with the lower mounting holes in-between the lower fork mounts while inserting (12) of the (4) M6 cap Allen mounting screws with rubber backed washer into the lower fork mount holes. Tighten the cap bolts with a 5mm Allen wrench (a 5mm Allen T-handle is extremely helpful here!) so that the threads are 80% engaged but leave the mounts LOOSE !



18) With the lower mounts loose you can slid them up the fork tubes and lay the fairing assembly onto the front fender to support it. You can now re-connect all the wiring connectors, ODO, ABS switch, Warning lamp bulbs, turn signals, and headlamp (install the optional dimmer accessory at this time if purchased). You may also wire up the 12V / USB outlet now if equipped. Use wire ties and/ or zip-ties to secure all loose wiring if necessary. Note: On many installs the ABS switch wiring can be very tight. The wiring can be pulled from the back of the switch and weatherproofing lost if not routed correctly. Ensure that the ABS switch wiring has enough slack to prevent ruining the ABS switch!



19) Provided the wiring is organized and fastened well you can now tilt the fairing upright and place the last (2) top mounting m6 cap bolts with rubber backed washers. Once all (4) cap bolts are in-place you can tighten all the fork mount bolts. They should only be **HAND TIGHT SNUG !** Do NOT USE a ratchet wrench or similar as this could over tighten and break the heat set brass thread-zerts from the plastic mounts. A snug tightening will provide stable clamping. Ensure the fairing is securely affixed and does not move independently of the forks.



20) There are (4) LED light tightening screws with (2) on each side. These can be loosened slightly so the lights can be tilted for adjustment. These screws should NOT need to be excessively over-tightened to resist movement of the lights. Once adjusted you can re-install the windscreen assembly by sliding into the T-track assembly, tightening adjustment knobs, and replacing the m5 cap screws at the top of the T-tracks. DO NOT over-tighten the adjustment knobs and/or m5 cap screws! This could lead to stripping of threads rendering them un-usable.



21) Your ADV-light fairing installation is now finished!  
You can now re-install your battery negative terminal, battery mount plate, and ECU.  
Then the left side tank shroud then seat can be re-installed.  
Time to get out there for a test ride, but before you do make sure to inspect all wiring routing, connectors, free movement of handlebars, and full front/ rear brake function before driving the motorcycle.

22) Time for adventure : )

