



Tools required

- 2.5mm Allen
- 4mm Allen
- 5mm Allen
- T20 Torx screwdriver
- T27 Torx screwdriver
- 7,8,10m sockets and ratchet

Suggested tools

- electrical pick
- Phillips screwdriver
- 4mm Allen T-wrench
- 5mm Allen T-wrench
- 8mm socket T-handle

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!

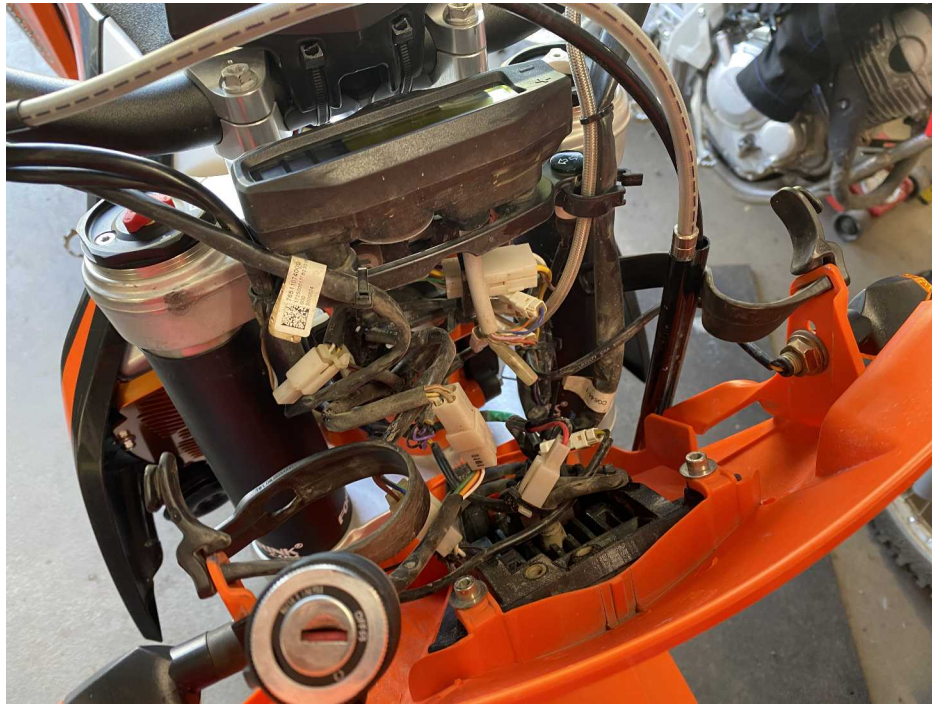
Only use zinc plated steel nuts on stainless threaded bolts / screws or your gonna have a bad day : p

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) It is advisable to remove the negative battery terminal to cease all electrical current in the factory wiring system prior to disconnecting wiring. Next, remove the factory headlight mask and unplug all the wiring connectors.



2) Under the factory speedometer there are (2) T-20 screws that will need to be removed (pictured off the bike here). Before removing speedometer, carefully disconnect the electrical plugs connecting the speedometer to the factory wiring loom with a fine tip electrical pick. Remove the speedometer and set aside then the (2) 8mm hex bolts attaching the speedometer bracket to the top triple clamp.



3) Now you will remove the key lock cylinder from the OEM headlight mask and attach to the ADV-light body. Taking care not to deform or “mar” the aluminum nut, use a set of channel locks to loosen the aluminum knurled retaining nut on the top of the lock cylinder. Fully un-thread and remove from the headlight mask. Place the included O-ring onto the lock cylinder before proceeding!



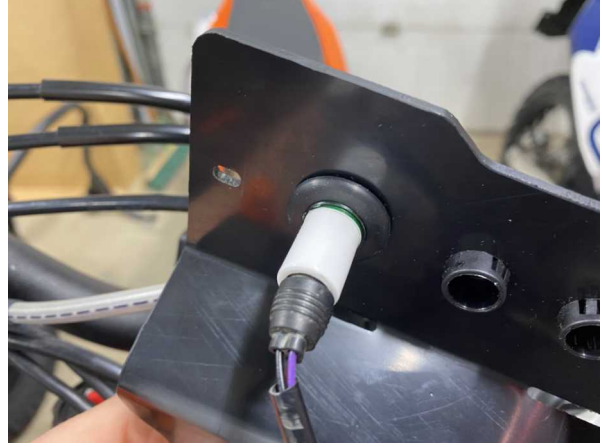
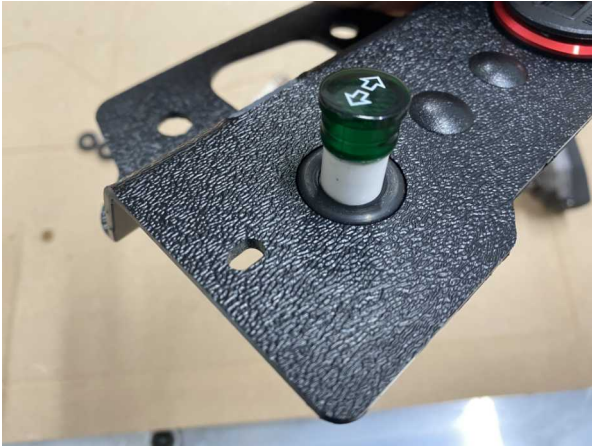
4) Place the lock cylinder into the hole on the right lower side of the ADV-light fairing body and re-install and tighten the aluminum nut to a suitable torque. Be careful not to over-tighten which could remove the threads from the plastic lock cylinder but do not leave loose. The O-ring should create constant pressure and reduce the chance of the nut loosening and being lost.



5) Now you will mount the speedometer to the dash plate and fit the turnsignal lamp. In the parts bag you will find (4) plastic washers and (4) rubber washers. Place a plastic washer followed by a rubber washer on each speedometer mounting post and place with the display right side up into the dash plate holes. Then, place a rubber washer on each post followed by a plastic washer. Tighten the assembly by replacing the (2) T-20 torx bolts that were removed from the speedometer in step 2.

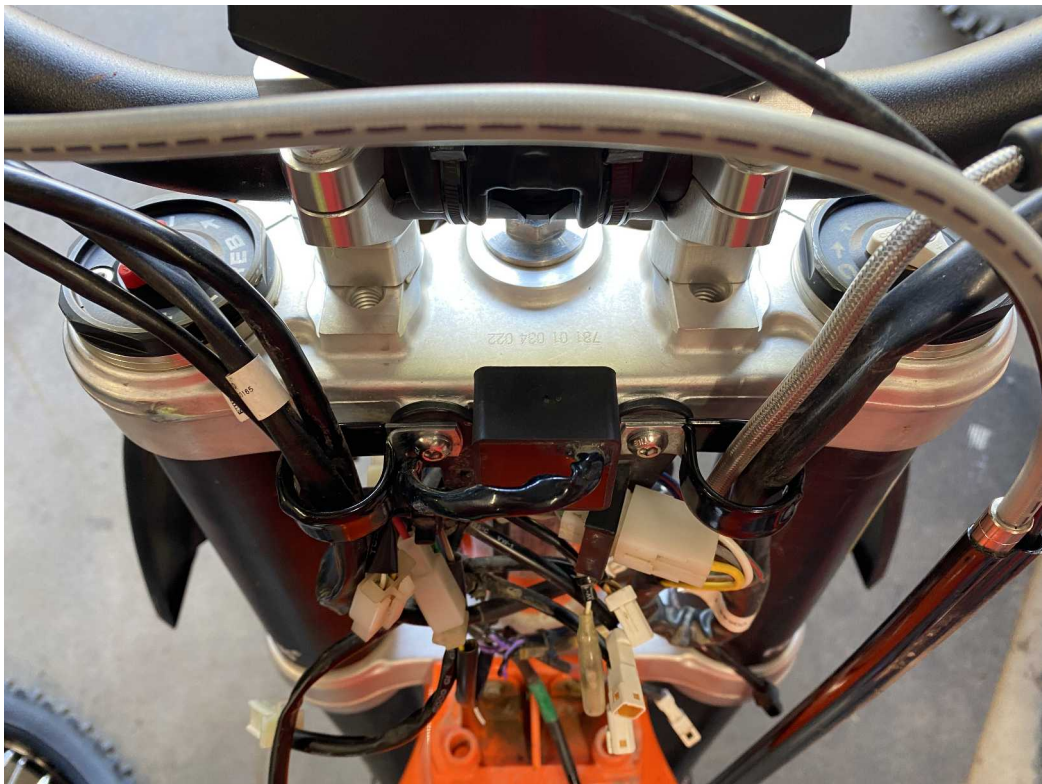


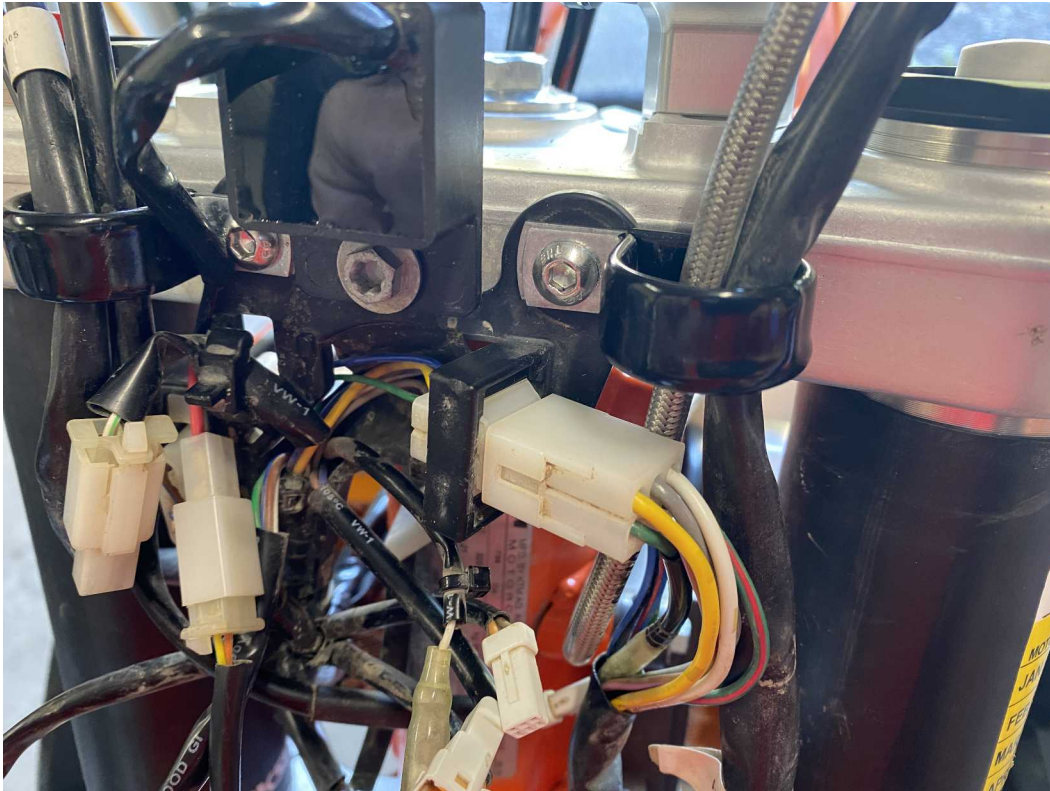
6) To remove the turnsignal indicator from the factory bracket simply push it out of its hole. Now install it into the rubber grommet on the dash plate; this step can be aided with a dab of water with dish soap to help the indicator lamp into place



7) Back to the front of the bike; the next step is to install the cushioned cable clamps to manage the wiring and Hydro clutch line and re-mount the OEM wire management plate.

After removing the factory speedometer mounting bracket there will be (2) aluminum flanged spacers sticking out of the plastic wire management plate. Push these out and in the recess in the back use the (2) included steel washers to take up the space when remounting with the included M6 allen cap bolts. Using the picture seen here as a guide bundle the wires/ cables as necessary in the (2) padded clamps and then mount them with the M6 cap screws through the factory plate and the (2) steel washers as spacers.

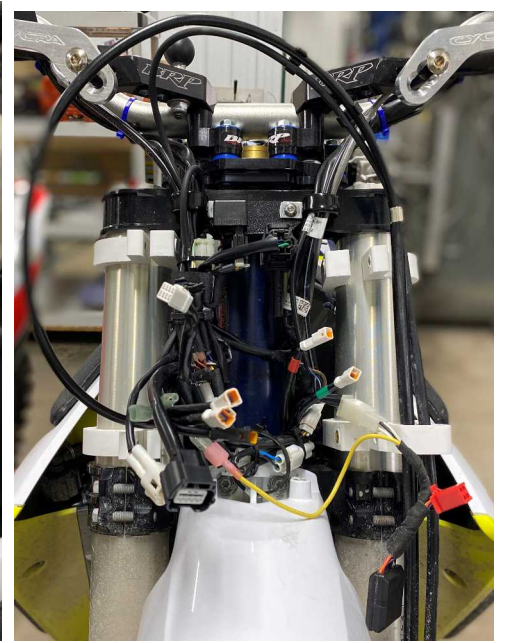




8) Now the included plastic fork clamps can be installed. Make sure the plastic clamps are "warm" before proceeding! Installation requires the clamps to bend / flex and at a temperature of less than 60deg F they could tear or crack. Once installed the clamps work in tension and are incredibly strong.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

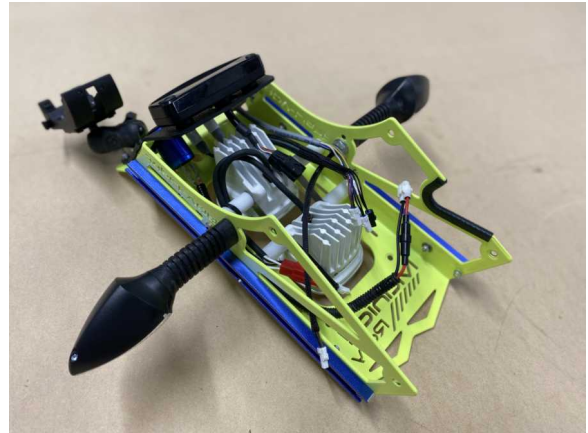
There should be (2) clamps of smaller inner diameter for the top and (2) clamps of a larger inner diameter for the bottom. Install the clamps by gently opening them just enough to place over the fork tube and push them over the tube in-till they snap into place. Take note of the layout of the mounting tabs and the position of the clamp with an integrated brake cable & Speed sensor cable keeper. This keeper can be gently pried open to insert the hose & cable by pushing the sensor cable into the opening FIRST followed by the brake cable in that order.

(pictured here on Husqvarna 701 installation)



9) Now place the ADV-Light fairing assembly on a scratch free soft work surface. You can 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 fairing body as well as the dash plate and 12V power supply if desired. (Pictured dash is DIFFERENT than you will receive)



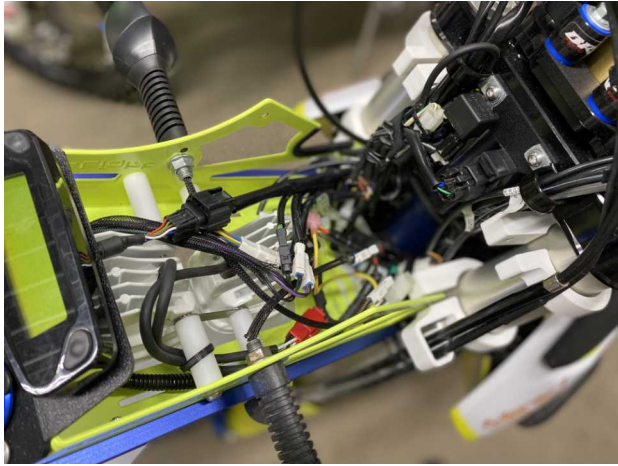
10) Now the fairing assembly can be mounted on the bike. Before proceeding it might be a good idea to place a dish towel over your front fender to protect from possible scratches.

Hold the fairing with the lower mounting holes in-between the lower fork mounts while inserting (2) 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 !



11) 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, speedo, warning lamp bulbs, turnsignals, 12V USB outlet, and generally “tidy” the wiring with the included z4” zip-ties.

12) 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.



13) 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-useable.



14) Your ADV-light fairing installation is now finished!
You can now re-install your battery negative terminal and test wiring connections.

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.

Any mistakes by the installer in not ensuring proper movement of the handlebars, “catching” of the factory wiring / hydraulic clutch line, or a loose / in-proper fitment could lead to an extremely hazardous situation if not properly installed.

This installation manual IS NOT a replacement for a factory service manual for necessary bolt torque specs and correct procedures.

15) Time for adventure :)

