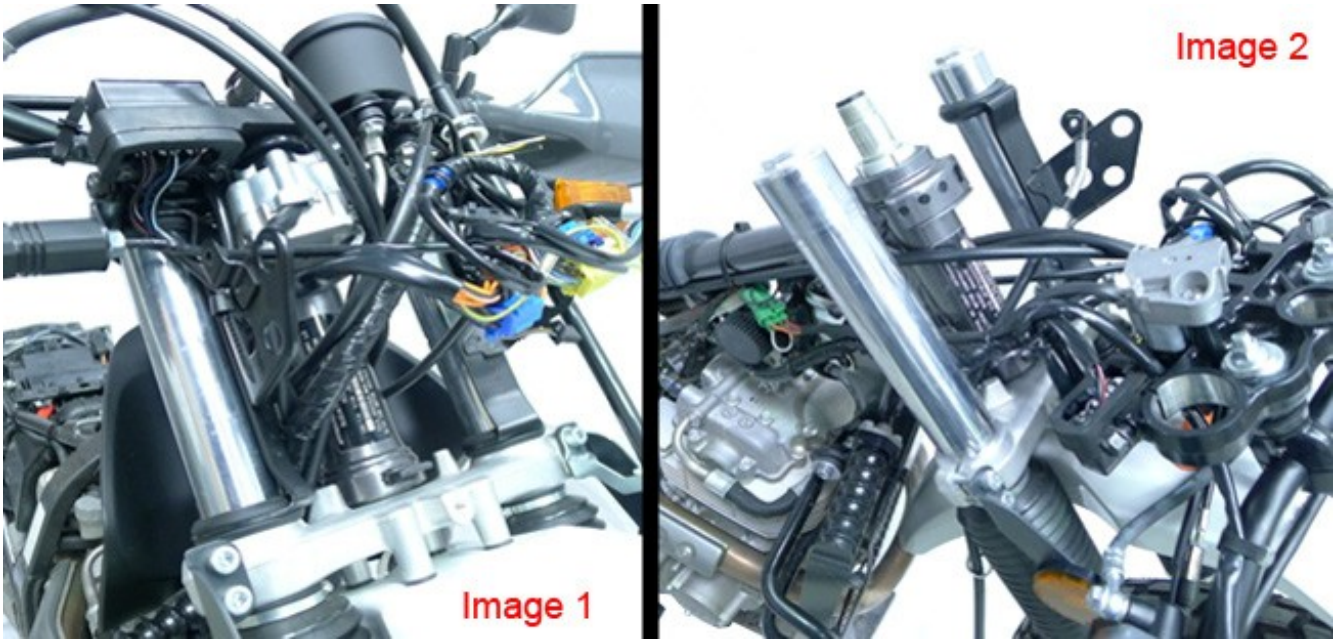
Yenkro DR650 Fairing Installation Instructions

Congratulations on your purchase of the Yenkro Rally Fairing for the Suzuki DR650. Over two years of development work, testing and perfecting have created a product you are sure to enjoy. While there are the obvious benefits of a fairing (wind protection) there are other advantages as well: spacious dash area, lightened steering and great looks that will turn heads!

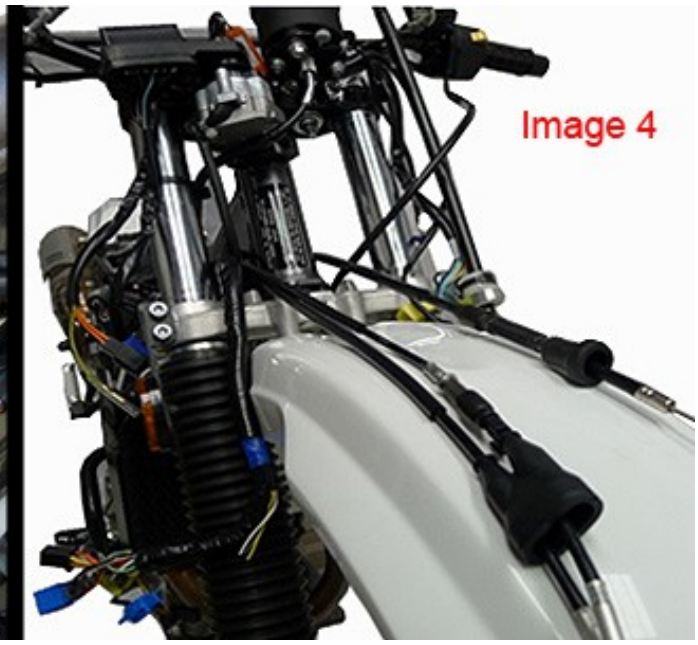
Included in the kit are a completely new headlight (bulb included), mounting bracket, dash assembly, speedometer bracket, composite fairing panel and everything necessary to mount the Yenkro fairing to your DR650.

Follow the Instructions below for a safe and secure installation.

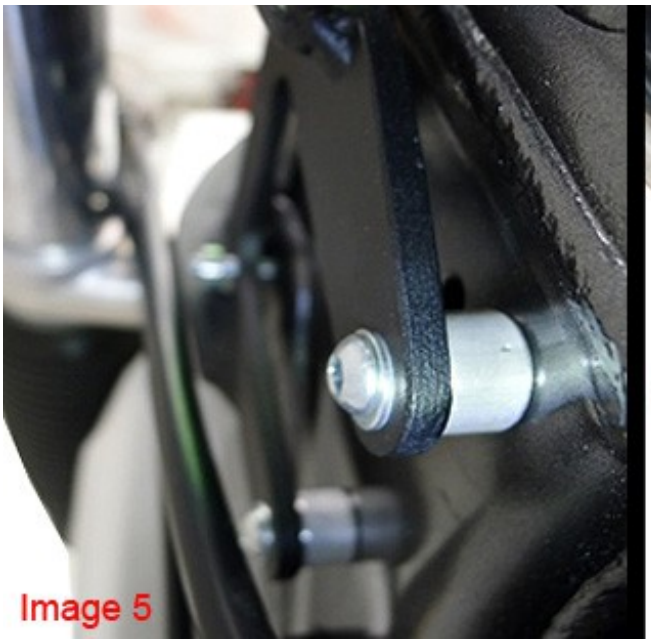
1. Begin by removing the fuel tank and the stock tank shroud along with the mounts and cable guides.
2. Remove the stock headlight shroud and headlight. (See Image 1)
3. Remove the headlight mounting brackets also. This can be done by either sliding the fork tubes down out of the upper triple clamp or by removing the top clamp and sliding the mounts up. (See Image 2) Once the mounting brackets have been removed, replace the forks in the clamps or replace the top clamp if you used that method.
4. Disconnect the speedometer cable and all wiring plugs going to the handlebar controls.
5. Disconnect the throttle and clutch cables at the lever end.



6. The throttle and clutch cables need to re-routed so that the clutch cable comes up the left side of the frame backbone and the throttle cables up the right side. (See Images 3 and 4)



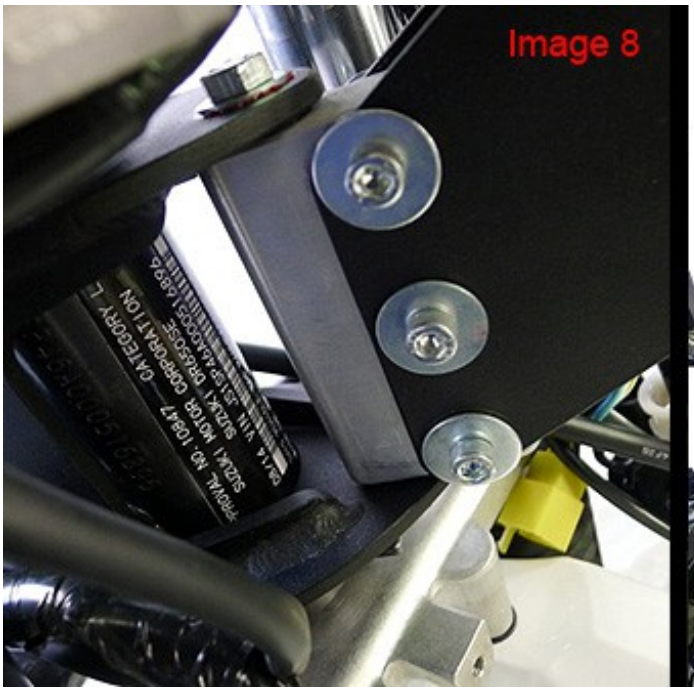
7. Using the 4 low profile bolts and 4 spacers provided in the kit, bolt the fairing mount to the frame using the 6mm holes where the tank shroud/cables guides where bolted to. (See Images 5 and 6) **Tip** - Screw in each bolt a few turns by hand making sure not to cross thread them before tightening then down.



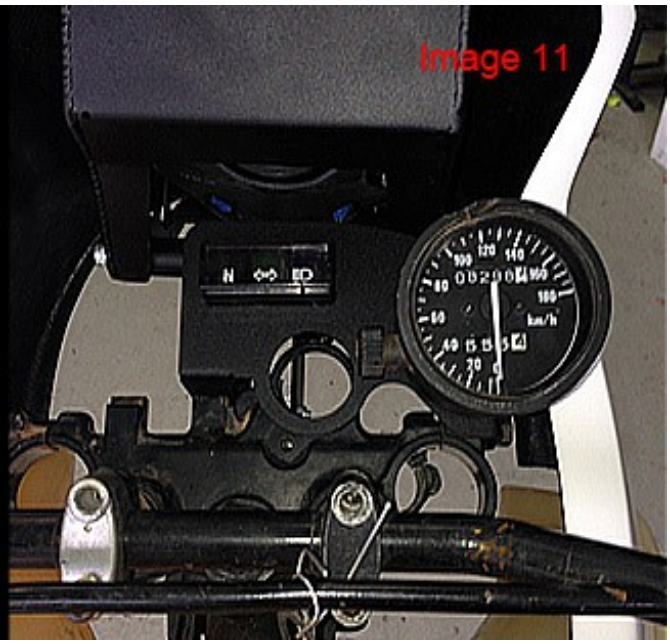
8. Once the 4 main bolts are tight, evenly screw in the 4 headless screws so that the bracket is held centered in the top of the frame. Place the nuts on the outside to hold the fairing mount. Do not tighten these nuts yet. **Tip** - These screws do not need much tension as they are primarily there to eliminate side to side movement. (See Image 7)
9. The nuts on these screws will be used to retain the ‘P’ clamps that the wiring will pass

through, and to lock the screws in position. Do not tighten the nuts down until all of the wiring and cables are properly located and tested.

10. The main fairing bracket can now be fitted. The 3 bolts that attach the intermediate plates to the urethane mount should be left loose until the fairing panel and fuel tank have been lined up. (See Image 8)
11. The center 8mm bolt for the urethane mount should also be left slightly loose until the final fitment with the tank is complete. (See Image 9)



12. The wiring and control cables can now be re-routed. The main wiring loom can either run up the right side as it was originally, or sometimes depending on the loom and any other accessories that might be fitted to the bike, it works better to run the loom up the left side of the frame. This is up to the installation technician. Regardless of the side of the head tube the harness is placed, please keep in mind that there needs to be enough slack between the frame and the fairing bracket to allow the fairing bracket to swivel sideways a bit in the event of a crash.
13. Connect the throttle and clutch cables. Test them thoroughly to be sure that there is enough slack and that they are routed well enough that they do not get kinked, pulled or jammed in any way when the bars are turned from steering lock to steering lock. Image 10 shows the clutch cable held in place with the stock guide.



14. Remove the Speedometer and dash lights from their original mounts.
15. Then attach them to the new bracket provided. When mounting the speedometer, be sure and use the original rubber grommets. There are two small stainless screws included in the kit for attaching the dashboard lights. Though it is not shown in Image 11 above, the key will remain in its stock position and the dash easily slips over it.
16. The new bracket now bolts to the top triple clamp using the upper right fork pinch bolt and the left mount that was used for the original speedometer bracket.
17. Using the ‘P’ clamps provided run the main wiring loom around the bracket and under the headlight then run the wires from the handles bars through the back of the bracket to the loom plugs making sure the plugs fan out evenly to insure the headlight will not press on them when its fitted.
18. Refer to the following pictures (Images 12 – 17) for suggested routing of wires. **Tip** - As you go through the process, regularly check the steering, lock to lock, and be sure nothing is getting crushed, pinched or pulled. If it is, rearrange things until they move freely and are not being damaged in any way.


Image 12

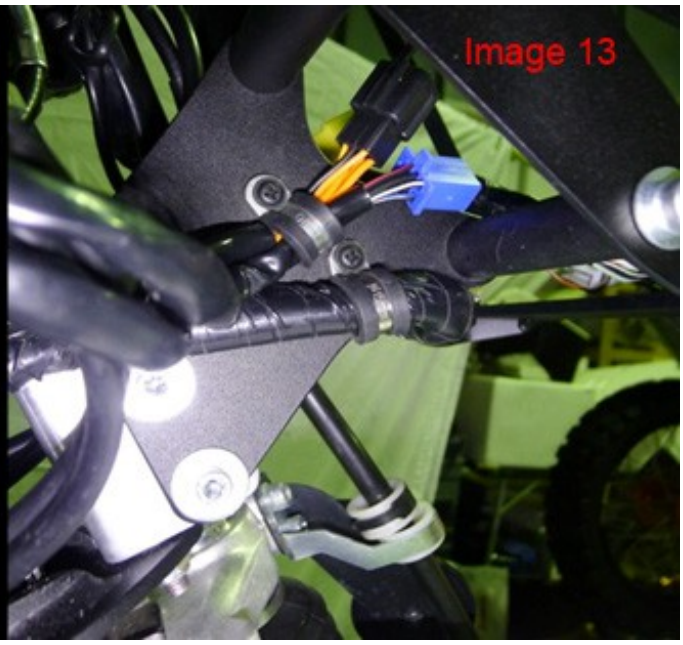


Image 13


Image 14

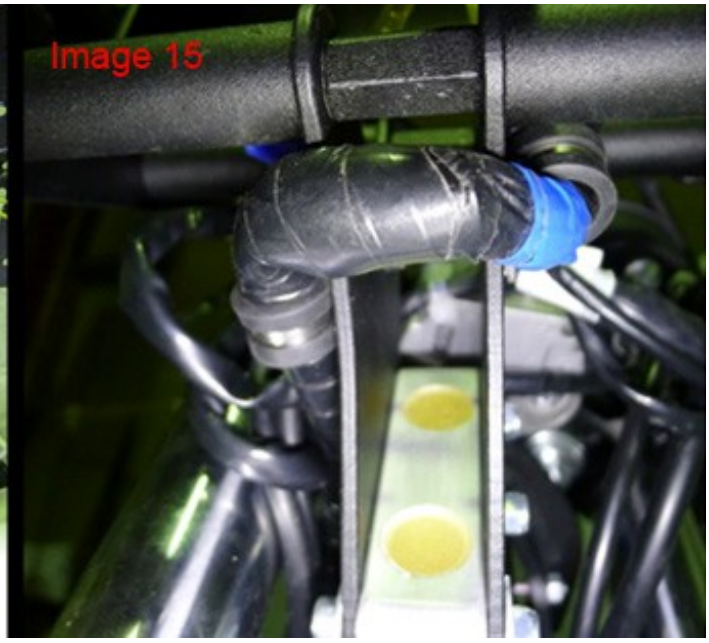
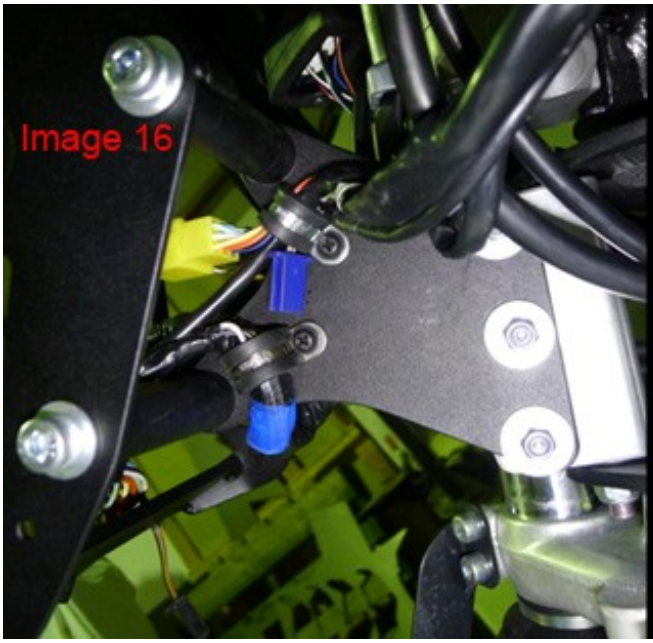
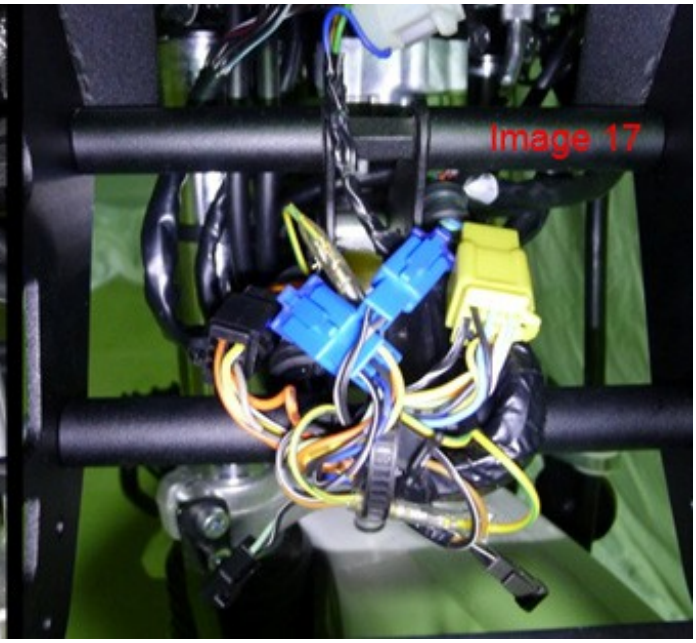


Image 15





19. Once you have the wiring done you can plug in and fit the headlight.
20. To adjust the headlight beam height use the screw adjuster on the back of the light.
21. When removing and installing the headlight use the 4 screws at the front of the headlight, not the side screws. The side screws are in slotted holes and are used for aligning the headlight with the fairing, Once they have been set, they should be left alone so that you retain your headlights correct aim and position.
22. The kit comes with 2 small 3mm thick plastic brackets that can be used to mount mini indicators to the main bracket assembly. (See Image 18) There is also an extra mounting position on these brackets for an inline LED light. If you don't like that location, you can drill the fiberglass and mount them directly to the fairing panel.

23. The oversize fuel tanks can sink on their rubber mounts. To help support the tanks there is piece of high density foam rubber included in the kit that needs to be zip-tied to the frame back bone just behind the head stock. Some of the tanks already have a piece of foam glued to them in the same spot. If it is there, remove it and mount the included rubber pad. (See Image 19)
24. Now the fuel tank can be fitted and the fairing adjusted. Fit the tank and then fit the fairing to the brackets. Now reach up and tighten the 3 6mm bolts that hold the main assembly to the urethane mount while gently pushing the fairing against the tank. The fairing only needs to be lightly pushed against the tank. If you push it too hard against the tank, there will be too much stress on the fairing mounts and damage may occur. If the fairing is not touching or only just touching the tank you might find on rough roads it moves around a bit. If this is the case, adjust the fairing back again so it’s a little more snug against the tank. This stage might take a few attempts to get correct and if you’re fitting a new fuel tank, you may find you have to repeat this procedure again as the new fuel tank swells up from the petrol.
25. The urethane mount can also be tightened at this stage. This needs to be done by feel using a bit of common sense rather than a torque wrench. The bolts needs to be tight enough so that the urethane mount cannot slip and move on its bolt under normal use, but still be loose enough that it can slip in the event of a crash. If the bolts are too tight, the center of the mount may come loose from the urethane in a crash. The urethane mount is designed to allow some flex so don't be surprised if your fairing can move around a bit, it’s supposed to do that!

If you have any questions regarding fitment or installation, please email me at: brazier.joe@gmail.com and I will get back to you as quickly as I can. Photos always help!