



national cycle

plexifairing 3™

OWNER'S MANUAL AND ASSEMBLY INSTRUCTIONS

SPECIAL NOTE: Dealers, if installing the Plexifairing™ for a customer please give him this manual. It contains the instructional and reference material needed to properly maintain and use this product.

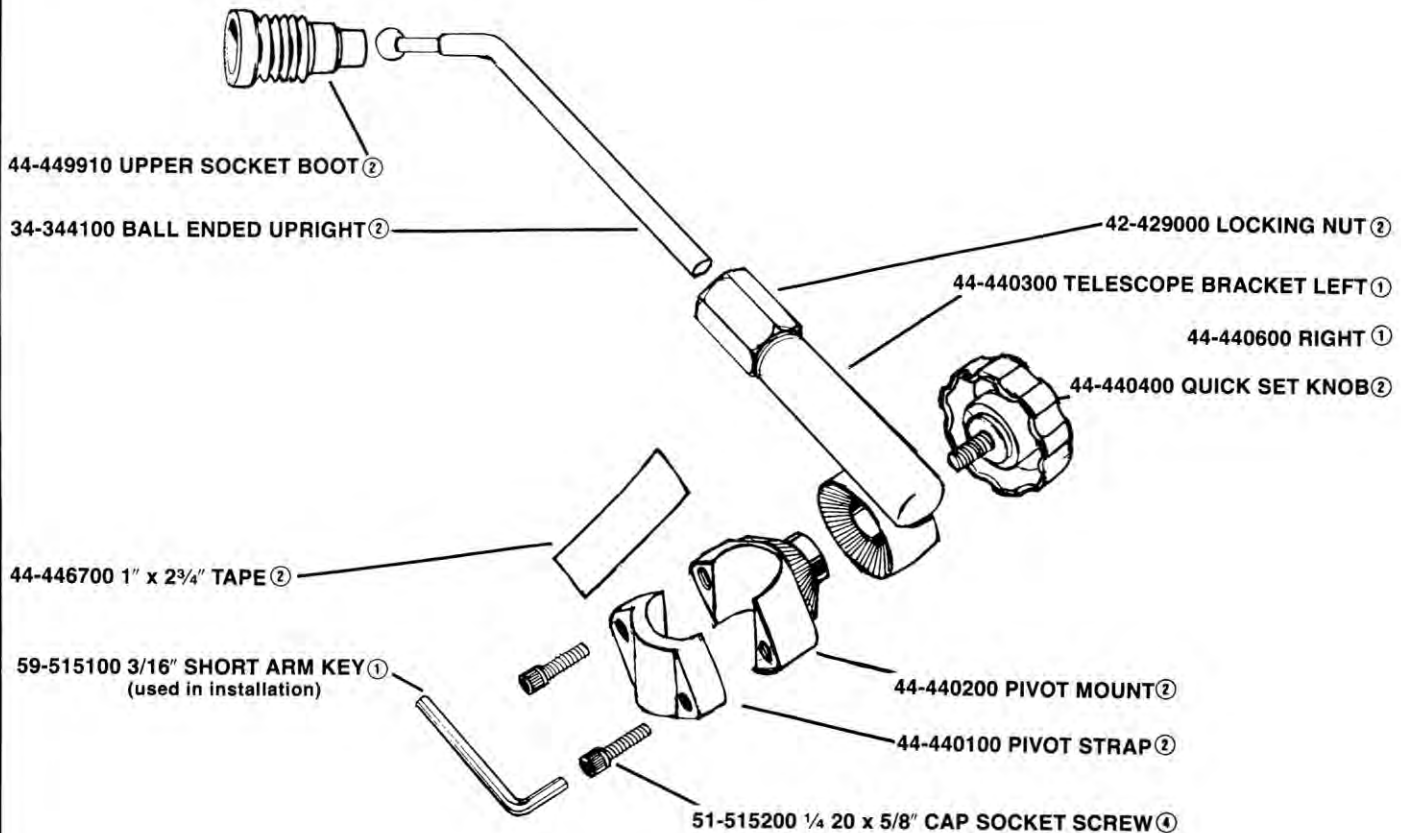
This manual is designed for complete product knowledge. Take the time to become very familiar with your PLEXIFAIRING 3™ and QUICK SET™ hardware to obtain the best results in use.

IMPORTANT NOTE: Please report any missing parts to your dealer or directly to National Cycle. The following information is necessary: **BAG NUMBER** and **SERIAL NUMBER** located on outside of plastic bag and **PLACE OF PURCHASE**.

—1— Open all bags and group parts together as upper and lower assemblies in the following arrangement:

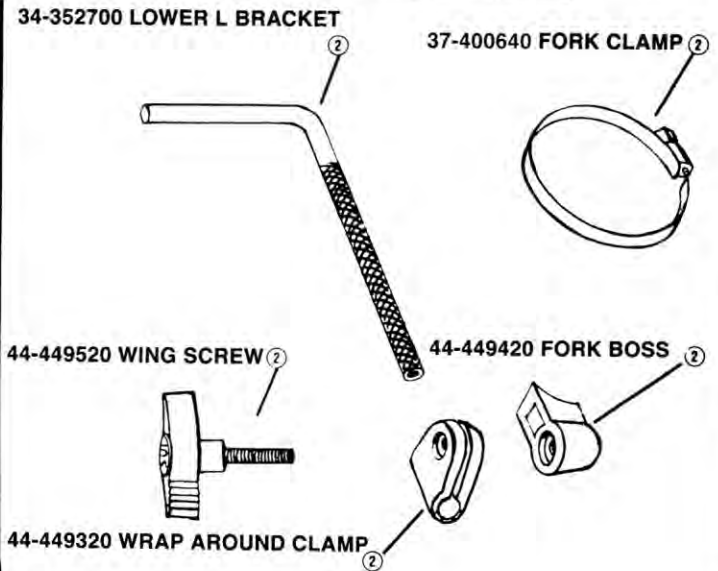
THE CIRCLED NUMBER IS THE QUANTITY.

UPPER QUICK SET™ HARDWARE



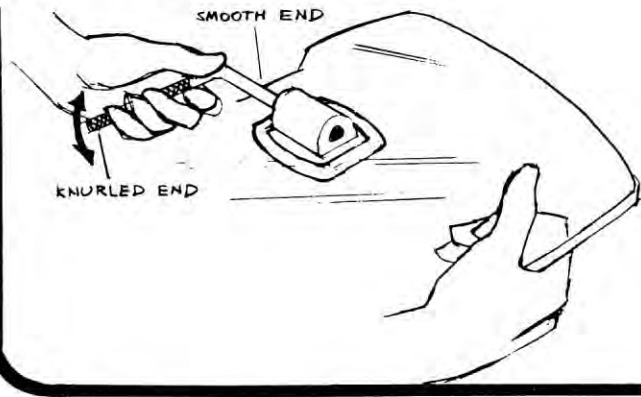
1

LOWER QUICK SET™ HARDWARE



2

WORK IT IN WITH A BACK & FORTH TWISTING MOTION

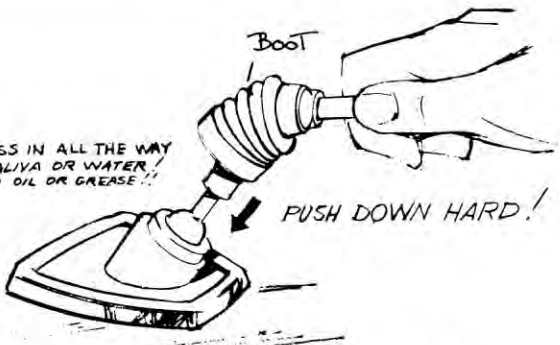


3

PRESS IN ALL THE WAY USE SALIVA OR WATER! NO OIL OR GREASE!!

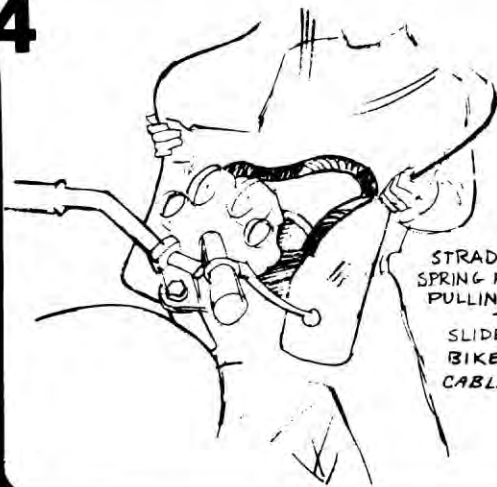
Boot

PUSH DOWN HARD!



SUPPORT FAIRING ON NON-ABRASIVE SURFACE

4



STRADDLE FRONT WHEEL, SPRING FAIRING LEGS BY PULLING "BACK" TOWARDS YOU - NOW - SLIDE FAIRING DOWN ON BIKE - DON'T SNAG CABLES OR WIRES!

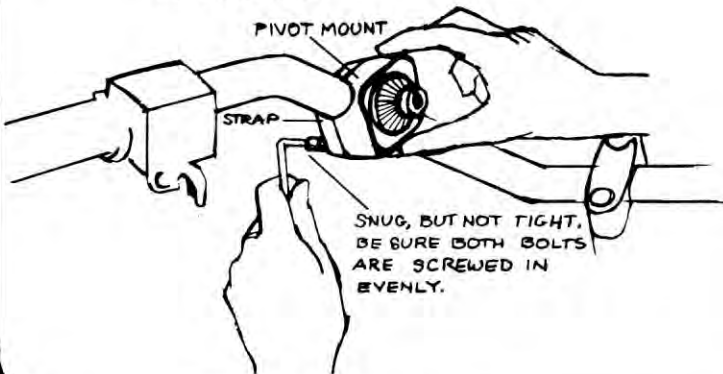
5

PLACE PIVOT MOUNT AS CLOSE TO UPPER BEND ON HANDLEBAR AS PRACTICAL.

PIVOT MOUNT

STRAP

SNUG, BUT NOT TIGHT. BE SURE BOTH BOLTS ARE SCREWED IN EVENLY.



—2—

Use a chair or some other fixture to support the Plexifairing 3 upside down and insert a lower "L" bracket with a twisting motion. Do both sides. If the plexifairing 3 is colder than 65°F, it might be necessary to **WARM** the swivel and socket points with a hair dryer. **NO LUBRICANTS!** except **SALIVA** or **WATER**.

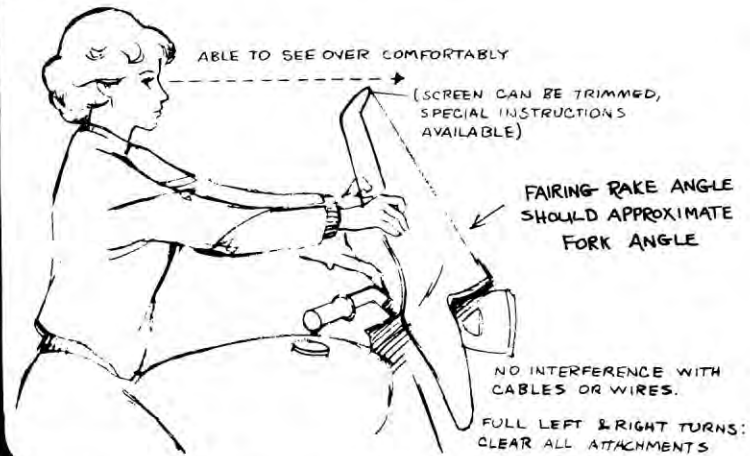
—3—

Slide a Boot over each upright. Support fairing on a non abrasive surface and push in an upright on each upper socket as shown.

NO LUBRICANTS! except **SALIVA** or **WATER**.

7

POSITION FAIRING

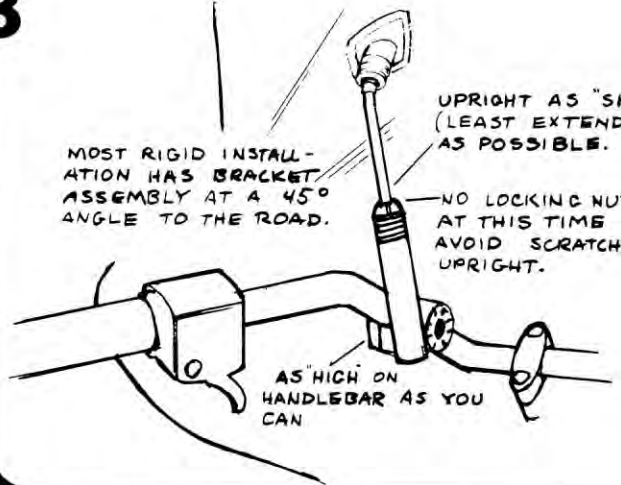


8

MOST RIGID INSTALLATION HAS BRACKET ASSEMBLY AT A 45° ANGLE TO THE ROAD.

UPRIGHT AS "SHORT" (LEAST EXTENDED) AS POSSIBLE.

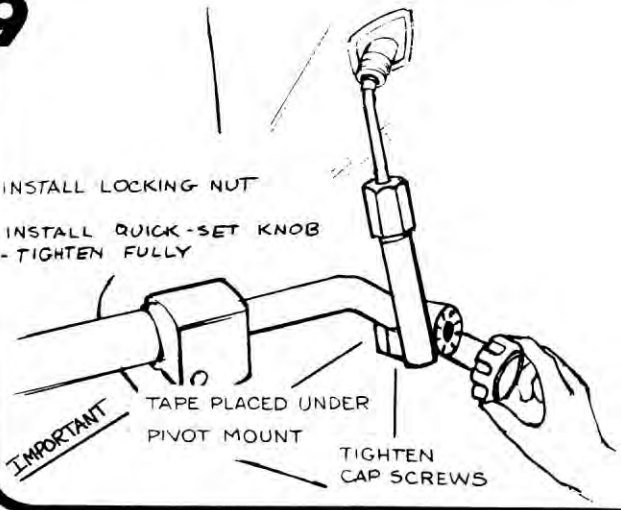
NO LOCKING NUT AT THIS TIME TO AVOID SCRATCHING UPRIGHT.



9

INSTALL LOCKING NUT

INSTALL QUICK-SET KNOB - TIGHTEN FULLY



—4— Put motorcycle on center stand. Straddle front wheel and spring the Plexifairing 3 legs apart by pulling back on handlebar portions. Now slide fairing on bike. Be careful not to snag any control cables or loose wires. On some Hondas and Yamahas, bend the control cable loops out of the way. Legs should be behind turnsignals.

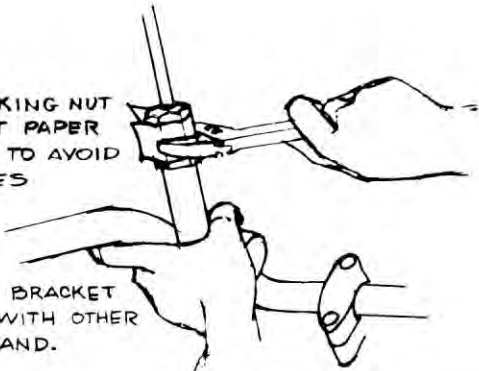
—5— Pick appropriate spot on rising portion of handlebar and attach Pivot Mount to Pivot Strap (using 1/4 20 bolts) until snug, **BUT NOT TIGHT**. Use wrench supplied in hardware kit. Be sure both sides are symmetrical.

—6— Fairing gasket should be resting on headlight or headlight rim. Clutch and brake lever ends should be, as well as instrument pod, somewhat close but not touching fairing. Fairing should be straight.

10

WRAP LOCKING NUT WITH SOFT PAPER OR CLOTH TO AVOID SCRATCHES

SUPPORT BRACKET IN PLACE WITH OTHER OTHER HAND.



11

NOTE: ANGLED "L" BRACKET SHOWN IN TWO OF MANY POSSIBLE POSITIONS. SOME MACHINES WILL REQUIRE FAIRING LEG TO BE BEHIND FORK, OTHERS IN FRONT OF FORK.

(FORK BOSS SHOWN CLAMPED IN POSITION "B") NOTE REFER TO WRITTEN INST. # 11 STEP "B".

"L" BRACKET CAN POINT DOWNWARD.

(FORK BOSS SHOWN CLAMPED IN POSITION "D")

POSSIBLE FORK BOSS POSITIONS



—7— Sit on seat, grip top of Plexifairing 3 and position screen to achieve the following:

a. No interference with cables, full turn left and right clearance for fork lock and gas tank, turn signal, rearview mirror and/or radiator, crashguard clearance.

b. Proper top height-try to adjust the screen rake so that you can comfortably see over top-it will be necessary to do so in the rain. Trimming instructions are available if a large discrepancy exists.

c. Rake angle should otherwise approximate fork angle.

—8— Once Plexifairing 3 is in place hold it from the top with one hand and with the other, slip on a telescope bracket (Don't have the Locking Nut on this time or scuffing the upright coating might occur,) and roughly examine where it would position handlebar Pivot Mount assembly. The most rigid installation:

a. **MINIMIZES** upright extension from telescope bracket. Slide handlebar pivot assembly up the bar to reduce this.

b. Have the upright/telescope bracket combination at about a 45° angle or even more horizontal with respect to the road. More vertical angles are slightly less rigid.

Re-adjust pivot and strap bracket now to maximize **RIGIDITY**. Do same for both sides.

—9— Remove telescope brackets now and loosely screw on Locking Nuts and replace on uprights. Mark placement of Pivot Mount by placing a small piece of masking or electrical tape on one edge. Remove Pivot Mount. Place 1 piece of Double Stick tape around handlebar in location of Pivot Mount. Re-install Pivot Mount. This tape is necessary to avoid rotational slippage on some bikes.

—10— Wrap with some soft paper or cloth to avoid scuffs. Tighten Locking Nuts.

—11— Examine lower bracket area and select best location for Fork Boss.

a & c. Offer easiest removeability but sometimes interfere with tank at full fork lock.

b. Is good but usually is prohibited by headlight shell interference.

Should be used on certain motorcycles (but not all) needing radiator clearance, such as Honda V-Fours and similar motorcycles.

c & d. Are usually the best locations.

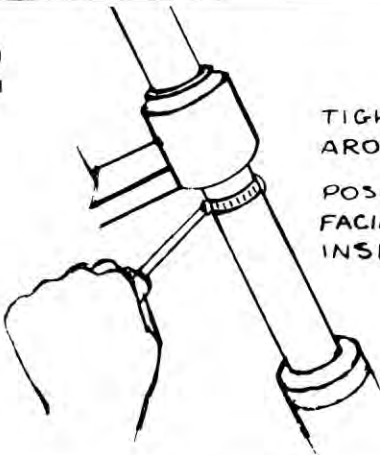
Select the best for your bike.

—12— Thread Fork Clamp thru Fork Boss and tighten loosely around fork. Cosmetically it is preferable to have the screw of the Fork Clamp facing toward rider on inside of fork leg. Cut off excess strap with diagonal cutters.

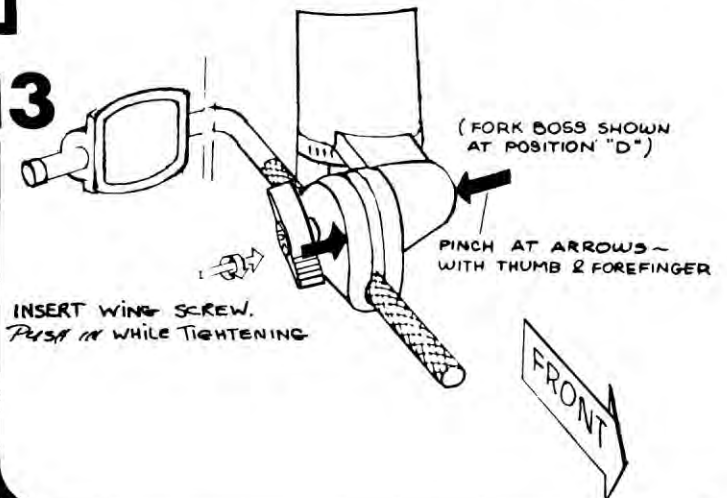
—13— Place wrap-around clamp on knurled area of L Bracket, push Wing Screw through and then insert and tighten into Fork Boss. Tighten Fork Clamps **AFTER** Wing Screw is tight.

12

TIGHTEN WRAP-AROUND CLAMP. POSITION SCREW FACING BACK, ON INSIDE OF FORK LEG.



13



INSERT WING SCREW. PUSH IN WHILE TIGHTENING

(FORK BOSS SHOWN AT POSITION "D")

PINCH AT ARROWS WITH THUMB & FOREFINGER



REMOVAL

To remove the windscreen, loosen the two Wing Screws to release the lower fairing mounts. On the handlebars, spin the Quick Set Knobs and release the Telescope Brackets. Now, lift off. A "no tools" removal in less than 30 seconds. Only the Pivot Mount and lower Fork Boss stay on your bike, in alignment and ready for fast, "no tools" re-installation. The ball sockets are not designed as the removability feature and should not be used repeatedly. Uprights with Telescope Brackets and lower L Brackets can remain on the screen. Store the lower Wrap Around Clamp, Wing Screw and Knob with the fairing.

MAINTENANCE

To clean the screen, wash with a clean soft cloth, plenty of warm water and, if necessary, a non-abrasive soap such as dishwashing liquid. Flannel or chambray make good cleaning cloths. Terry cloth is not recommended.

Apply a high quality plastic polish, such as McGuair's Mirror-Glaze MGH-17 or Novus #2, to the clean screen. This will leave a protective coating on the screen making future cleanings easier. Automotive polish or paste wax will also work, but should be tested on a lower inside corner, below the mounts, to be sure it does not damage the material.

DO NOT CLEAN acrylic screens with glass cleaners. The solvent action of the alcohol in the glass cleaner will destroy the acrylic. Do not allow brake fluid, alcohol, or strong solvents to contact the screen or mounting receptacles. Permanent damage will result!

BUFFING

To remove scratches use a very soft clean cloth and a fine grade buffing compound. Jewelers rouge or McGuair's Mirror-Glaze MGH-10 are best for this type of buffing. We recommend hand buffing, but very light pressure with an electric buffer will speed work on deep scratches.

Keep moving across the scratch while buffing. Try not to concentrate on a small area or you will distort the windscreen's optics.

Follow the cleaning instructions above after buffing to keep your screen clean and scratch free.

TRIMMING

All National Cycle accessory and replacement windscreens are top quality wind protection devices. Proper care can help these windscreens give many years of motorcycling enjoyment.

Because each rider has their own combination of physical height and/or motorcycle accessories, trimming may become necessary for the best installation. National Cycle products are made from either acrylic or polycarbonate and can easily be trimmed if a few simple procedures are followed. I'm sorry, we cannot be responsible for damage to the product which occurs during trimming.

NOTE: Use of a jig saw or sabre saw is not recommended!

If the fairing is to be shortened from the top, remember to choose the new height while seated on the motorcycle (both wheels on the ground), with it normally loaded. In all cases you should be able to see over the top of the screen at least by stretching, in case the screen should become opaque because of rain or dirt.

Too much should not be taken off the top as this will affect how far the air shoots off the top of the screen. The rake angle of the screen, which is adjustable in most applications, will also affect how the air comes off the screen.

Mark the line to be cut with a crayon or china marker; these can be easily washed off. A ruler or piece of paper can be used as a guide to duplicate the original shape.

An effective way to secure a Plexifairing or Plexistar is to stand it on the floor and grip it with your knees while seated in a chair. This leaves both hands free for filing or sanding.

The trimming should be done by sanding or filing with a coarse, 60-80 grit file. Since shudders, jolts, and sudden shocks can promote cracking, a smooth continuous motion should be used. A flat belt sander will remove material quickly, but keep the sander moving back and forth for a smooth edge.

If a large amount of trimming is required, a band saw can be used safely. Protect the screen with masking tape before cutting. The blade should have about ten teeth per inch. A hack saw will also work well; be careful not to let it bind in the cut.

Once the desired shape is found, use the coarse file or sandpaper to round the edges. Any scratches that result from handling can be removed. Refer to the Maintenance instructions above.

PRECAUTIONS

National Cycle windshields and fairings are designed to provide wind protection and increased riding comfort, but not protection in the event of a collision with another vehicle, the road, or any other object.

Our products utilize certain features, patented and otherwise, that may minimize injury in certain accidents, but the possibility of injury exists if the screen is broken.

The acrylic sheet that is used in our Plexistar 2™ and Plexifairing 3™ is almost 30 times more impact resistant than glass. If it is subjected to impact beyond its resistance, it breaks into comparatively large pieces and, normally, does not shatter into small slivers.

Most of our applications are offered in a polycarbonate version which has a higher impact resistance and may prove safer in some accidents. Contact your local dealer for more information on the Plexifairing 3LX™

All of our products are made in conformance and exceed the requirements of D.O.T. SS205, Z26.1, classifications AS6 and AS7, which covers all safety glazing for motorcycle application.

Never ride your motorcycle with loose windshield mounting hardware. Check the hardware for tightness regularly.

Today's motorcycles are built with enough frame rigidity to withstand the moderate loads imposed on them by the foreseeable addition of a fork mounted fairing.

If the addition of an accessory(ies) adversely affects your motorcycle's stability, immediately remove the accessory(ies). **Do not ride a motorcycle that exhibits unsafe handling traits.** Have experienced service personnel correct any problem before riding with the accessory(ies) installed. For further questions concerning handling problems associated with an accessory(ies), contact your dealer, motorcycle manufacturer, or accessory manufacturer.

Sunlight reflected off the inside curvature of the fairing can, at certain times of the day, cause extreme heat buildup on the motorcycle's instruments and possibly even melt them. Exercise care in parking to avoid this. Park facing the sun or place an opaque object over this area.

REPLACEMENT PARTS

All National Cycle parts and accessories can be purchased or ordered through your dealer. If direct order is necessary, a \$6.00 shipping and handling charge must be added. Send check or money order (please allow 2 weeks for personal checks) with order to the address below. Illinois residents please add 7.75% Cook County sales tax.

REPLACEMENT HARDWARE

Orders can be placed by bag or complete kit. Please buy from your local dealer. He's there to serve you.

COMPLETE KIT MM-\$68.25

BAG NO. 49 COMPLETE BAG COST \$19.50

QUANTITY	DESCRIPTION	PART NO.	BAG COST
2	FORK BOSS	44-449420	
2	WRAP AROUND CLAMP	44-449320	COMPLETE
2	WING SCREW	44-449520	BAG COST
2	FORK CLAMP	37-400640	\$19.50
2	L BRACKET	34-352700	

BAG NO. 50 COMPLETE BAG COST \$15.50

QUANTITY	DESCRIPTION	PART NO.	BAG COST
2	UPPER SOCKET BOOT	44-449910	COMPLETE
2	LOCKING NUT	42-429000	BAG COST
2	BALL ENDED UPRIGHT	34-344100	\$15.50

BAG NO. 51 COMPLETE BAG COST \$23.00

QUANTITY	DESCRIPTION	PART NO.	BAG COST
2	PIVOT STRAP	44-440100	
2	PIVOT MOUNT	44-440200	COMPLETE
1	3/16 SHORT ARM KEY	59-515100	BAG COST
4	1/4 20 x 5/8" HEX CAP SOCKET SCREW	51-515200	\$23.00
2	DOUBLE STICK TAPE	44-446700	

BAG NO. 52 COMPLETE BAG COST \$16.50

QUANTITY	DESCRIPTION	PART NO.	BAG COST
1	TELESCOPE BRACKET LEFT	44-440300	COMPLETE
1	TELESCOPE BRACKET RIGHT	44-440600	BAG COST
2	QUICK SET KNOB	44-440400	\$16.50

PLEXIFAIRING 3™, PLEXISTAR 2™, AIRHAWK™, MIRAGE™, DEFLECTOR SCREEN™, STREET SHIELD™, and other National Cycle wind protection products are covered by one or more of the following patent numbers: 4489973, 4379584, 4082345, 4168098.

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