

Mounting Instructions for the Laminar LaMini Fairing



The Laminar LaMini Fairing is designed to mount onto motorcycles having up to 7 inch round headlights and traditional instruments. It is attached to the motorcycle with four clamps, two on each fork tube between the triple clamps. If you plan to paint the fairing be sure to fit it first. Make sure that the front turn signals do not obstruct installation of the LaMini Fairing. If the turn signals are located between the triple clamps relocating or replacing the turn signals may be desired. When fitting the fairing the greatest potential for damage to your motorcycle lies with the clamps or the back ends of the fairing touching the gas tank when the steering is turned to lock. Monitor this possibility each time the handlebars are turned until installation is completed, padding the front of the tank with some towels is a good idea.



Let's get started

1) Attach the shield to the rear side of the fairing with rubber washers between them, using nylon fasteners. Wrap two clamp gaskets around each fork tube. Unscrew the clamps and slip two of each around each fork leg. The worm screws should be at rear of the fork tube. Slip a clamp gasket between each clamp and fork and finger tighten the clamps. The $\frac{1}{4}$ "x $\frac{3}{4}$ " bolts should be sticking straight out to the sides. Center the clamps spaced 3 inches apart between the triple clamps. Carefully turn the handlebars to lock in each direction to

assure that the clamps do not touch any other parts of the motorcycle. If the clamp worm gears interfere the clamps may be reversed with the worms at the front side of the forks but this makes tightening or adjusting them with the fairing mounted very difficult.



2) Test fit the fairing (shown upside down in the top photo) over the headlight and in front of the instruments. Try to leave a spacing of $\frac{1}{4}$ inch everywhere. If required the fairing may be trimmed to match the gap to the headlight.



Do the sides of the fairing cover the $\frac{1}{4}$ "x $\frac{3}{4}$ " bolts so that holes to be drilled through the fairing will securely receive the bolts? Looking from the side of the fairing and with the fairing located with the center above the headlight move the rear of the fairing up and down to determine the best fit to the motorcycles lines. When the best line is found slide the clamps/bolts up or down on the fork tubes to center them

behind the fairing. Keep the three-inch spacing. If the clamps tails are too long they can be cut with metal shears.

Confirm that the front wheel is pointed straight ahead and the bolts in the clamps are rotated to point straight ahead down the axis of the motorcycle.



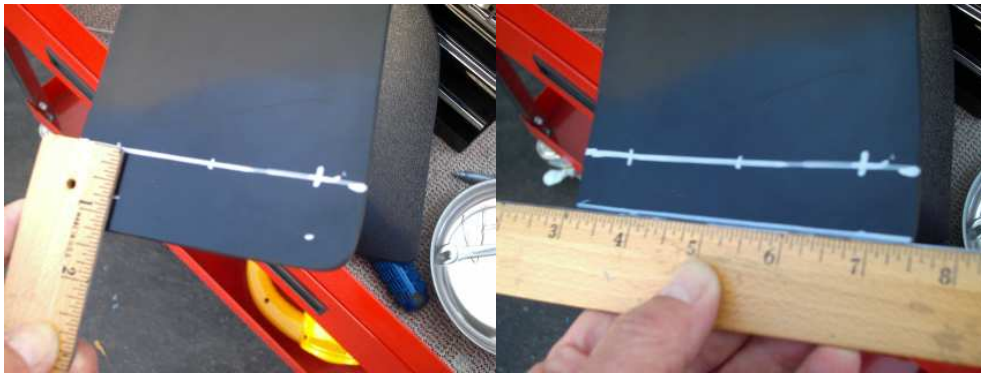
Place the fairing into its proposed position, looking from the right side (as the rider sits) of the right fork use a marker to mark the center of the fork tube at the top and bottom of the fairing right side. Use a similar procedure to mark the center of the left fork tube onto the left side of the fairing. Draw lines on both sides of the fairing connecting these upper and lower marks. Somewhere on these lines should be where the holes will be drilled to accommodate the $\frac{1}{4}$ " x $\frac{3}{4}$ " bolts of the clamps. **DO NOT DRILL YET.**

3) Determine and mark the centers of these two lines. From there measure 1 ½" in each direction along the lines and make a mark. If you were to drill ¼" holes at these four places you should have 2 holes on each side of the fairing 3" apart. If you rotate the clamps so that the ¼" x ¾" bolts to aim straight out to the sides they should pass through these 4 holes. Confirm that this appears correct to you.



It may be that the two vertical lines now drawn on each side of the fairing are not the same distance from the rear edges of the fairing. You should adjust the marks so that the 2 upper marks are the same distance from the rear edge and the 2 lower marks are the same (this distance is an average of the two distances). Test fit the fairing; with the ¼" x ¾" bolts pointing straight out to the side of the motorcycle place the fairing overtop the bolts. Does the fairing look good with the motorcycle? Do the marks align with the bolts?

4) When you are confident that the marks are in the correct locations remove the fairing and drill the four ¼" holes at the marks. Place ¼" body washers onto the ¼" x ¾" bolts then install the fairing onto the clamps. Fasten it with ¼" washers and then the ¼" acorn nuts. **DO NOT TURN THE HANDLEBARS** until you check that the back edges of the fairing do not touch the fuel tank or any other part of the motorcycle. For safety the fairing should be trimmed at the rear edges ¾" behind the drilled holes, save the cut-off pieces.



Using care it can be cut with a hacksaw or other fine toothed saw and smoothed with a file or sandpaper. On some motorcycles, especially cruisers, the forks are farther from the tank so the fairing sides can be longer.

5) Reinstall the fairing and fine tune the installation by sliding the clamps up or down or slightly rotating them to provide proper clearances from the headlight and instruments. Snug up the clamps and acorn nuts and do a final clearance check, lock to lock with the handlebars.

When the LaMini Fairing fitting is completed you may want to remove the acorn nuts/washers and the fairing to smooth the shape on last time. Round any pointed corners and adjust clearances. Sand the surfaces and primer and color paint the fairing. Most automotive paint will work well on the ABS fairing.

Please help us help others

On the included paper template carefully position each of the cut-off pieces and trace their cut lines one atop the other. Also mark the positions of the drilled holes onto the template. Mail the template to:

Laminar LLC
2612 Croddy Way, Unit M
Santa Ana, CA 92704

If possible send along some photos of your installation. Emailing the scanned tracing and digital photos to: lamini@laminar.com would be just as helpful.

