HITCHCOCK’S MOTORCYCLES LTD
OLDWICH LANE WEST
CHADWICK END
SOLIHULL
B93 OEY ENGLAND
TELEPHONE 01564 783 192

ROYAL ENFIELD AND AMAL SPARES

E-MAIL info@hitchcocksmotorcycles.com

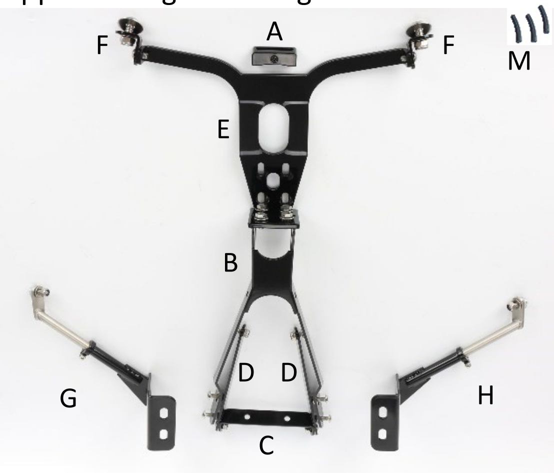
WEB www.hitchcocksmotorcycles.com

Fitting instructions for 650 Continental GT Fairing

To avoid compatibility issues, we advise the use of Hitchcocks Clip-On Handlebars part number 93052.

We recommend reading through these fitting instructions to familiarise yourself BEFORE beginning assembly.

Upper Fairing Mounting Kit



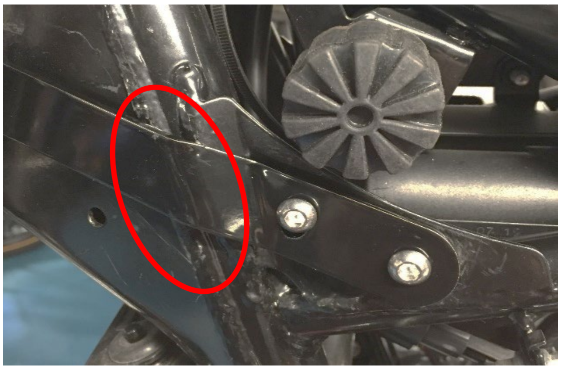
Upper + Lower Fairing Mounting Kit

PREPARATION

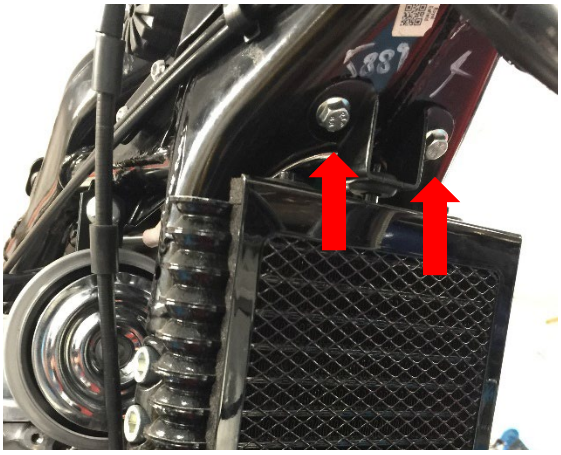
1. Remove fuel tank and seat - refer to workshop manual if necessary.
2. Remove headlamp rim, headlamp glass and reflector assembly. Put safely to one side.
3. Disconnect wiring sockets located inside headlamp shell.
4. Carefully free wires and remove headlamp shell.
5. Remove handlebars and fork top yoke with instruments - 30mm spanner required for top yoke nut.
6. Remove headlamp brackets complete with front indicators.
7. Fit handlebars and loosely secure - handlebars must be located below fork yoke.
8. Keeping the ignition switch attached, remove the instrument bracket from the yoke - 4 x allen screws.
9. Remove instrument assembly from instrument bracket - 4 x dome nuts and washers.
10. Remove 4 x rubber grommets from instrument bracket - they are used later.
11. Refit and secure top yoke to forks, positioning handlebars approximately 1 inch below top yoke.

FITTING THE UPPER FAIRING MOUNTS

12. Fit the new lock stop (A) onto the existing lock stop making sure it is centred and on as far as it will go (this varies depending on how much weld is on the existing lock stop). Secure in place with M6 grub screw.



13. Noting the orientation, locate and <u>loosely</u> secure the front mount (B) with 4 x M6x16 allen screws and nyloc nuts. (Later, when fully tightened, the mount arms will conform to the contours of the frame). Be aware of cable positioning and routing!



14. Remove the 2 bolts securing the oil cooler top bracket.

15. Noting the orientation, fit the stay bar mount (C) between the frame and the oil cooler top mount. Secure using the 2 bolts removed in the previous step.

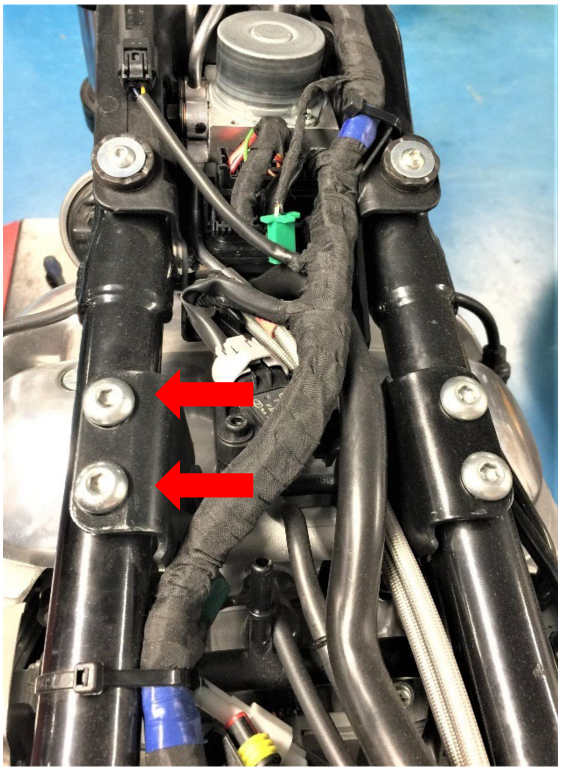
16. Locate and loosely secure 2 x stay bars (D) between (and on the outside of) the stay bar mount and front mount with 4 x M6x12 and nyloc nuts. Be aware of cable positioning and routing!

17. Noting the orientation, locate and loosely secure the front cross bar (E) with 4 x M6x12 hex bolts and washers.

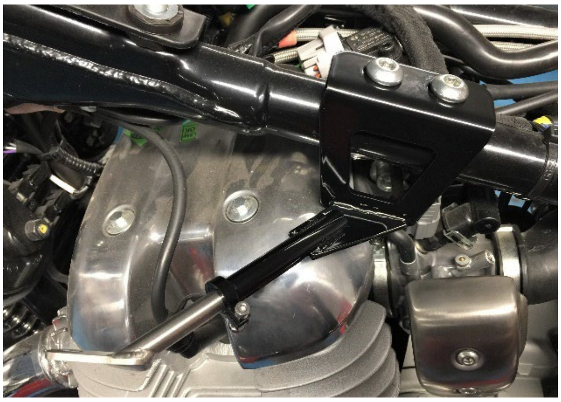
18. Pass the main loom through the central hole in the front cross bar, disconnecting and then reconnecting any connectors necessary.

19. Locate and loosely secure (in an upright position) 2 x cross bar angle brackets (F) with 2 x M6x12 allen screws. This allows the upper fairing to rest on the angle brackets when offered up later.

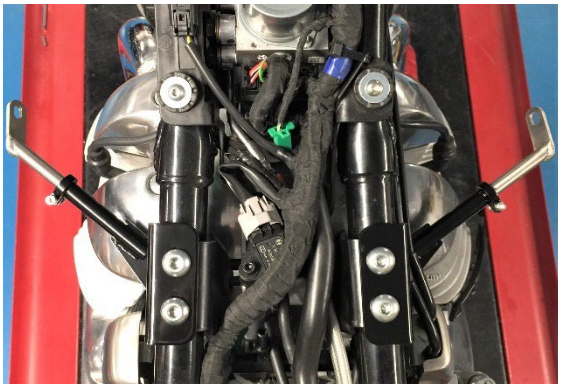
20. Loosely assemble the left and right rear mounts (G+H), with 2x M4x16 allen screws and nyloc nuts. These are handed and marked 'L' and 'R'.



21. Remove the 2 screws securing the left head steady plate.



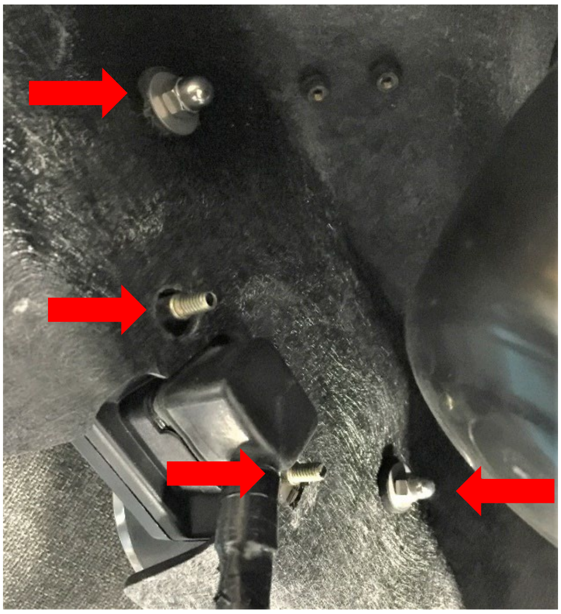
22. Locate the left rear mount (G) on top of the left head steady plate and fully secure using screws removed in previous step.



23. Repeat 21 and 22 for the right rear mount (H).

FITTING THE UPPER FAIRING

24. Fit 4x rubber grommets in the instrument panel as shown (softening them in hot water will help).



25. Fit instrument assembly into the instrument panel (lightly greasing fixing studs will help) and secure with 4 x dome nuts and washers.

26. 'Offer up' the upper fairing to its four mounting points and rest on 2 x angle brackets (F), positioned upright in step 18. While still holding the fairing, drop 2 x M8x25 allen screws with large M8 washers through the grommets and angle brackets to loosely hold the fairing in position.

27. Loosely fit 2 x M8 nyloc nuts and small washers.

28. Loosely fit the left and right rear mount fixings (each side has 1 x M6x20, 1 x M6 nylon top hat washer, 2 x M6 washer and 1 x nyloc nut).

29. Angle the Clip-On handlebars so they do not foul the fairing when at full steering lock in both directions.

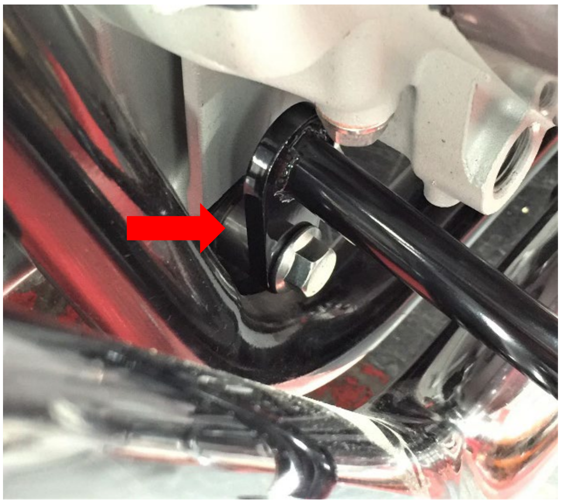
30. Now that the upper fairing is in position, fully secure the following:

- Fairing Front Mount (end of arm) x2
- Stay Bar (oil cooler end) x2
- Stay Bar (front mount end) x2
- Fairing Front Mount (slotted) x2

NOTE: When a lower fairing is being fitted, for best fit, the upper fairing is secured with the lower fairing in position.
If you are not fitting a lower fairing, please skip to 'Securing The Upper Fairing'.

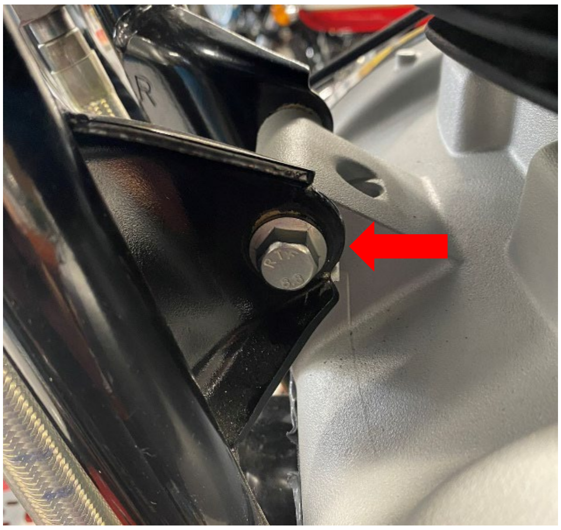
FITTING THE LOWER FAIRING MOUNTS

31. Remove the left hand lower engine mount bolt.



32. With the spacer (shown above) between the frame and the left hand lower fairing mount (I) (10cm long), fit the new bolt and securely tighten in an upright position as shown above.

33. Repeat steps 31 and 32 for the right hand lower fairing mount (J) (12cm long).



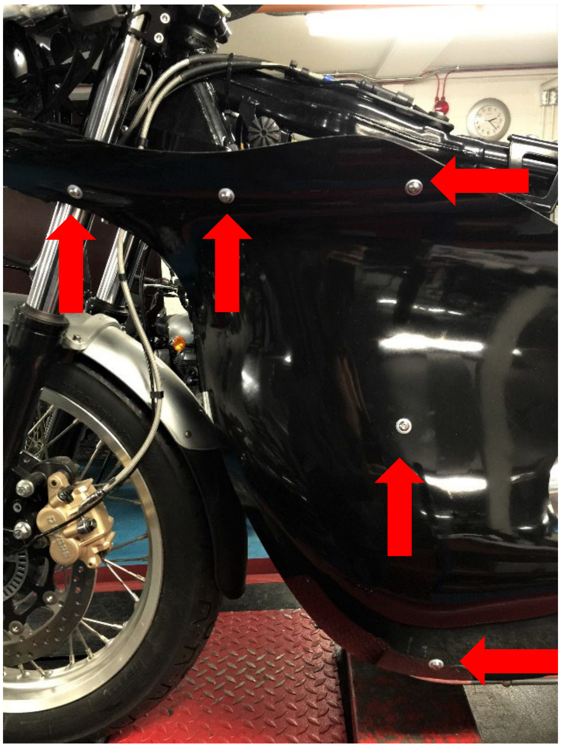
34. Remove the front upper engine mount bolt.

35. Loosely fit the left hand upper (K) (15cm long) and right hand upper (L) (16 cm long) fairing mounts as shown.

36. Locate 4x rubber AV mounts and 4x M6 nuts. Secure in the end of each lower fairing mount.

FITTING THE LOWER FAIRING

NOTE: A sheet of self-adhesive heat shield is provided to help protect the inside of the fairing panels. Apply where necessary!



37. Position the left hand lower fairing panel (note that the lower fairing goes on the inside of the upper fairing where they meet) and loosely secure to the bike as follows:

Rubber AV mounts x 2, each with:

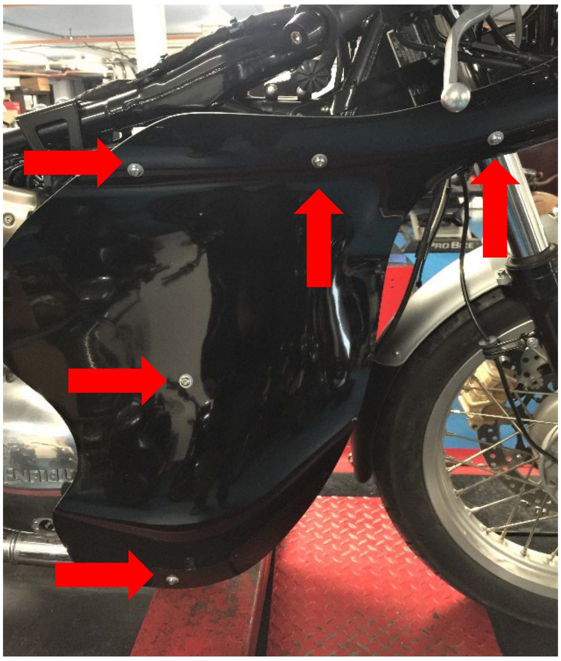
- 1 x M6x10 allen screw
- 1 x M6 washer
- 1 x M6 nylon top hat washer.

38. Lower to upper fairing x 2, each with:

- 1 x M6x16 allen screw
- 2 x M6 washers
- 1 x nylon top hat washer
- 1 x M6 nyloc nut

39. Rear mount x 1 with:

- 1 x M6x20 allen screw
- 2 x M6 washers
- 1 x nylon top hat washer
- 1 x M6 nyloc nut



40. Repeat 37-39 for right hand lower fairing section.

41. Fully tighten all lower fairing panel screws and fixing brackets except the telescopic arms of the left and right rear mounts. These are tightened after the fuel tank is refitted.

SECURING THE UPPER FAIRING

42. Fully secure the following:

- Front Cross Bar – 4 x M6 hex bolts.
- Fairing Instrument Panel – 2 x M8.
- Cross Bar Angle Brackets – 2 x M6
- Rear Upper Fairing Mount – 2 x M6

43. With the fairing now fully fitted, check alignment and re-adjust where necessary.

44. Refit the fuel tank and seat.

45. Adjust the rear mount telescopic arms to give equal spacing on both sides of the tank and securely tighten.

LIGHTING

46. From the headlamp fitted to your bike remove the chrome rim from the reflector by unclipping the wire fasteners.

47. From the headlamp assembly fitted to the fairing, remove outer rim from headlamp assembly - secured by a screw at bottom of rim.

48. Mark chrome ring and headlamp glass at '6 o'clock' with non-permanent felt pen - note: pilot light at bottom of reflector.

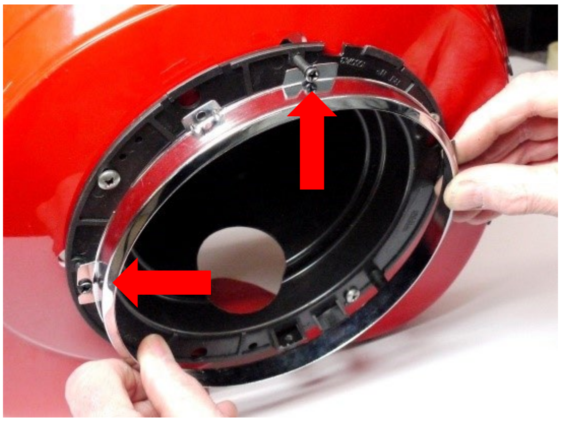
49. Remove headlamp rim held in place by one screw situated at 5 o'clock - twist and withdraw chrome ring from black plastic base.

50. Remove 3 x crosshead screw and clips - arrowed in photo.

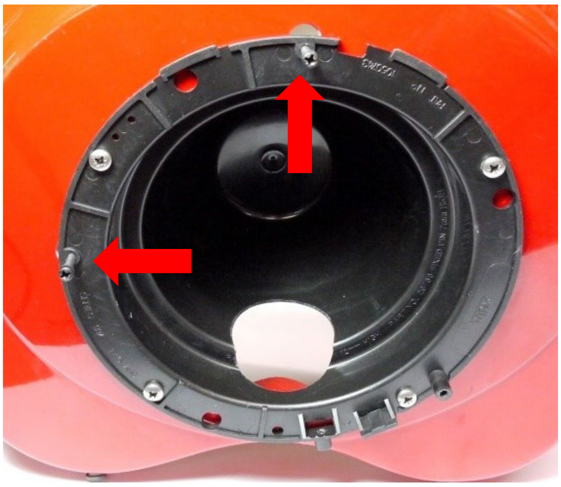
51. Locate headlamp unit in chrome ring aligning the felt pen marks made earlier.

52. Locate 3 x rubber strips (M)- secure with 3 x captive nuts and 3 x self-tapping screws.

53. Pass the headlamp wiring through the large hole in the black headlamp housing. Push pilot light holder with bulb into reflector and connect headlight wiring using block connector - the leads can be short, so this may require some patience!



54. Fit rim of lamp assembly to black plastic base using locating slots - for clarity photo shows only the chrome rim without the complete assembly that you will now be fitting.



55. Adjust beam as necessary using screw at 12 o'clock for vertical and screw at 9 o'clock for horizontal adjustment as shown in photo.

56. Refit outer trim and secure with single screw fixing at 5 o'clock.

57. Fit the headlamp cone and fairing screen.

59. Do one final check to ensure all screws and nuts are tight.

60. If fitting, this just leaves the Indicators that will need repositioning or replacing with a more suitable version. We would suggest a specific fairing indicator that could be mounted direct to the fairing.