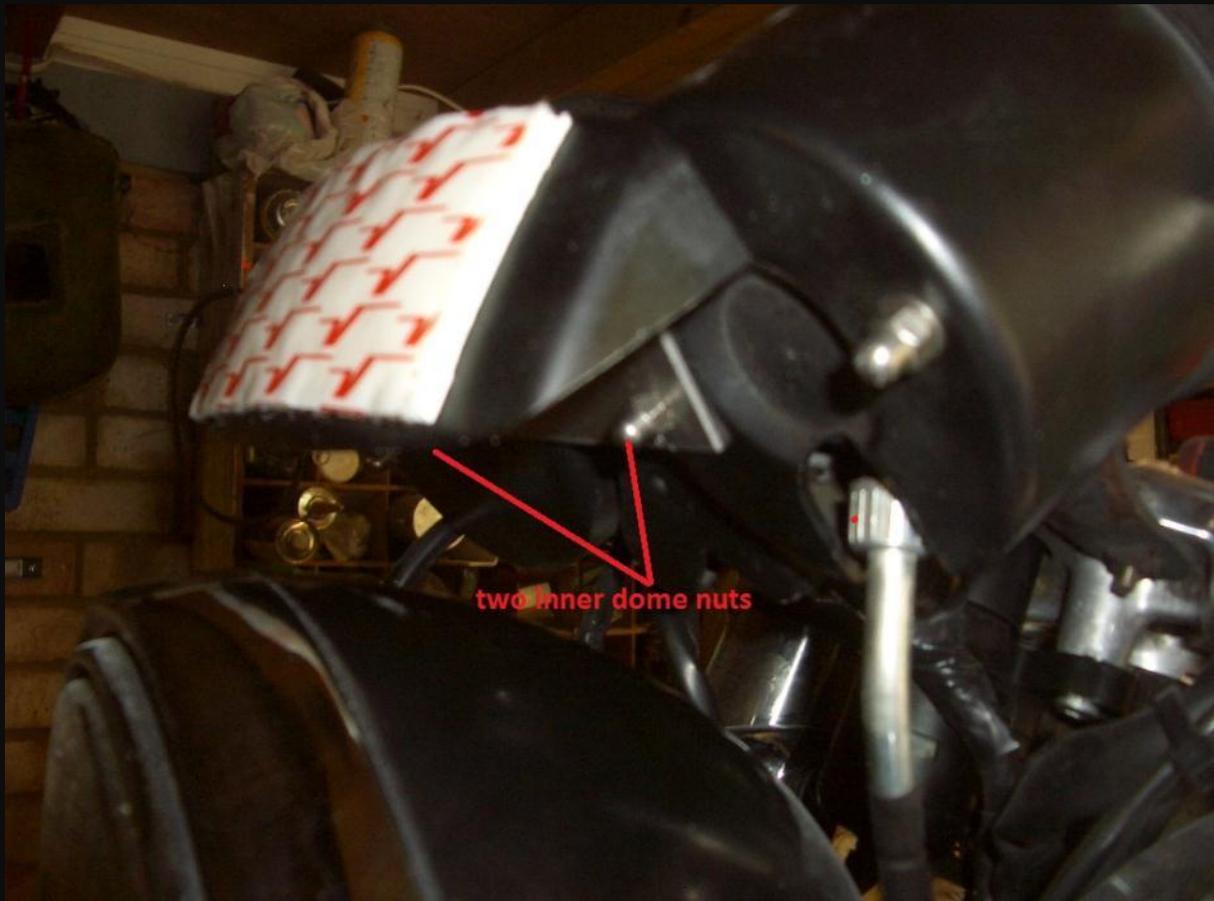


## Thunderbird Front Fairing Fitting Instructions

The original fairing had a double sided adhesive pad for holding the fairing on. This meant you only got one chance of getting it right and you are bugged when it comes to changing the headlight bulb. I have substituted the sticky pad for Velcro so you can remove the fairing for maintenance.

Remove the two inner dome nuts and washers from the bottom of the speedo and rev counter housing. If possible spray them with WD40 penetrating oil the day before as they can get sticky.



Fit the pad with the metal bracket to the top. The rubber rings holding the speedo and rev counter seem to expand with age so you might have to squeeze the cups to get enough thread through the hole to re attach the domed nuts.

The bracket has been copied from the original but made in alloy as the originals are prone to rust. The two mounting holes are in the correct position but you may have to drill a couple of extra holes to get it to fit. The rubber rings that hold the speedo and rev counter in position swell with age and this causes the holes to be in the wrong position. Sometimes you can force the clocks back into the correct position. The mounting plate for the standard Thunderbird has a step in it so looks different from the one above.

Remove the upper piece of Velcro at this point.

Remove both headlight mounting bolts, careful the headlight will drop but it will hang ok.

Offer up the fairing and re fit one side with the original bolt but place one of the nylon washers on it first, tighten finger tight.



Fit the bolt and washer to the other side, inserting a Philips screwdriver first helps to align the hole.

When both bolts are fitted finger tight, pull the top of the fairing forward.

Remove the backing from the Velcro and slip it onto the Velcro on the fitting pad, then firmly push the fairing back to the sticky side attaches to the back of the fairing.

Tighten the side bolts full and that it.