Batwing Fairing Mounting Mod.

- Virg’s Install
- Chuck Fourby’s Install
- WoodCarver’s Install

CHUCK’s INSTALLATION:

This is an inside look at an early FLH fairing, windshield, and brackets. Remember when searching on E-bay for a fairing, look for an early FLH or many times they are listed as a shovelhead fairing.

These are the fairing mounting brackets I fabricated! They will catch the top two bolts of the Drifter windshield mount, and the signal light mounting bolt hole on the bottom.
Instead of using the spacers as Virg did, I replaced the lower L-brackets with those that I have diagramed in this picture. That allowed for them to be wide enough to attach to the lower two mounting bolts on the fairing.>

I had a machine shop make the new L-shaped brackets*** (see pic) slightly longer, to accommodate the width difference. The L-shaped brackets are slotted. I am sorry, I do not have any pictures of my L-brkts mounted to the fairing bracket :(

**Virg’s Install**

**Woodcarver’s Install**

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VIRG's INSTALLATION:

Hope this info helps

The Batwing mounts I used are **Factory FLH brackets**. I used the Fire and steel Kawasaki windshield mounts.

The Drifter I put this FLH bat wing on was a 1999, it had a light bar on it and I didn't need to move the signals. If you have a light bar you may not have to fool with moving or making extensions for your signal mount.

I did have to move the signal lights on our 2005 Drifter 1500 but not on my 01 with the running light bar.
Spacers are used between the windshield mtg. bracket and the fairing bracket to achieve the correct spacing to mount the fairing.

Front view of installed brackets
If you do not have an aftermarket light bar installed, you will probably need to move the signal light bar in order to get the fairing low enough.

Move your front turn-signal bracket ahead 2 3/4", that will be your bolt mounting points this has to be done or the fairing won’t fit" I used 1"X1/8" thick strap about 3 1/4" long to make these two side brackets they have to be fitted and bent for the offset. Then I used a piece of 1/8" thick plate about 2 3/4" wide and and 3" long bent down slightly on the tree end and the signal mount end to match up.

For the bottom extension fit it to the signal bracket lower mount on the two bolts that are in the bottom of the lower triple tree. That took the most time to get right, the rest is easy.

Chuck’s Install
Woodcarver’s Install

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WOODCARVER’s INSTALLATION:

1 - I bought a fairing dirt cheap from eBay (if you wait long enough there's always one that comes up at a time when folks aren't bidding - so you can cut your costs that way, and if you live up north, that saving can help offset the extra cost you'll pay for shipping and for taxes at the border crossing :-)

2 - Traced an HD mount from a friend's bike

3 - Removed my windshield so that my brother-in-law and I could manufacture our own mount. The tracing was used to make a rough cardboard template to test the pattern and give us a rough idea of how to design the lower portion which would mount directly to my National windshield mounts which were already on the bike. Then we cut out a set of mounts leaving a bit of extra metal at the bottom so we could adjust as appropriate. Once satisfied we cut the bottom portion of the mount to shape and drilled holes to mate with the windshield mounts.

4 - Next step was to install the fairing by fabricating and welding on the tabs which would bolt up to the inside mounting locations (as opposed to using the L-brackets which are common to the HD installation. Following test fit, those were spot welded to the mounts, another test fit was done, and the final adjustments and welds were made. Cost of the mounts = $0 as the metal was already in the shop.

5 - Followed up by making a windshield (again using a tracing, this time using lexan bought from a local glass shop for under $20).

6 - Manufacture the windshield mount from metal straps (the curve in the straps to match the fairing design was achieved by using a roller device in a local machine shop), then after a test fit, tack welded the inner one to the mounts, test fit the windshield then final weld made and top of mount was trimmed to fit. Removed assembly, took it over to a drill press after having clamped the windshield to strap so as to drill centre hole through the three parts - inner strap, windshield and outer strap. Followed up by clamping the rest of the assembly together and then drilling two outer holes and bolting
everything together. Starting in the middle and working your way out ensures that everything will line up and that the parts will be snug when bolted together.

7 - Test drove the bike with fairing attached to make sure that everything is as it should be.

8 - Removed fairing and took it to shop to have painted to match the bike’s colors and while that was taking place,

9 - Listed the fairing mould on eBay and sold it...

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