

## Harley Fairing Conversion

Here is the page outlining the fairing conversion. The batwing, or police fairing is a bare shell style, from a 1964 police (FLHP) Harley.

In a pre-Yamaha biking life I inherited a 1979 Harley police style fairing. It came as part of a shipment with an old Harley shovelhead. The bike in question was originally a 1980 Sturgis model, so I put the fairing to one side having no idea what I'd do with it, or what they were worth. Well, once the novelty of being the "cool dude fixing his shovelhead at the side of the road" wore thin I began to think about getting a modern bike, especially for the ride to work. You can only tell people that WD40 is an after shave for so long before they catch on. Setting off my bosses' car alarm every time I started my bike even got old after a few weeks. OK – after a few months.

So, I became the proud owner of a 2001 V-Star 1100 Classic and, as you all know, the rest is history. True love, long trouble free journeys, and not to forget the great friends in the ISRA. Soon, the Harley is sitting in the corner with a flat battery, after one too many sessions of "puddle the floor and wack my knee". Now, before any of you vintage bike folks get all bent out of shape, not to fear. She'll be restored to her former glory and ridden on weekends, just like the '69 Triumph. I am not a fickle lover.

Fickle I am not, but I have been known to partake in the occasional cannibalizing festival. One day my eyes fell on that old police fairing. I had just ridden back from work on a dark fall evening and it was three degrees Celsius. The fairing was looking good. Very good. After a few more furtive glances the seeds were sown. I had to see if I could fit that fairing to the V-Star, without making any alterations to the Yamaha. Since I have a Yamaha windshield the idea was to have a cold weather or long distance fairing that I could mount whenever I wanted to and then remove when not wanted. I didn't want any holes drilled or changes made to the stock windshield mounts.

The first concerns, before going any farther, were whether or not the shape of the fairing would suit the style of the bike, and clear the Yamaha handle bars and passing lights assembly. Personally, I think that the size and layout of the fairing suits the V-Stars nicely. Everything cleared the existing hardware too, so I pressed on. It's impossible to know how original my fairing hardware is, as with most older parts, but I have looked at other Harley fairings and my layout seems typical. It mounts to the Harley windshield uprights with two bolts on each side. These mounting points each come off a small L shaped bracket, that's just standard hardware. The holes are slotted to allow some minor fiddling with fit.

By switching these L brackets out to some with a bit more travel I was able to match the spread of the Harley windshield brackets to those of the Yamaha. The Harley windshield brackets now come down the outside edge of the Yamaha's. I can simply unbolt the Plexiglas windshield from my bike, leaving the mounting hardware in place. The fairing, with its old Harley windshield mounts in place, slides down into place, and bolts back on through the same bolt holes. Well – it will soon. Read on.

It will only go down so far, and then the Harley bracket are too long. You'll have to cut off approximately four inches from each side. (see Pic 1)

**Warning: Keep those end bits – you’ll use them later! So, make it a nice cut. Now you can get the fairing into position and from the backside scribe a drilling mark, through each of the top bolt holes in the Yamaha windshield brackets. (onto the backside of the Harley brackets) This will be quite close to one of the Harley L brackets, but you’ll clear them. It falls right around the dog’s leg in the Harley bracket and looks dead stock once drilled and dressed.**

Now, the Harley bracket will not line up with the lower bolt hole in the Yamaha mounts. This is because of that dog’s leg in the Harley piece. It’s now a little back of the Yamaha bracket. To get this done without drilling a new hole we take the bits we sawed off the Harley bracket, and use them to make two right angled turns at the bottom of the Harley bracket – pointing toward the front of the bike. You need about two and a half inches. You can see the cut in Pic. 1, as well as the bolt fitted into the half you keep. This can be bolted on for a test fit and left that way or, once you know it fits, you can weld it into place from behind. With these pieces coming forward toward the front of the bike you can now line them up with the bottom bolt holes on the Yamaha brackets and scribe them for drilling as you did with the top holes. (see Pic 2)



I had to clamp the little add ons into place, as there’s no way to get the bolts through until you’ve removed the fairing from the bike. You can then mark everything for drilling from behind again and pull the fairing off. I drilled and fitted my add-on brackets, bolted them into place and then test fit the while thing one more time. (see Pic 3) As you can see I had a little more work to do yet to get nice ninety-degree angles on the joints.



Once you've fiddled everything into place you can file and clean up the Harley brackets where needed, paint them if the chrome is bad, (weld those two pieces if you wish to first!) and you've got yourself a tour fairing.

(see Pic 4) You'll be warmer on the cool days, less beat up by the wind on the highway, and a little dryer in the rain.



Personally, after the final fitting I filed the edges, put a nice radius on the bottom end of the Harley brackets, welded in the added on bits, and painted the whole lot silver. The extra holes from the Harley installation can be filled with some nice acorn nuts perhaps, for a final touch.

It's a great way to mount a stereo system or add a little lock up storage space, extra gauges, or whatever you wish. For the cost of two bolts and a couple of L brackets it can be adapted to fit

very professionally. In fact, if you don't want to change the L brackets you could simply buy four chrome spacers and place them between the two sets of brackets.

Compliments of::

Beezer Chris, ISRA # 6408