

# Fairing Info and Install

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After having many requests on info on how I mounted my fairing on my 05' 1100 V-Star I figured I would just create this to make my life a little easier. Please understand that the information in the article is to the best of my knowledge and might not be completely accurate.

From what I've gathered there are numerous options for fairings that will work on the V-star. I know there are ones available on the internet currently that you can purchase for a pretty penny that will bolt on but I'm going to try and help cover getting one mounted for an economical price. The three most common fairings used are the Harley Davidson batwing (outer shell only), the newer Harley Davidson fairings (inner and outer), and older aftermarket fairings made to resemble the batwing. To start off, the batwing is the older 70's style. It does not wrap all the way around the headlight and is an outer fiberglass shell only. As far as I'm aware of there is no trimming needed to mount these. The newer Harley fairings are a two piece unit that consist of an inner and outer shell. These are the ones you will want to use if you wish to have a stereo, gauges, etc., and they have mirrors built into them so your mirrors on the bike can go bye bye. They are generally more expensive to purchase because of the two pieces. They do wrap all the way around the headlight and some minor trimming is needed in that area and around the bottom corners to clear the fork tins on a classic. The aftermarket older fairings are a somewhat copy of the batwing ones with the exception that it wraps all the way around the headlight like the newer fairing does yet still retains the batwing shape. These are probably the cheapest ones to find that I see. They too will also need some trimming at the bottom to clear the fork tins.

From the info that I've gathered, all of these are relatively easy to mount as long as you have some sort of windshield hardware attached to your motorcycle. I used the mounting hardware from a Memphis fats, but many use the Yamaha hardware. Either will work just fine and have the same general concept.

When it came time to trim my fairing to clear the fork tins I just used a regular cut-off wheel. Use a breather mask as the fiberglass can be kind-of nasty. Sand paper will clean the corners back up to where they're smooth again. Since each of the three different styles of fairing have different exact methods of mounting (although all quite similar) I can't give you exact instructions. However here is a picture of the bracket material I used. These are a style of muffler hanger for cars. They can be picked up at most muffler shops or parts stores. Even if they don't have these exact ones I've found that the metal muffler hangers are made of is perfect for brackets. It's stiff enough to hold the fairing tight but soft enough that they can be easily bent in a regular vise with a hammer or pliers. I simply took them and started bending away. Once I got the brackets in the shape where I wanted them I drilled the holes and bolted it all up. It makes things a lot easier to have an extra hand when building these brackets. Mostly because it's

really hard to hold the fairing exactly where you want it and measure the brackets. Bungee cords will definitely help and measure the distance from each side of the handlebars to the fairing to make sure you get it straight.

Picture of bracket material



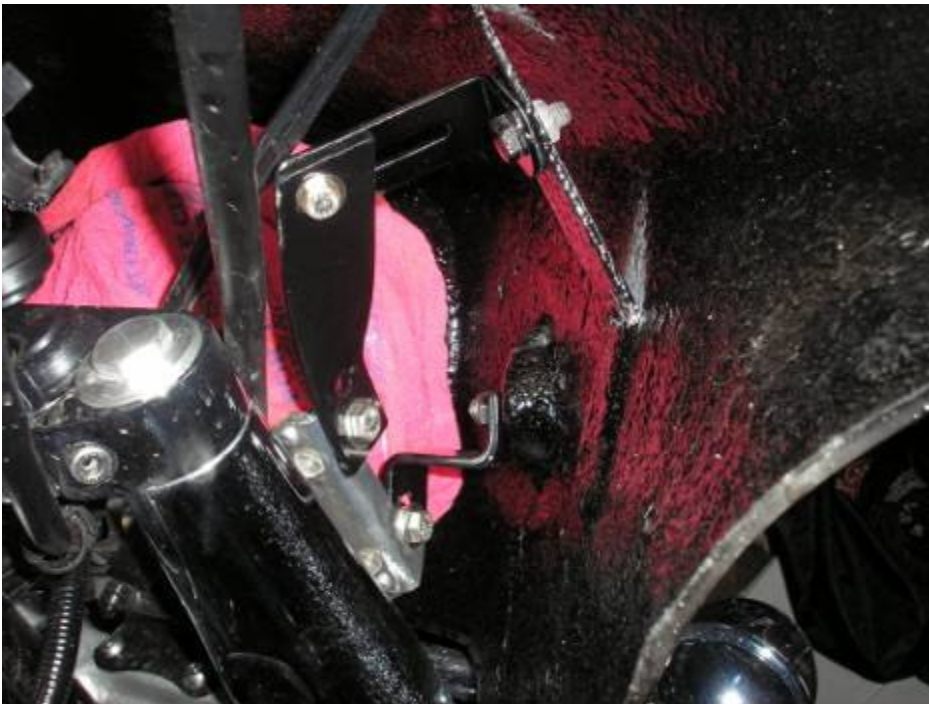
Picture of older aftermarket “batwing” style fairing. Note: Most do not have fog light holes.



Picture of left side upper and lower mounting brackets.



Picture of right side upper and lower brackets



Hopefully this info helps you get a better idea what it takes to get the job done.