

Installing and setting up the F6B Windbender

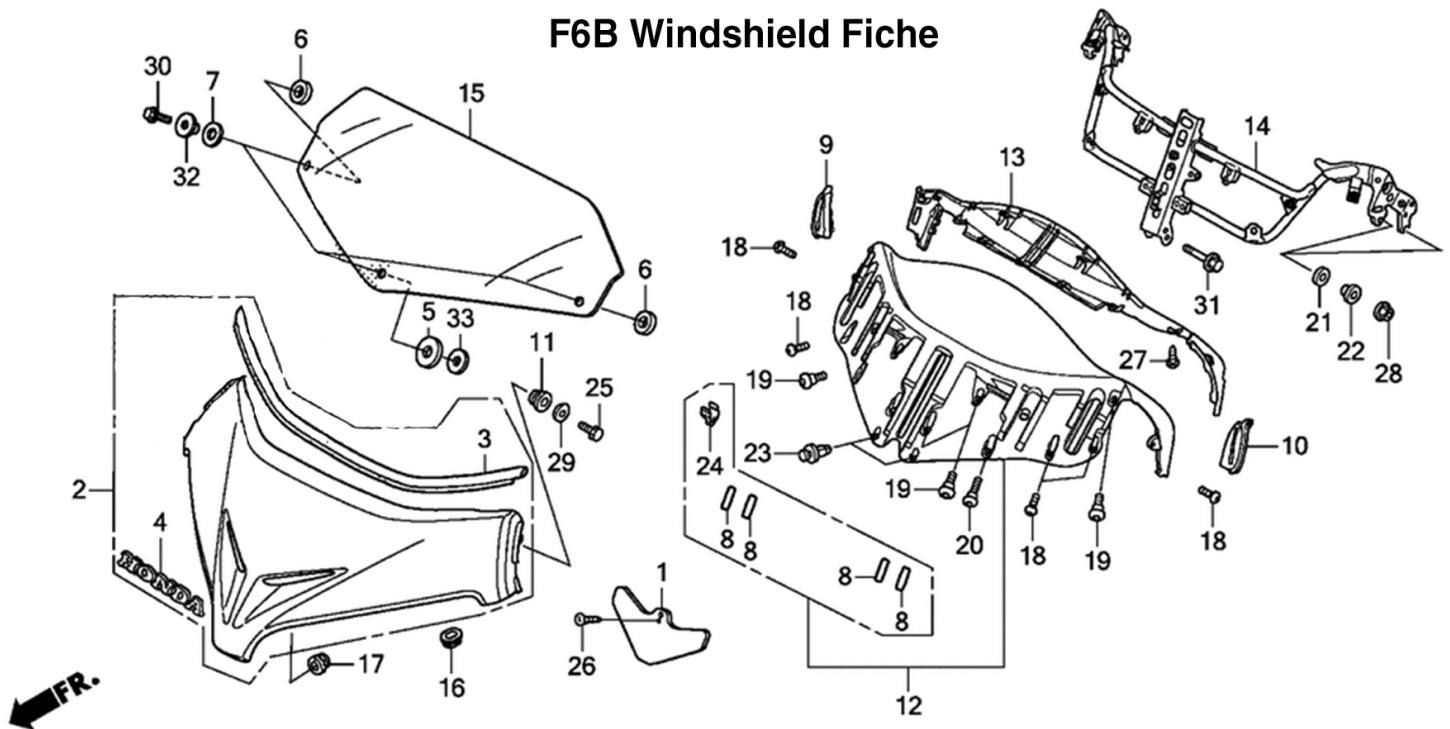
Like any high performance equipment, getting it set up correctly is important to truly take advantage of its capabilities. Please read these instructions through to understand them before installing the Windbender high performance windshield.

What makes the Windbender different?

A typical windshield configuration as it comes from the factory and like many aftermarket shapes available, by nature, create a low pressure area directly behind the windshield. The wind buffeting on the helmet and shoulders felt by the rider and co-rider is the effect of the air flow collapsing before it has a chance to get very far past the trailing edge of the windshield. If the windshield is big enough, the rider may find some calm air, but it would be unusual for the co-rider to avoid the turbulent airflow. In addition to that, other problems now arise, reduced clarity from looking through another layer of plastic is just one. By making the Windbender a two piece windshield assembly, air coming up the back side of the windshield reduces the low pressure area typically found on the standard configuration. This allows the air to be more stable and to hold its flow profile longer, allowing a more stable airflow environment for both the rider and co-rider. In addition to this benefit, motorcycling is back to its pure form, not hiding behind a windshield.

Installation

Refer to this parts fiche and the photos along the page sides.



To remove the windshield, release the mirror boot from the fairing, unplug the signal light connectors and remove the mirrors. (With minor dexterity, the mirror removal step can be skipped. Swing the mirror forward to give greater access to the hardware.) **Pack a rag between the fairing and mirror below the bolt holding the windshield garnish on. This will keep from losing mounting hardware into the inner spaces of the fairing.**

Using a 10 mm combination wrench, remove the left and right windshield garnish mounting bolts, washers and rubber grommets (#25, #29, #11, Red Arrow) that hold the windshield garnish (#2) to the fairing stay. Release the windshield garnish from it's four grommets on the fairing (#17, #16).

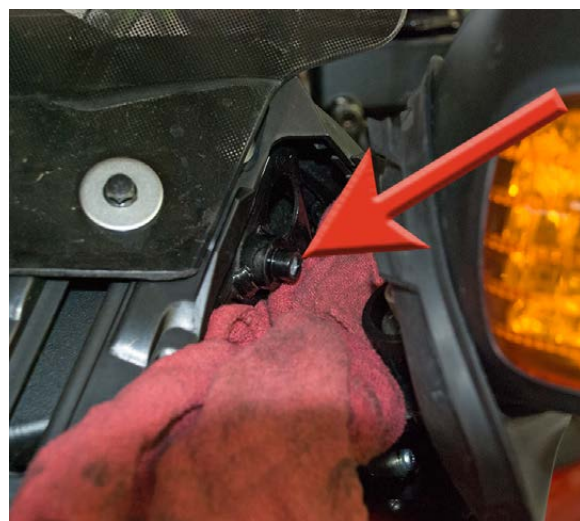
With an 8mm socket, remove the three flange bolts, retaining washers and nylon washers holding the windshield in place. Be sure the rubber washers (#5, #6) and nylon washer (#33) behind the shield stay in place.

Install the lower half of the Windbender windshield in place of the stock shield reusing the existing hardware. You may have to flex the Windbender Base to fit flush against the dash. This is normal.

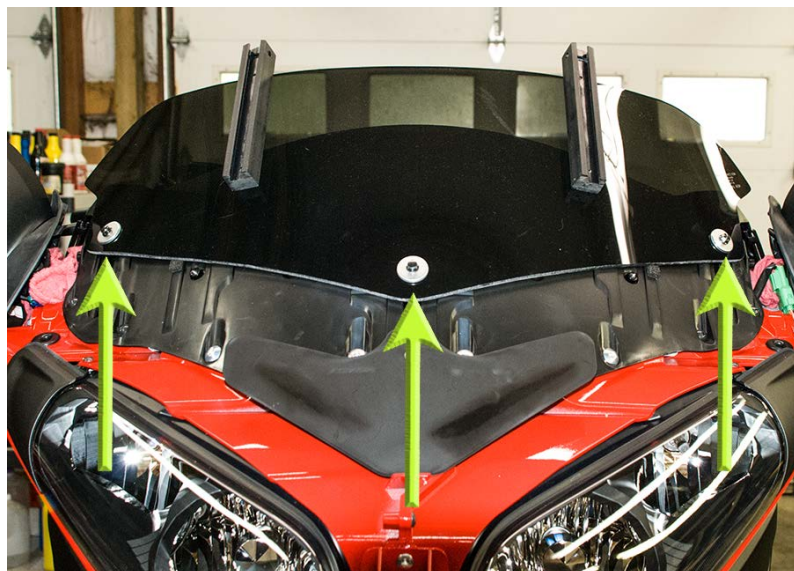
Slide the top half of the Windbender windshield onto the bottom half. The top half of the windshield may need to be flexed a little flatter in order to accomplish this. Once the two windshield halves are mated, install the two pins in the two adjustment rails in the highest slots in the top windshield half. (The windshield is now in its lowest position.) Loosen the four 10x24x5/8 screws that hold the two rails on the top half of the windshield. This allows the brackets to align with the bottom ones and center themselves. Jiggle the top shield to center the rails and tighten the four screws (do not overtighten the screws or you may strip the plastic). If excess rattling between the brackets is noticed after setup, they can be tightened up. Removing the top windshield, loosen the two bottom screws of the top mounting brackets and slide them away from each other and retighten. If further tightening is needed, follow the same procedure moving the top of the brackets toward each other.



Mirror Boots



Windshield Garnish Bolt Location and the VERY Important Rag Location.

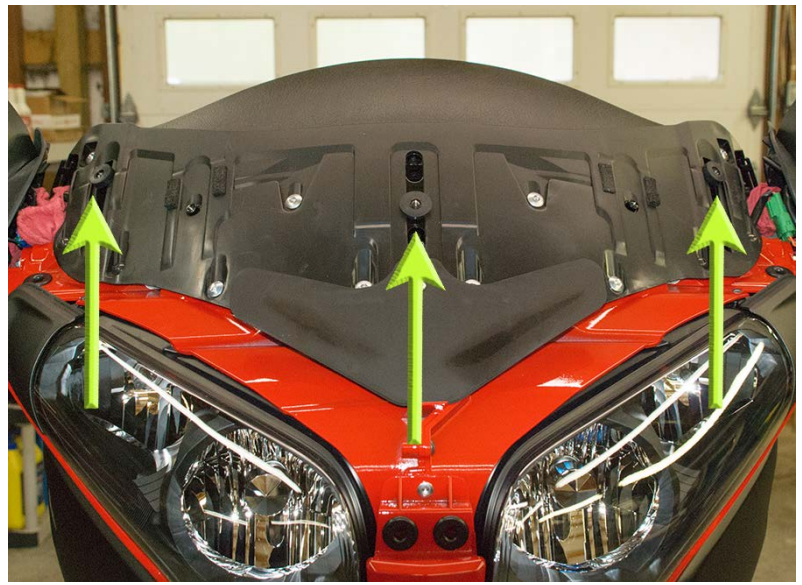


Windshield Flange Bolts and Nylon Washers.

Reinstall the windshield garnish in reverse order being careful not to drop any parts down the abyss. The rags you placed earlier should remain until all of the hardware is reinstalled.



Windshield Flange Bolts and Nylon Washers Removed.



Don't misplace these rubber washers behind the shield.

Now that the windshield is mounted, it's time to set it up for your particular height and riding style.

Set Up Adjustments

METHOD 1 - Line-of-Sight:

You may simply use a line-of-sight measurement to find the starting point for your Windbender height adjustment. You can comfortably set either the HP or HPS four or five inches below your line of sight for maximum visibility at moderate to freeway speeds. Any of the ST models will need to be three to four inches below your line-of-sight to make air flow over your helmet at moderate speeds. Because they are designed to also allow you to look through them, you may wish to start at two or three inches below your line-of-sight so you can raise it one or two inches above your line-of-sight to get the top edge of the shield out of your view.

You may wish to set your Windbender HP or HPS low enough so that a breeze can reach your face-shield to clear it while riding in the rain. It will have to be at least six inches below your line-of-sight to accomplish



this. Any of the STs will need to be about four inches below your line of sight for a breeze to reach your face-shield. You may have to experiment with this at different speeds to find what works best for you. A layer of paste wax on your face-shield will let the water bead-up and roll off easily.

With your lowest position chosen, you can now raise the shield for higher speeds or for added co-rider comfort.

Set Up Adjustments

METHOD 2 - The 88' mark:

- 1 With your motorcycle sitting in a parking lot, measure and place a marker 88' from the front tire in the direction you would be riding. (This is one second of travel at 60 mph).
- 2 Sitting on your motorcycle in your natural riding posture (with at least one foot down so you don't tip over) look at the marker you placed at 88' in front of you. Adjust the windshield so that when looking at the marker, your line of site is just going across the top of the windshield. (Here's a tip, most of us tend to slouch a little after riding for awhile. Try to create as much of a true riding position as possible. Let the bike sit on its wheels, don't use the side or center stand.) The adjustment can be accomplished by either raising the windshield with the factory adjustment, moving the upper half by removing the pins and sliding it up to a different slot, and for fine tuning the height, there is an inch adjustment available by loosening the four screws on the top half and sliding it up. Your final setting can be accomplished by any combination of these adjustments.
- 3 After riding for awhile, you will more than likely make another final adjustment. The key to this set up is to have the 88' target somewhere in the middle range of your adjustment. Here's the reason, the goal is to have an unobstructed view over the top of the windshield from one to two seconds of travel distance. This distance increases at high speeds and decreases at low speeds. This necessitates the requirement to adjust the windshield up and down for different riding situations. For example, the rider can travel quite comfortable at 70 mph with the windshield set down at 88' site distance, but the co-rider who sits up higher, may need it raised to about the 130' site distance to be comfortable. At the other end, cutting curves on a secondary road at 50 mph will be more fun if the sight distance is down to 65' and wind isn't as much of a problem for the co-rider.

Cleaning and Maintenance

By pulling the two pins in the slide brackets, the windshield can be separated for easy access to clean both halves. It's recommended to clean the windshield with a soft cloth using cleaners approved for acrylics. To maintain easy adjustment it is recommended to occasionally wipe the bracket sliding area with cleaner also.

WARNING

Firecreek Accessories advocates the use of proper eye protection. Even though it's entirely possible to experience calm conditions looking over the top of the Windbender windshield, as with all windshields, heavy objects like gravel or hard shell bugs can penetrate the wind layer and cause eye injury.