

## HP Sizing Instructions

Although all Windbenders retain the stock Goldwing windshield height adjustment, we prefer to leave the base in its lowest position for the best wind protection. Additionally, the Windbender top shield adjustment is designed to be much easier to use than the stock adjustment. However, you may certainly choose to adjust the base unit to find optimal top shield adjustments for your riding style and desires. The base unit may be moved at any time, but it is much easier to set-it and forget-it.

It is IMPORTANT that you can adjust the HP so that your eyeballs are 4 inches or more above the top of the shield. Eye-rattling buffeting can occur with the HP if it is too tall for you and you won't like looking through it - The recurve is not optically clear. You should choose the HP-S if the HP is not more than 4" BELOW your line-of-sight in its lowest position.

To find this position:

Have a piece of tape in your hand and sit on your bike in your all-day slumped riding position (preferably on the side stand, or with both feet on the ground). Put that piece of tape on your windshield straight out from your eyeballs to mark your line-of-sight. Remove yourself from the bike and measure the distance along the front of your windshield from the top of the windshield garnish gasket to the mark you made for your line-of-sight. You should order an HP that is at least 4" shorter than that measurement. Six inches less than that measurement will give you even more capability to see well over the top of your shield.

Either Windbender HP windshield has about 6" to 12" of air lift above the top of the windshield (depending on your speed). We recommend adjusting the windshield so that when seated on the bike, the top of the Windbender is can be set no less than 4" below your line-of-sight (about the height of your chin). With this as your starting point, you can move it up for riding down the interstate or down to get a breeze in your face or for riding twisty roads and in low visibility conditions. When adjusted for interstate riding, the wind will be moving over the top of the rider's helmet by a few inches. This is important to the co-rider, because of their elevated sitting position they are going to want the wind at least above the face opening in their helmet. For this windshield to work as well for the co-rider as the rider, they have to be somewhat matched. For example, if the rider is very short in the body, and the co-rider is very tall through the body, along with the added height in the passenger seat, it may place them high enough in the wind stream that they will get some wind in their face. Even though the buffeting will be reduced, the Windbender ST may be a better choice since it can be raised higher for the passenger and doesn't have the distortion to look through for the driver.

