

 **Kawasaki Motors Corp., U.S.A.**

Santa Ana, California 92711

Kawasaki Fairing Accessories

Complete Instruction Booklet

For 1979

KZ650

KZ750

KZ1000

ALL MODEL ADAPTER

(1979 FAIRING TO 1978 MOUNTING HARDWARE)

ACCESSORIES

TABLE OF CONTENTS

Section		Title
	Page 1	Cautions
1	Page 2	Introduction
2	Page 2	Preparation
3	Page 3	Electrical Connections
4A	Page 4	KZ650 Fairing Mounting Bracket
4B	Page 6	KZ750 Fairing Mounting Bracket
4C	Page 8	KZ1000 Fairing Mounting Bracket
5	Page 9	Fairing Mounting
6	Page 10	Turn Signal Mounting
7	Page 11	Windshield Installation
8	Page 12	Headlight Installation
9	Page 13	Lowes Mounting
10	Page 14	Tonneau Covers
11	Page 14	Accessory Installation
12	Page 14	Cleaning
13	Page 15	General Information
14	Page 15	Repairing
15	Page 15	Painting
16	Page 16	Adapting 1979 Fairing to 1978 Mounting Bracket

Whenever you see the symbols shown below, heed their instructions! Always follow safe operating and maintenance practices.

WARNING

The warning symbol identifies special instructions or procedures which, if not correctly followed, could result in personal injury, or loss of life.

CAUTION

This caution symbol identifies special instructions or procedures which, if not strictly observed, could result in damage to or destruction of equipment.

“NOTE” Indicates points of particular interest or additional information.

Please fill in the following information for your permanent record and identification.

Customers Name Bill Pearce

Model Motorcycle 650 KAW 79

Fairing Serial Number _____

Lowers Serial Number _____

Dealer's Name KAW - SUNNY MO

Date Purchased 4/15/80

NOTICE TO DEALER: If these accessories are pre-installed or installed at time of purchase this instruction booklet should still be given to consumer. This booklet contains vital information and pertinent cautions and warnings that the consumer should read before operating a motorcycle equipped with Kawasaki Fairing Accessories.

KAWASAKI FAIRING ACCESSORIES

Complete Instruction Booklet

1. INTRODUCTION

This Kawasaki fairing was designed and manufactured by Vetter Corporation, Rantoul, Illinois, and distributed to your Kawasaki dealer by Kawasaki Motors Corp., U.S.A., Santa Ana, California, 92711. The fairing and lowers are made of one of the finest materials available, ABS plastic. Kawasaki fairings are manufactured to the same high quality standards that Vetter Corporation has developed in all their products. However, if you find any defects in material, craftsmanship or shipping damage, the Kawasaki Limited Warranty is the **only** warranty that applies to Kawasaki Fairing Accessories. All warranty claims **MUST** be made at an authorized Kawasaki dealer.

Before you begin to install your fairing and related accessories, read the installation instructions in their entirety and study illustrations. Unpack components and related hardware. Check all parts list and exploded view parts diagrams that apply. This will familiarize you with the parts and their mounting locations. Each model has some particular feature that requires individual instructions. To simplify instructions for a specific model, we suggest that you cross out sections pertaining to other models.

Begin installation by following the steps as prescribed in the instructions in the sequence set forth. Pay particular attention to all "WARNINGS" and "CAUTIONS".

2. PREPARATION:

Start by preparing the motorcycle to accept the fairing components as follows:

- 2-1. Remove the gas tank to allow greater access for installing fairing and to eliminate possible scratching of the tank.
- 2-2. Disconnect the tachometer cable at the tachometer and allow it to hang from the engine.
- 2-3. Remove the stock headlight assembly from the headlight body.

KZ650 and KZ1000 Models Only:

- 2-4. Remove headlight lamp and ring. Disconnect turn signal wires and remove turn signal light units from mounting stalks.
- ~~2-5.~~ Remove turn signal stalks and headlight shell.
- ~~2-6.~~ Disconnect tachometer and speedometer cables from instruments.

KZ650 and KZ750 Models Only:

- 2-7. Remove the horn from the frame, disconnect wires and set aside along with horn mounting hardware. (Do not remove horn on KZ1000A.)

KZ750 Model Only:

- 2-8. The turn signals have independent mounting locations; remove turn signals at the headlight bracket and remove the rubber dampers and ground lugs.

3. ELECTRICAL CONNECTIONS (All Models):

3-1. Disconnect the two ground wires leading from the turn signal ground lug at the connectors inside the headlight body (black wires with yellow stripes).

All Models Except KZ1000-A2:

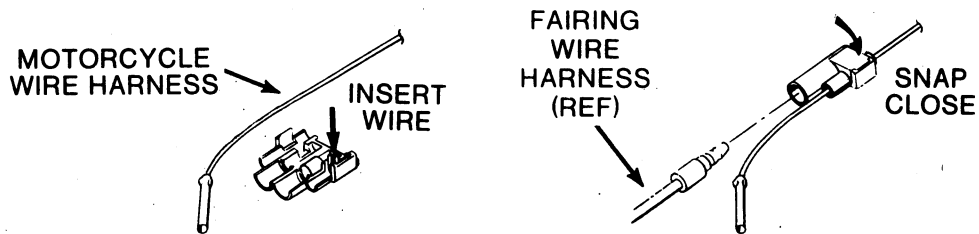


FIGURE 3-1

3-2. Install one black "in-line" connector on any solid brown wire in the headlight body. Preferably on a wire that routes back into the frame harness.

1977 and Earlier Models Only:

3-3. On earlier models, the turn signals are single filaments and do not have the running light feature. If running lights are added, install an additional black "in-line" connector on a brown wire with white stripes.

NOTE: Part numbers for dual filament 1978 lights are:
 23040-1005 Front Right Turn Signal
 23040-1006 Front Left Turn Signal

KZ750 Model Only:

3-4. Route the fairing external wiring harness thru the wire hole in the headlight body from the rear.

All Models:

3-5. Connect the three prong connector (fairing wire harness) to the headlight plug (disconnected from the stock headlight). Connect the remaining wires from the fairing harness according to the following wire list:

Fairing Wire Harness	Motorcycle Wire Harness	Remarks
White.....to	Red/Black	Headlight 3 Prong Connector
Yellow.....to	Red/Yellow	
Black.....to	Black/Yellow	
Violet.....to	Green	Left Turn Signal
Blue.....to	Gray (slate)	Right Turn Signal
Green* (see note).....to	Blue	Running Lights
Red (see note).....to	Brown	Accessories Power
Brown.....to		
Orange.....to	Not used. Tape ends with black electrical tape.	

*On earlier models, if additional running lights are not installed, do not connect this wire. Tape end with black electrical tape.

NOTE: Bullet connectors have to be added to these two wires, due to multiple applications of the wire harness. See detail in the turn signal mounting section for installing bullet connectors.

- 3-6. Re-check all connections and gently pull on connectors to ensure a proper fit. Lightly crimp connections with a pair of pliers if connections have loose fit.
- 3-7. Arrange the wire connections inside the black vinyl bag, pull the draw string and secure the bag with two ty-raps connected together.
- 3-8. Rotate headlight body stays inward and place bag between the two. Bag is mounted upside-down to prevent water from entering.

4-A. FAIRING MOUNTING BRACKET (KZ650)

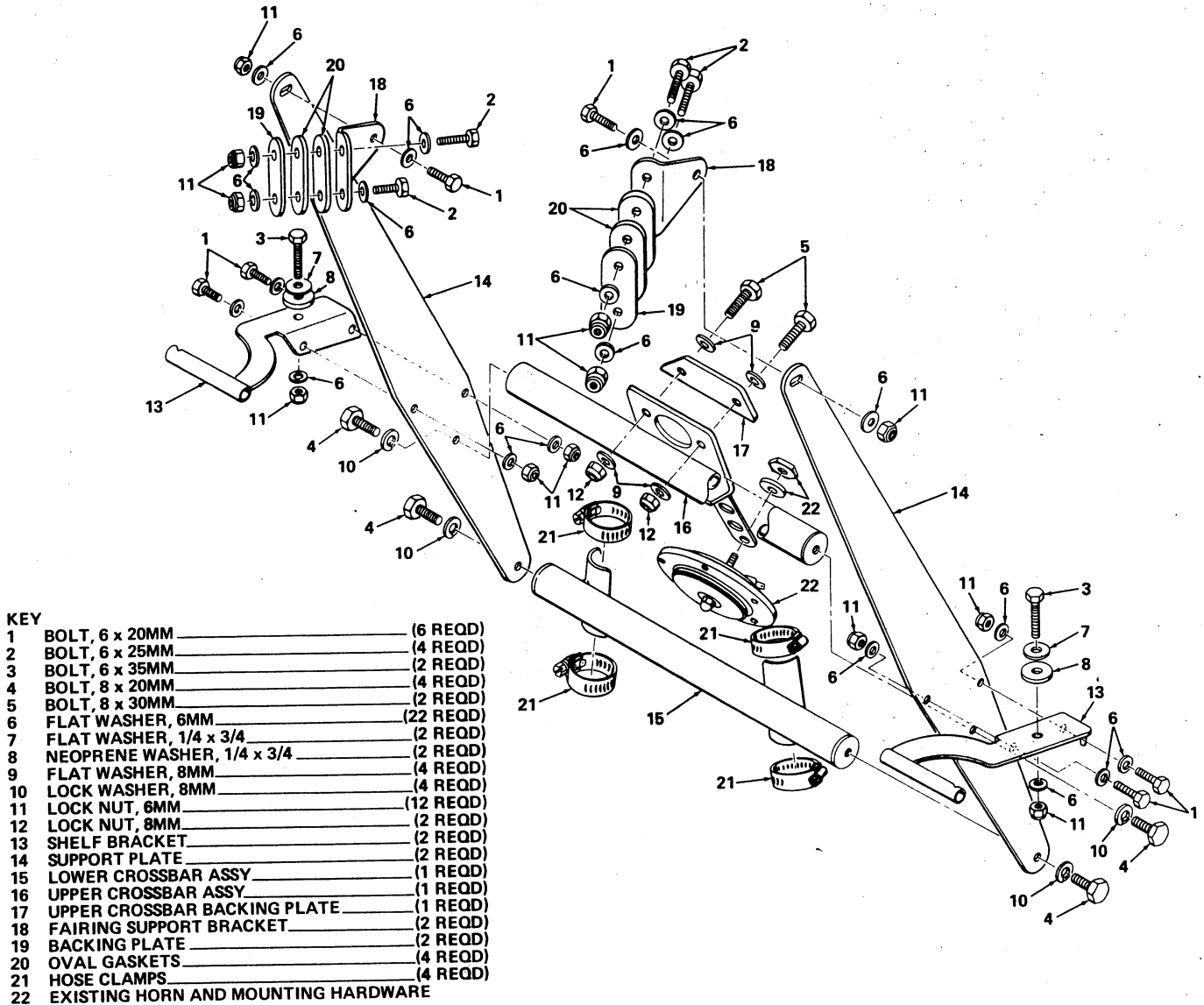


FIGURE 4-A-1

KZ650 Model Only:

- 4-A-1. One at a time peel backing sheet off oval gaskets (20) and attach one to each backing plate (19) and fairing support bracket (18).
- 4-A-2. Remove plugs from four holes in inside front of fairing. Install fairing support brackets and backing plates to fairing. The backing plates are mounted inside the fairing. Make sure gaskets are against the fairing. Tighten bolts until gaskets are properly compressed. Do not overtighten, causing gaskets to extrude out from between plate and fairing.
- 4-A-3. Assemble mounting bracket using figure 4-A-1 as a guide. Do not assemble upper crossbar backing plate at this time. Tighten all bolts securely, except leave bolts (4) loose so that the upper crossbar and lower crossbar can be adjusted to fit the motorcycle frame.
- 4-A-4. Place the assembled mounting bracket in position on the motorcycle. Install upper mounting crossbar backing plate behind the gusset in the motorcycle frame, and secure to upper mounting crossbar. Locate assembled mounting bracket so that lower crossbar mounting pads are properly mated to motorcycle frame. After properly positioning assembled mounting bracket, loosely tighten bolts securing upper mounting crossbar backing plate.
- 4-A-5. Install two hose clamps securely around each lower crossbar mounting pad securing crossbar to motorcycle frame. Take care not to pinch any wiring or cables between the mounting frame and the motorcycle frame.

CAUTION

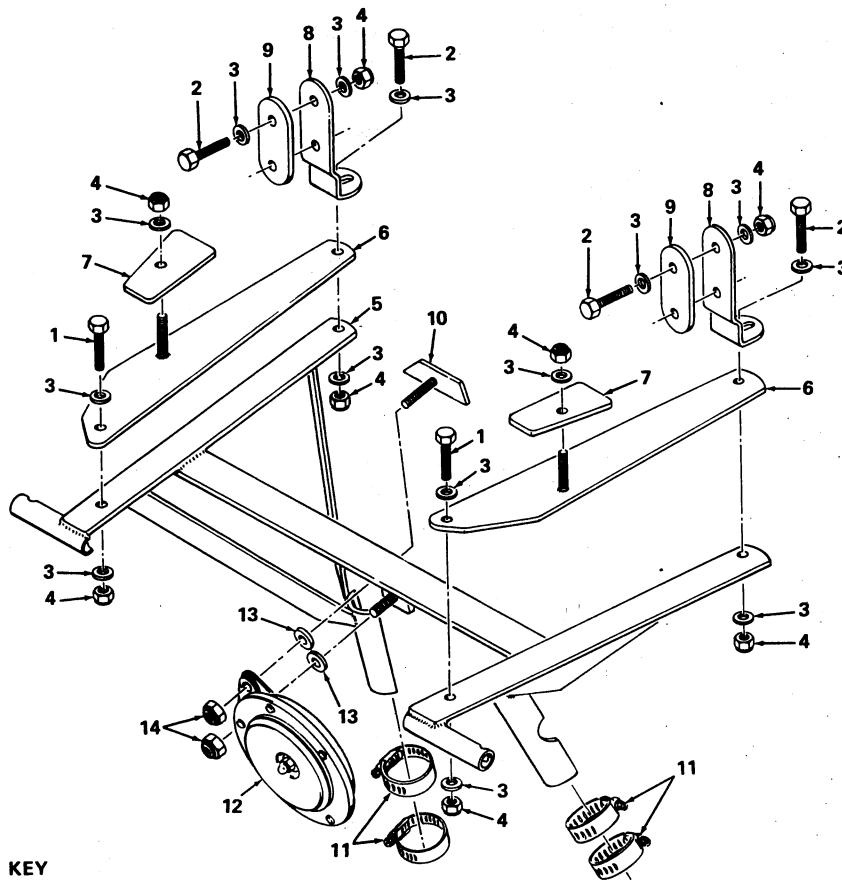
Do not install clamps over any wires or cables.
Clamps should be next to the frame tube surface.

- 4-A-6. Tighten bolts (4) securing upper and lower crossbar assemblies, and bolts securing upper mounting backing plate.
- 4-A-7. Mount existing horn, using existing nut and washer, to small hole in upper mounting crossbar. Do not overtighten horn nut as this can prevent horn from operating. Reconnect horn wiring and test horn. Reconnect tach and speedo cables to instruments routing cables over headlamp stays.

WARNING

Rotate front wheel from stop to stop to ensure tachometer cable or other item does not bind or restrict movement for steering.

4-B. FAIRING MOUNTING BRACKET (KZ750)



KEY

1	BOLT, 6 x 25MM	(2 REQD)
2	BOLT, 6 x 30MM	(6 REQD)
3	FLAT WASHER, 6MM	(18 REQD)
4	LOCK NUT, 6MM	(8 REQD)
5	MOUNTING BRACKET	(1 REQD)
6	ADAPTER PLATE	(2 REQD)
7	ADAPTER BACKING PLATE	(2 REQD)
8	REAR ADAPTER BRACKET	(2 REQD)
9	OVAL BACKING PLATE	(2 REQD)
10	TRAPAZOIDAL BACKING PLATE	(1 REQD)
11	HOSE CLAMP	(4 REQD)
12	EXISTING HORN (WITH BUSHINGS)	
13	FLAT WASHER, 8MM	(2 REQD)
14	LOCK NUT, 8MM	(2 REQD)

FIGURE 4-B-1

KZ750 Model Only:

- 4-B-1. Remove plugs from four holes in inside rear of fairing. Install rear adapter brackets and backing plates on fairing. Backing plate is installed on inside of fairing. Secure plates with bolts, washers, and locknuts. Tighten bolts securely.
- 4-B-2. Install adapter plates on mounting bracket and secure with bolts, washers, and locknuts. Tighten front bolts securely.
- 4-B-3. Position mounting bracket on the frame with the two bottom curved mounting plates fitting evenly on the frame down tubes.
- 4-B-4. Install trapazoidal backing plate from the backside of the frame gusset with the small side up. Place flat washers on two studs and mount existing horn with rubber bushings and add washers and lock nuts. **Do not tighten nuts.**
- 4-B-5. Place two clamps around each frame tube and over two bottom curved mounting plates.

CAUTION

Do not install clamps over any wires or cables.
Clamps should be next to the frame tube surface.

Tighten clamps just enough to hold the mounting bracket in place. With the motorcycle in a vertical position, check to see if the mounting bracket is level as viewed from the front. Viewing the bracket from the top while turning wheel back and forth from full stop positions, check for equal clearance on both sides between mounting bracket and fork tubes. Adjust as necessary, and tighten clamps until tight.

4-B-6. Tighten upper mounting hardware until tight.

4-B-7. Route the tachometer cable under the horizontal crossbar on the mounting bracket, and reconnect to the tachometer.

WARNING

Rotate front wheel from stop to stop to ensure tachometer cable does not bind or restrict movement for steering.

4-C. FAIRING MOUNTING BRACKET (KZ1000A)

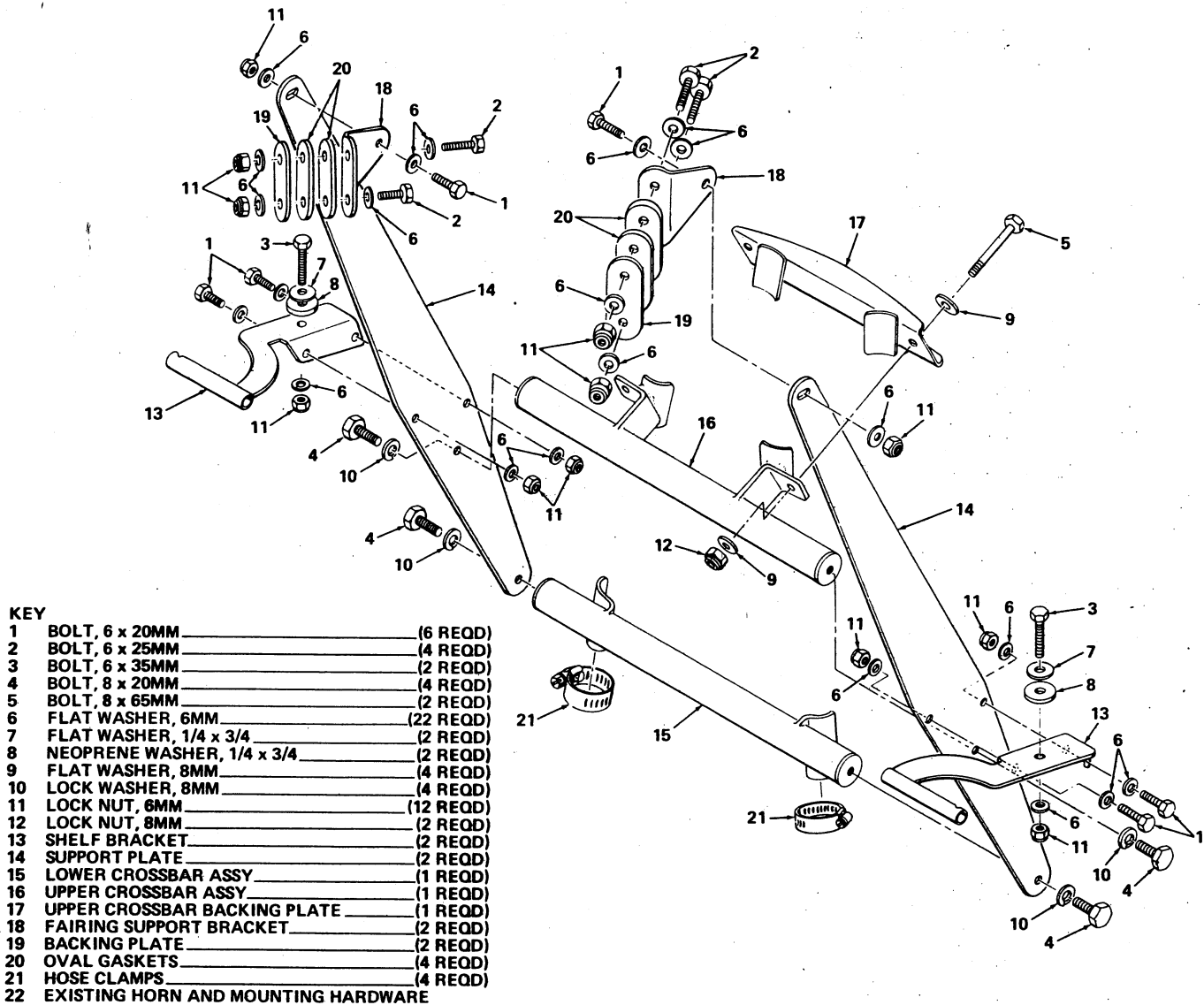


FIGURE 4-C-1

KZ1000A Model Only:

- 4-C-1. One at a time peel backing sheet off oval gaskets and attach one to each backing plate and fairing support bracket.
- 4-C-2. Remove plugs from four holes in inside front of fairing. Install fairing support brackets and backing plates to fairing. The backing plates are mounted inside the fairing. Make sure gaskets are against the fairing. Tighten bolts until gaskets are properly compressed. Do not overtighten, causing gaskets to extrude out from between plate and fairing.
- 4-C-3. Assemble mounting bracket using figure 4-C-1 as a guide. Do not assemble upper crossbar backing plate at this time. Tighten all bolts securely, except leave bolts (4) loose so that the upper crossbar and lower crossbar can be adjusted to fit the motorcycle frame.
- 4-C-4. Place the assembled mounting bracket in position on the motorcycle. Install upper mounting crossbar backing plate behind the motorcycle frame down tubes and secure to upper

mounting crossbar. Locate assembled mounting bracket so that lower crossbar mounting pads are properly mated to motorcycle frame. After properly positioning assembled mounting bracket, tighten bolts securing upper mounting crossbar backing plate.

- 4-C-5. Install a hose clamp around each lower crossbar mounting pad securing crossbar to motorcycle frame. Take care not to pinch any wiring or cables between the mounting frame and the motorcycle frame.

CAUTION

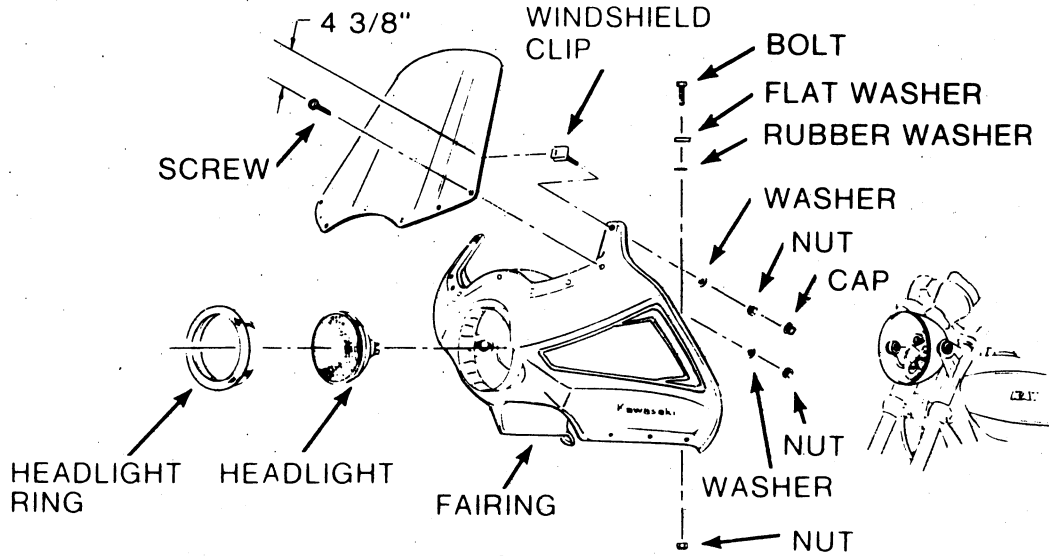
Do not install clamps over any wires or cables. Clamps should be next to the frame tube surface.

- 4-C-6. Tighten bolts (4) securing upper and lower crossbar assemblies and bolts securing upper mounting backing plate.

WARNING

Rotate front wheel from stop to stop to ensure tachometer cable or other item does not bind or restrict movement for steering.

5. FAIRING MOUNTING:



- 5-1. Align and hold fairing in position with adapter brackets installed on fairing in paragraph 4 aligned with fairing mounting bracket. Secure fairing in position with bolts, washers, and lock nuts. Tighten lock nuts securely.
- 5-2. Connect the plug of the adapter wire harness into the receptacle on the inner wall of the fairing.
- 5-3. Rotate front wheel back and forth from stop to stop to ensure free movement and that the wire harness and other items do not rub on the fairing.
- 5-4. Check all mounting hardware and re-install gas tank.

6. TURN SIGNAL MOUNTING

- 6-1. Remove the original bracket posts from the signal light assemblies (the clamping bolts must be removed completely in order to remove post).

NOTE: The lead wires may have an additional wire connection inside the post. Reconnect these extension wires after the posts are removed.

- 6-2. Place the turn signals on the mounting bracket (see notes), routing the wires thru the stalk center, and secure lights with original hardware.

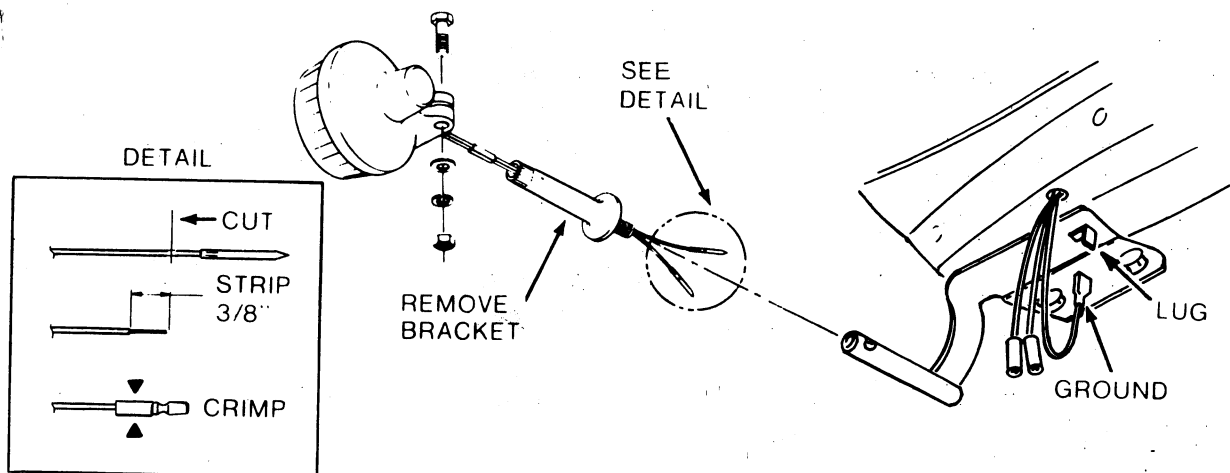


FIGURE 6-1

NOTE: On some models, the left hand signal has a green wire.

NOTE: It may be necessary to spread opening on the turn signal with a screwdriver.

- 6-3. The turn signal wire connectors are smaller than the wire harness connections and must be replaced with bullet connectors provided.

NOTE: On earlier model series, without running light feature, the connectors are the right size.

- A. Cut off the small connectors and strip insulation back 3/8 inch from the end.
B. Place a bullet on the wire and crimp. (If a crimper is not available, a pair of pliers can be used to squeeze the bullet onto the wire.)

- 6-4. Pull the wire connections out of the fairing thru the holes on the outer wall near the bottom by the mounting surface. The left side will also have a black wire with a flat spade connector. Connect this black wire to the grounding tab located on the underside of the mounting bracket. Connect all other wires using color code wire list in the "Electrical Section".

- 6-5. Push all excess wire into the fairing thru the wire holes.

NOTE: A black wire with a flat spade connector on the right side is not used and should be pushed into the fairing.

7. WINDSHIELD INSTALLATION:

- 7-1. Both the standard windshield and the optional windshields are installed in the same manner described in these instructions.

WARNING

The windshield is mounted with specially designed hardware (windshield clips, nylon bolts, nuts and metal sleeves). Follow installation instructions carefully and use only hardware provided in this kit.

- 7-2. Hold windshield in place on the fairing with bottom holes lined up. Mark location of the top holes, in the fairing, on the windshield with tape or grease pencil. This will provide mounting locations for the special windshield clips. (See figure 5-1.)
- 7-3. Position clip studs over edge of windshield at location marked during the previous instruction. Position windshield on the fairing with the clip studs installed thru the top holes on the fairing.

CAUTION

It may be necessary to bend the windshield slightly to line up the studs with top holes. The windshield is designed this way to be "pre-stressed" after installation, allowing greater structural rigidity.

Install the nylon bolts thru the windshield and fairing from the outside. Place a nylon washer and nut on each nylon bolt and clip studs.

CAUTION

Tighten nuts in the following order and tighten by hand ONLY. Over-tightening will cause weakening or breakage of the nylon bolts.

Starting from the center bolt on the bottom, tighten the bolts by hand, working outwards on both sides until all bolts are tight.

- 7-4. If a gap exists between the windshield edge and the inside of the windshield clip, a bushing must be added on the stud to eliminate the hole clearance. Install a bushing on both sides, if required.

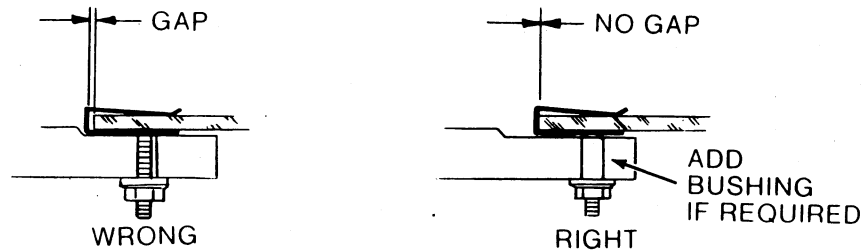


FIGURE 7-1

- 7-5. Place a black rubber cap on both clips for a clean appearance.

WARNING

Rotate handlebars and check for any interference between the fairing and the motorcycle. Adjust handlebars, mirrors, etc., as necessary for maximum clearance.

8. HEADLIGHT INSTALLATION:

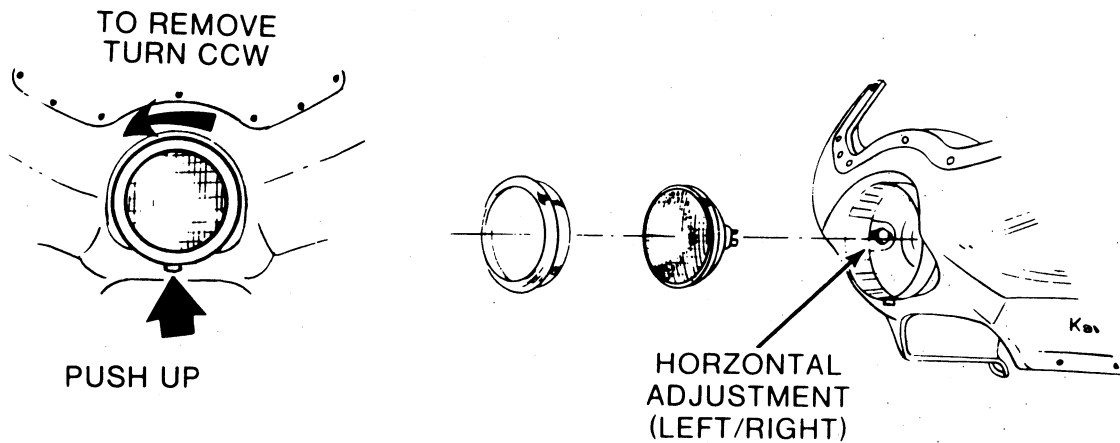


FIGURE 8-1

- 8-1. The headlight ring can be installed onto the Vetter headlight nacelle by placing the ring in position and turning it clockwise until it locks into the nacelle. Removal of headlight ring is accomplished by pushing upward on tab on the bottom of the nacelle just behind the ring. Push up approximately 1/8 inch until the headlight ring is free to turn. Turn ring counter clockwise to the full unlock position. The ring and headlight can then be pulled out.
- 8-2. The horizontal (left/right) adjustment is located inside the nacelle on the right hand side. Adjustment can be made loosening the adjustment bolt until the nacelle is free to move fore and aft. Temporarily install headlight and ring, turn light to the desired position, remove headlight and ring without disturbing nacelle. Tighten the adjustment nut until snug to lock in the horizontal aim.
- 8-3. Vertical adjustment is made simply by rotating the adjustment knob located in the center of the fairing dash area. This feature allows the rider to quickly adjust vertical light position for changing loading conditions.

WARNING

Do not attempt to adjust headlight while motorcycle is in motion.

9. LOWERS MOUNTING:

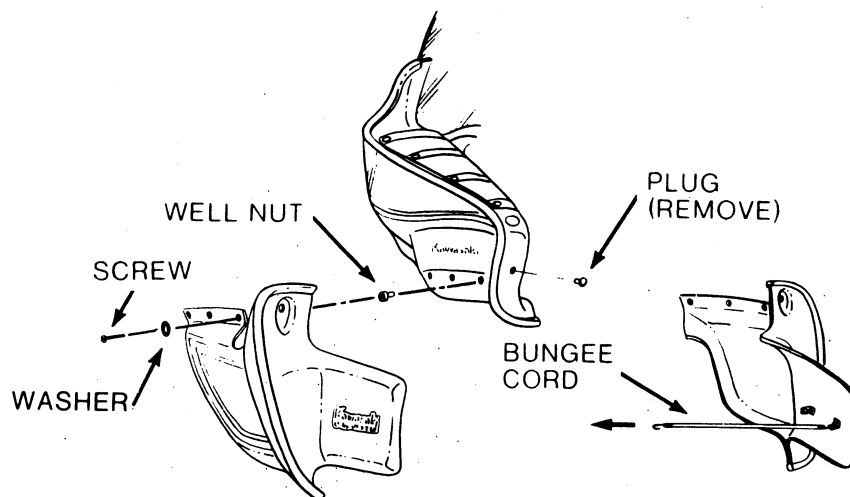


FIGURE 9-1

- 9-1. Remove the tonneau covers from fairing to gain access to the interior space.
- 9-2. From the inside of the fairing, push out the eight plugs. (Three on each side, and one at the rear of each side.)
- 9-3. Insert a screw approximately three turns into a well nut from the large end. Push the small end into one of the holes in the fairing until the larger portion is touching the fairing surface. Remove the screw and repeat for the remaining seven holes.
- 9-4. Position one of the lowers so that the three holes line up on the side and the rear holes **line** up with the rear hole on the fairing. Insert the screws thru the lower and thread into the well nuts. When the screw begins to tighten, turn two full turns and stop.

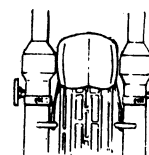
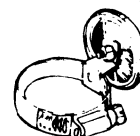
CAUTION

The screws need only to be tight enough to cause the well nut to swell on the inside of the fairing. Over-tightening will cause damage to the well nuts.

- 9-5. Before installing the second lower, install the small bungee cord to the rear tab located on the back side of the Kawasaki nameplate. Route the bungee cord under the carburetors and attach it to the same point on the other side. Repeat instructions in paragraph 4 for second lower.

AMBER SIDE REFLECTORS LOCATION:

- 9-6. Government regulations require that motorcycles have amber side reflectors on the left and right front. Installation of fairing lowers obstruct these reflectors therefore they must be relocated.
- 9-7. Remove the reflectors and mount with 6MM nuts to bracket clamps provided.
- 9-8. Install the bracket clamps with reflectors on the motorcycle forks as shown.



10. TONNEAU COVERS:

- 10-1. If the lock on the locking tonneau cover becomes too loose or too tight, it can be adjusted by bending the lock blade. Bend the blade a little at a time until the desired fit is obtained.

WARNING

The locking tonneau cover must not be opened while motorcycle is in motion.

11. ACCESSORY INSTALLATION:

- 11-1. We do not recommend modifying the fairing for any reason. But, if you add accessories that require drilling of mounting holes, the following instructions must be observed.
- A. Use a sharp drill to ensure clean holes without fracturing the fairing material.

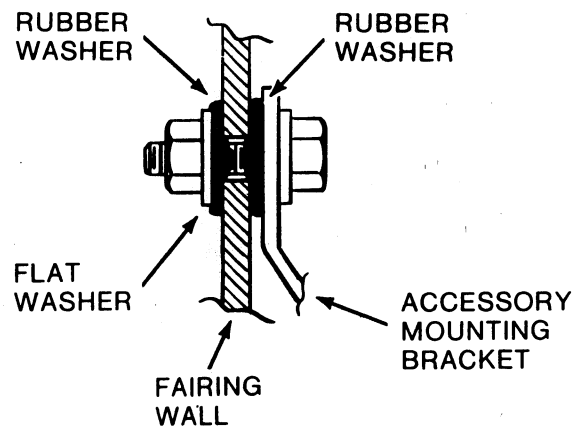


FIGURE 1-11

- B. Use a flat rubber washer on each side of the fairing wall with flat steel washer between rubber washers and bolt heads, nuts, or brackets. (See illustration.)

CAUTION

If rubber washers are not used, damage may occur around mounting areas.

12. CLEANING:

- 12-1. Use a mild detergent with warm water and a sponge or soft cloth.
- 12-2. Clean windshield with glass or plastic cleaner made for acrylic plastic.

CAUTION

Do not use cleaners containing methal or ethyl alcohol.

- 12-3. Kawasaki "Plastic & Glass Cleaner", "VPR Polymer Treatment" and "Polish & Wax" are recommended and available at your Kawasaki dealer.

13. GENERAL INFORMATION:

- 13-1. Hydraulic Fluid and Petroleum Distillants:
Hydraulic Fluid will attack and damage the fairing material.

CAUTION

Use extreme caution when re-filling brake reservoir or servicing fork tubes. Never allow hydraulic brake fluid, fork oil, engine cleaner, or other petroleum based chemicals to come in contact with the fairing surface.

- 13-2. Towing:
When trailering or towing your motorcycle, it is advised that you remove the windshield from the fairing.
- 13-3. Replacement Parts:
We recommend that you always use Genuine Vetter Replacement Parts. Contact your local Kawasaki dealer to purchase or order replacement parts.

14. REPAIRING:

- 14-1. Structural damage and cracks should be immediately repaired with a Vetter "Hotcha Fix Kit" which includes instructions.

CAUTION

Certain substances can attack or deteriorate the fairing material. We do not advise using or experimenting with other repair kits or materials. The use of other products is at the owner's risk.

- 14-2. For surface finishing, standard pre-mixed automotive body filler can be used.

15. PAINTING:

If you desire to repaint your fairing, we recommend that the following steps be taken:

- 15-1. Remove the Kawasaki logo decal and stripes with 3M Woodgrain and Striping Remover, part number 08907, followed by 3M Adhesive Remover, part number 08908. Please follow the directions on the spray cans. These products can be obtained at most paint and automotive stores that carry 3M products.
- 15-2. Sand thoroughly with 320 grit wet sandpaper.
- 15-3. Resand with 400 grit wet sandpaper.
- 15-4. Dry thoroughly.
- 15-5. Spray with DuPont 100S Multi-Purpose Primer.
- 15-6. Spray DuPont Weight Lifter Acrylic Enamel with 7925 hardener.
- 15-7. Install new graphics and striping.

NOTE: When handling Kawasaki striping, do not crease or bend it. Always handle striping from the edges – never from the ends. Do not pull the backing paper off the striping until ready to use. Backing paper will NOT restick.

16. ADAPTING 1979 FAIRING TO 1978 MOUNTING BRACKET

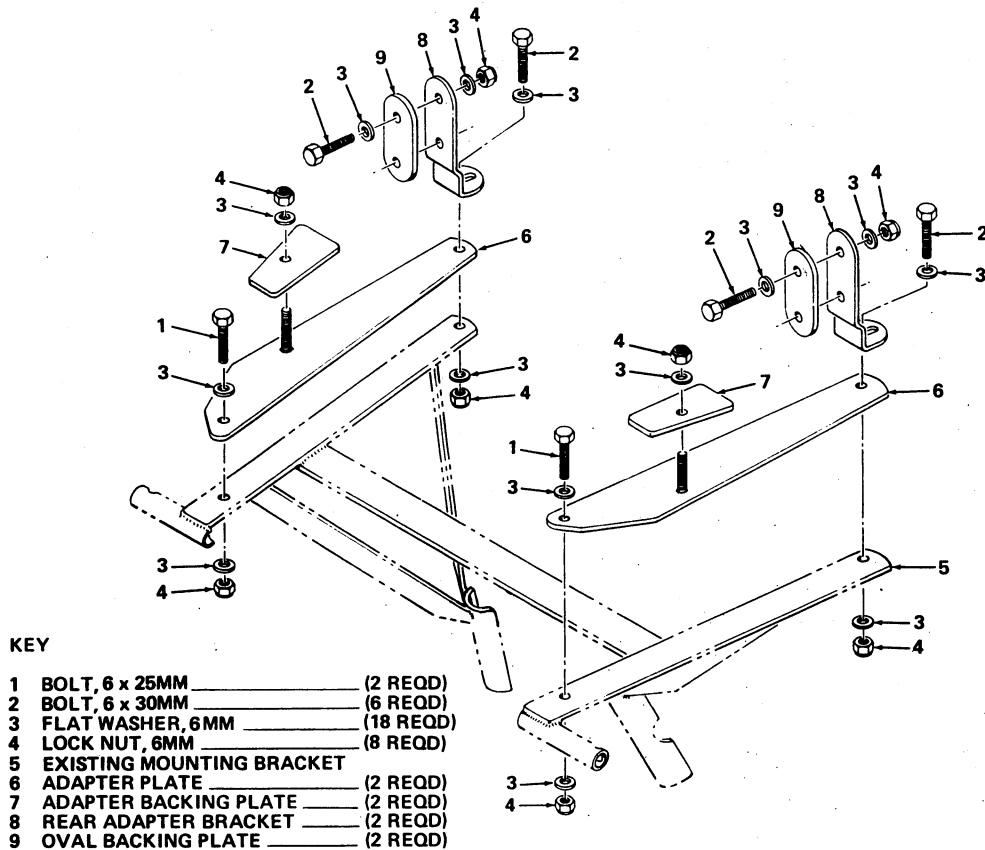


FIGURE 16-1

- 16-1. Remove old fairing but leave mounting bracket attached to motorcycle frame.
- 16-2. Remove plugs from four holes in inside rear of new fairing. Install rear adapter brackets and backing plates on fairing. Backing plate is installed on inside of fairing. Secure plates with bolts, washers, and lock nuts. Tighten bolts securely.
- 16-3. Install adapter plates on mounting bracket and secure with bolts, washers, and locknuts. Tighten bolts securely.
- 16-4. Install new fairing as described in section 5.
- 16-5. When using uninstalled 1978 mounting bracket, and 1979 fairing refer to specific model installation instructions.