



*****WARNING*****

****INSTALLATION SHOULD BE PERFORMED BY QUALIFIED PERSONNEL ONLY****

*****ANY DAMAGE, COSMETIC OR MECHANICAL, OR PRODUCT FAILURE RESULTING FROM IMPROPER INSTALLATION WILL NOT BE COVERED UNDER MANUFACTURER WARRANTY.*****

INCLUDED IN THE PACKAGE:

- (1) FXXT FIBERGLASS AND OR CARBON FIBER QUARTER FAIRING
- (1) FXXT-SPORT WINDSHIELD (IF PURCHASED IN ADDITION)
- (4) ARP 1/4-20 X.750 12 POINT STAINLESS STEEL BOLTS
- (4) ARP STAINLESS STEEL 1/4" WASHERS
- (1) WINDSHIELD INSTALLATION KIT, INCLUDES BOLTS, WASHERS, NUTS.
- (4) RUBBER ISOLATOR WASHERS
- (4) DENTON PERFORMANCE DESIGN CNC FAIRING BRACKET ADAPTERS

THIS PRODUCT IS TO BE USED WITH THE FOLLOWING HARLEY-DAVIDSON MOTORCYCLES:

- 2018-2021 FXBB Street Bob
- 2020-2021 FXST Softail Standard
- 2018-2021 FXLR Low Rider
- 2020-2021 FXLRS Low Rider S
- 2021 Later FXBBS Street Bob S

The Denton Performance Design FXXT M8 Softail Quarter Fairing is designed to be used with the OEM Harley-Davidson Softail Quarter fairing brackets that need to be purchased separately from Harley-Davidson.

BRACKET FITMENT IS AS FOLLOWS:

- "18-later FXBB(S), FXLR and FXST with 49mm Standard forks require HD BRACKET PART #:
 - **57001249**
- '20-later FXLRS models with 43mm inverted Showa forks require HD BRACKET PART #:
 - **57001250**

Thank you for the purchase of the Denton Performance Design FXXT M8 Softail Quarter Fairing. Our fiberglass fairings are molded with the latest techniques to provide an out of the mold raw finish superior to all fiberglass 1/4 fairings to date. Our fairings have a smooth finish on the exterior and interior of the fairing. The FXXT quarter fairing is a bolt-on replacement for the problematic "push on" HD M8 Softail quarter fairing.

FXXT FIBERGLASS FAIRINGS ARE MOLDED IN A PROPRIETARY 3 PIECE MOLD THAT PROVIDES A VERY SMOOTH FINISH AS MOLDED COMPARED TO THE TIRED OLD INDUSTRY STANDARD OF A ROUGH INNER AREA WITH EXPOSED FIBERGLASS FIBERS. THERE WILL BE SMALL/MINOR IMPERFECTIONS IN THE GELCOAT AS THIS IS NORMAL WITH "RAW" FIBERGLASS. ALL FAIRINGS NEEDS TO BE PREPPED AND FINISHED BY A PROFESSIONAL BODY SHOP SPECIALIZING IN THE PAINT AND BODY WORK OF MOTORCYCLE BODY COMPONENTS. THESE FAIRINGS REQUIRE BODY WORK TO BE PERFECT AS WITH ANY AFTERMARKET FAIRING IN FIBERGLASS BEFORE PAINT.

LET'S GET STARTED!

- 1.) To ensure proper fitment the fairing needs to be fitted to your motorcycle to verify there are no issues and any modifications needed to use our fairing with your 18-21 year model Milwaukee 8 Softail. Follow these instructions to complete this process.
- 2.) The FXXT fairing will come pre-drilled with (6) 3/16 pilot holes for mounting the windshield to the fairing. **FITMENT MUST BE VERIFIED BEFORE SENDING TO PAINT AND BODY FOR FINISHING.** There are slight variances in our windshields and fairings in regards to the mounting holes. While these variances in the holes are minor as we use drill fixtures to plunge the holes consistently in regards to location during our manufacturing process this is the case with hand manufactured parts. If you own one of our FXXT windshields there are two versions since inception as we constantly improve our products with customer feedback and our own testing data. The key difference is the windshield bolt hole size. The earlier windshields have a smaller hole than the latest revision. If you own the earlier version it may be necessary to enlarge the windshield holes to properly align the windshield with the fairing. If you have the version 2.0 of the FXXT windshield and the windshield to fairing alignment is slightly off it may be necessary to enlarge the holes on the fairing slightly to ensure proper fitment. **(REFER TO FIG.1 BELOW FOR VERSION REFERENCE)**
 - a.) **TECH TIP!!!!** When drilling in the raw fiberglass or plastic windshield of the fairing it is preferable to use a plastics specific drill bit for enlarging the holes for fitment. If you only have access to a standard drill bit, take the drill bit and chuck it into a drill motor and file a little bit on the flutes at the tip to knock the edge off where it is sharp at the tip on the outside. This will prevent chipping the gelcoat on the exit side of the hole as the flutes when sharp can grab the gelcoat. Drill with the highest speed as fast as possible, low pressure, and let the drill do the work. Forcing it through can cause damage to the exit hole chipping the gel coat. However, in the worst case scenario it can be repaired by your preferred body shop prior to paint.

(FIG 1.)

On the left is VER 1.0 with the smaller hole and VER 2.0 on the right with the larger hole.



- 3.) Now that you have ensured correct windshield fitment remove the windshield from the fairing if you haven't already. Now we must verify DPD adapter bushing fitment to the OEM bracket grommet holes.
- a.) Retrieve the necessary HD fairing brackets required for your specific model.
 - b.) Retrieve the 4 aluminum CNC machined DPD adapter bushings.
 - c.) We must verify fitment of the bushing to the bracket. These bushing are CNC'd on a CNC lathe and the tolerance precision is second to none and extremely repeatable for consistency. However, we have found that the OEM HD brackets have variances in the brackets and we need to ensure fitment. It may be necessary to clearance the holes on the bracket with a dremel or some other type of rotary tool / round file / and or sand paper. **DO NOT SAND ON THE BUSHING AS THIS OUTER PORTION DOES NOT NEED TO BE MODIFIED.**
 - d.) The bushing should fit into the hole without having to force it in. Refer to **(FIG. 2)** below for proper fitment.
 - e.) **(FIG. 3)** Shows a bushing that does not fit correctly and the bracket hold needs to be clearanced for proper fit. Bear in mind that less is more. SLOWly remove material constantly checking fitment of the bushing. Very little should need to be removed from the bracket hole for the adapter bushing to fit correctly.

(FIG. 2) Correct bushing fitment to bracket



(FIG. 3) Incorrect fitment, must clearance bracket.

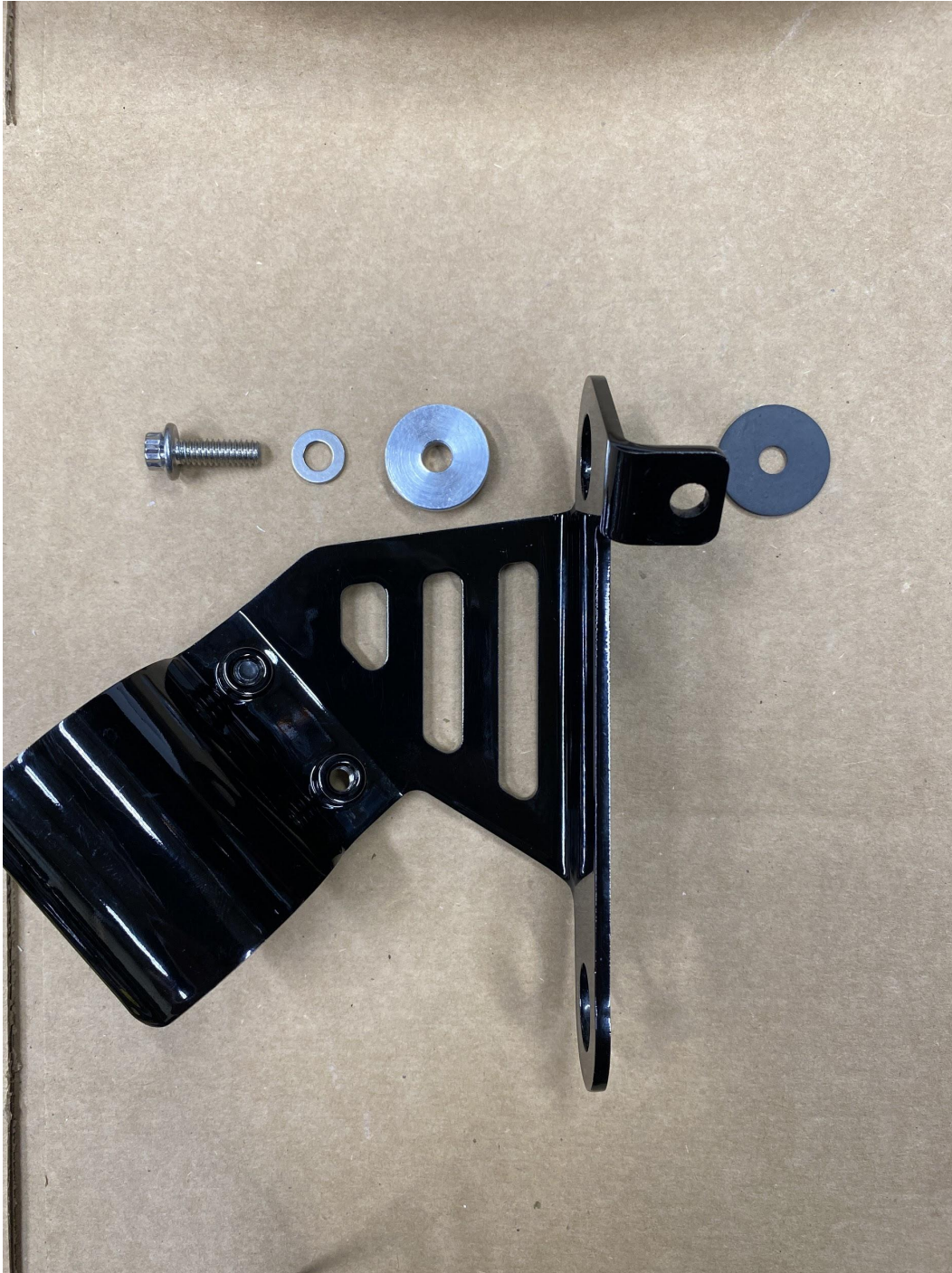


- 4.) Now it's time to mount the fairing brackets to the motorcycle. Mount the brackets loosely to the motorcycle per the manufacturer's instructions where you can still manipulate them with slight pressure to aid in aligning the fairing correctly. The next process will require a partner to aid in mounting the fairing. One person to hold the fairing for you while you install one bolt and a bushing at a time. Bear in mind the motorcycle needs to be on a level surface, and securely strapped down to a lift table or lifting jack to ensure no damage from a tip over as you will be pulling and pushing on the motorcycle during installation. Always perform work in a safe manner. We aren't responsible for damages incurred by improper installation procedures and practices.
- a.) You will need the (4) adapter bushings (4) 12 point stainless steel arp $\frac{1}{4}$ -20 bolts and washers (4) rubber fairing mounting isolators.
 - b.) When mocking the fairing up do not use the provided loctite on the fairing ARP $\frac{1}{4}$ -20 fasteners until final assembly.
 - c.) Loosely install the fairing hand tightening the bolts. Make sure to place the rubber isolator between the fairing mounting face and the bracket. Refer to (FIG. 5) to see how ythe Bolt bushing and insulator assembly should stack. Failure to do so can result in damage to the fairing not covered under manufacturers warranty.
 - d.) While the fairing is loose now tighten the fairing mounting brackets and ensure the fairing is at the correct height in regards to centering the headlight in the opening on the fairing.
 - e.) Now that you have set the height make sure the fairing is level in regards to left and right tilt looking straight on at the bike. With the bolts loose you should have some movement left to right. If you are satisfied with the fitment, snug up the fasteners and mount your windshield to verify there are no interference issues with your handlebars,
 - f.) If you haven't achieved a level fit remove the bushings and enlarge the holes with a drill in the adapter bushing ever so slightly to gain more clearance left or right. Do not over clearance the bushings as the fairing will not be properly secure. Clearance typically shouldnt be necessary. However if needed it should be slight. If something is off verify the motorcycle itself does not have additional issues causing misalignment.
 - g.) Verify that the headlight doesn't need adjustment as it should not be rubbing the fairing. Modifications may be required for different setups. Longer fairing mounting bolts with washers may be required in some instances to clear the headlight in the event of contact between the fairing and headlight.
- 5.) Once you have completed the mock up, and you are satisfied with fitment you can remove the fairing from the motorcycle and send it off to paint and body.
- 6.) Remember when conducting final assembly after paint and body work has been performed use the provided 243 Blue Loctite on the ARP fasteners. **DO NOT OVERTIGHTEN FASTENERS!!!** Overtightening the fasteners can cause damage to the fairing and will not be covered under warranty. When performing final assembly apply a small amount of loctite to the $\frac{1}{4}$ -20 ARP fastener on the threaded end and install into the fairing. **ONLY SNUG BOLTS TIGHT WITH A 12 POINT BOX WRENCH. AGAIN DO NOT OVERTIGHTEN.**
- 7.) DO not get any loctite on powder coated parts or painted parts as it will damage the finish.

REFER TO THE NEXT PAGE FOR (FIG . 5) TO SEE THE PROPER MOUNTING SEQUENCE OF THE BOLT/BUSHING ASSEMBLY AS MENTIONED IN STEP 4.) "C"

ASSEMBLY AS FOLLOWS:

1/4-20X .750 12 POINT BOLT > 1/4" WASHER > ADAPTER BUSHING > BRACKET > RUBBER
ISOLATOR > FAIRING



COMPLETED FAIRING ASSEMBLY:

Keep in mind that the cross brace on the original bracket setup really is not necessary unless you prefer to keep it. If you decide to ditch the bracket you can cut the mounting tabs off on the brackets and contour them with a grinder and re-powder coat the brackets for best results. This creates a cleaner look if you decide to not use the cross brace.

Pictured below **(FIG. 6)** is a completed bracket assembly mounted to the FXXT fairing.

(FIG. 6)



Thank you for the support of DENTON PERFORMANCE DESIGN. Feel free to email us via our contact page on the website www.dentoncycle.com if you have any questions, problems, or need of technical support with installation.

Tag us **@dentonperformancedesign** on instagram and use hashtags **#americanvtwinreimagined** **#fxxt** for a chance to be featured on our social media platforms.

"It's all in the details, EVERYTHING is important."

Johnathon Denton