

OMARS FIBERGLASS COMPANY

FENDER INSTRUCTIONS

1. Your fender is fiberglass and is not designed for two-up riding.
2. If your seat vinyl wrinkles, just warm it in the sun (or low heat hair dryer) and rub out as the vinyl cools.
3. Always mount the fender before you paint it.
4. You may have to trim the leading edge of the fender to fit it and/or the seat cushion flush with the tank. Use a fine tooth saw/grinder so you don't chip the gelcoat. You also may have to slot the fender holes fore/aft or left/right for a perfect fit.
5. Always support your fender along the full length of the frame rails with sticky-back foam rubber weather stripping (from hardware store). Get the tallish stuff for max cushioning. Fiberglass is subject to stress cracks if mounted at a few isolated points.
6. Most stock frames require the removal of the rear frame loop and seat hinge hardware, etc. Before you cut, think about welding in a supplemental frame reinforcing bracket which can also serve as a rear fender support. Weld frame ends closed or finish with plastic finishing plugs.
7. Seat attaches to fender with 2" wide Velcro strips. Apply Velcro to fender top and seat cushion bottom after painting.
8. If you need access to battery leads under the fender, you may want to cut holes in the fender with a hole saw. This is okay but don't bunch multiple holes or you'll weaken fender

Fender with do-it-yourself mounting

1. Elevator bolts are supplied to secure fender to frame. Look for frame tabs to mount to or mount the front with a 'Z' shaped bracket. Secure the front of the fender with a slip-on 'Z' shape bracket which slides under a cross member. This eliminates tightening bolts in a very cramped area. Make the 'Z' bracket wide enough to prevent side-to-side movement. Attach bracket with front two bolts.
2. Make yourself a long 'C' shaped bracket to hold the rear of the fender. Weld or bolt the bracket to the frame rails. Brace the bracket so it has sideways strength and so it can't tilt fore/aft on the frame. Secure elevator bolts through this bracket.

Street Tracker, XRWO, XRWS and Manx & TT fenders

These fenders are designed to self mount on 650 Yamaha frames. On Street Trackers and XRWOs the fender goes on the frame first. Then the tank. Then the seat cushion. On the Manx and XRWS, it's the reverse-tank first, then fender (well supported with weather stripping) then the seat cushion. These fenders use Velcro for seat cushion mounting

1. If you are going to use the stock battery cage, you will have to deal with the protuberances which stick up higher than the frame rails. Either remove/lower the part or relieve the underside of the fender. You may want to cut shaped holes in the fender to gain access to battery leads etc. Don't whack away too much fender or you'll be riding a piece of Swiss cheese.
2. Stick a wide strip of masking tape on the frame cross member (under the depression in the fender.) This is a marking strip only.
3. After you have self-adhesive weather stripping on your frame rails, position the fender on the frame. The hole in front goes over the rear tank mount post.
4. Now drill a 1/16" hole through the middle drill point in the fender depression. Remove fender. Note the location of the drill point on the tape. You are going to use the two outer drill points for mounting, so eyeball your test drill mark to determine if there is enough 'meat' on the sides of the cross member for the well nuts which require a largish 15/32" hole. (Got that drill in your box?). If it looks like there will be enough meat on the two outer holes reinstall fender and drill small holes through the outside drill points. If clearance looks suspicious, adjust the holes and drill new 1/16" test holes.
5. Once you are satisfied with the hole locations, remove the fender and widen the fender holes with a 5/16" bit. Drill two corresponding 15/32" holes (for well nuts) in frame cross member. Force the well nuts in the holes.
6. Bond the rubber cushioning pad to the under-side of the boxy depression in the fender with Silicone and drill 5/16" holes through the rubber. With this piece and weather stripping in place, your fender should rest level and completely cushioned on frame-test this with tank in place. The goal here is to eliminate any stress on one part of the fender to keep Cracks away.
7. Remember to use rubber fender washers under the fender, between fender and tank and under steel fender washer (under the 10mm bolt)
8. After painting affix Velcro strip down the center of the fender and down the center of the seat base. Velcro is super tough stuff and holds nicely. It makes tail piece removal very easy. Secure Velcro with small rivets if you are afraid the corners will pull up. Don't

worry about the seat coming off. We have used Velcro to secure race seats and it is the magic secret!

9. Street Tracker fender with side panels have a tendency to rattle against the frame at low speed. Tape or tie wrap foam cushions around the frame rails which run up behind the number panels. This should absorb the flutter.

Painting

The finish on your fender is gelcoat.

To ready the fender for primer and painting use acetone or thinner to remove the mold wax residue.

Sand the surface and the edges of the fender with 400 wet/dry sand paper until smooth.

Prime (epoxy primer) and paint (a multi-part urethane is best) your fender. Allow paint to cover the edges for a more finished look.

Paint the underside with a flat black paint to hide raw fiberglass or use the exterior color under the fender, this will help seal the exposed glass from dirt and oil.

Fender with taillight

Warning #1

How to make your taillight and license disappear in the blink of an eye

Ride with loose shock spring tension

Ride with weak springs

Ride with old stock shocks

Ride two-up

If you do any of the above, the combination of a bump and the rear tire may tear off your license and taillight.

Installation

1. Prior to permanent installation place your bike on the center stand (or jack the frame off the ground).
2. Remove shock springs and remount springless shocks
3. Install your fender with taillight in place.

4. Move swing arm to full compression. Does it come anywhere near license plate?
5. If contact could occur, your solution could be...
 - a. Increase tension on shock spring
 - b. New replacement shocks (that are not worn out like the originals)
 - c. Taller shocks, like 1" or longer
 - d. Don't ride with a passenger on any of my tail pieces. This obviously puts an extra load on the shocks and my fenders are not designed for two people.
6. If you ordered a taillight-you may have to shim the license plate holder or slot the holes to get it 'square'.
7. Wiring. Ground the taillight base plate through one of the taillight mount bolts. The two wires are the running light and brake light.

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