



SPRING Fairing Kit from T-Cycle



Frame Clamp Size: _____

Fairing Color: Tinted Clear

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Installation Instructions

The SPRING (Super Portable, Rider Insulating Nose Guard) Fairing Kit has been meticulously designed with ease of use in mind. Set up requires some attention to detail, and while it is totally possible to install by yourself, having another person help with fitting can definitely make for easier going. It can also be invaluablely helpful to seek out a local bike shop for installation. The good news is that once everything is in place, this mount runs on the set-it-and-forget-it mentality.

We strongly recommend watching our instructional video of Mike doing a complete installation walkthrough of a SPRING Fairing Kit. You can find this at: t-cycle.com/products/SPRING-fairing-mini-kit

Tools Required

- 4mm Allen Key
- 5mm Allen Key
- 10mm Box End Wrench
- Level

Overview

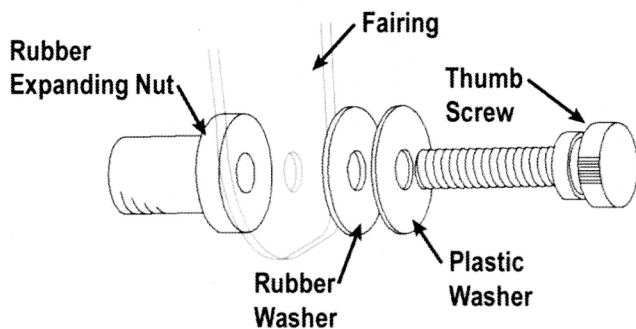
First, we'll locate the proper placement for the mount. Then, we'll install the Frame Clamp. Then, we'll assemble the Bowtie and the Mounting Block. Then, we'll attach that assembly to the Frame Clamp. Next, we'll center the Crossbar onto the top of the mount. Finally, we'll install the fairing bubble and adjust the fit to clear our feet.

1. **Familiarize yourself with the beautiful parts.** As shown in Fig. 1, your fairing mount will come in four sub-assemblies: the Frame Clamp, the Crossbar, the Mounting Block assembly, and the Bowtie assembly. Are these super inventive or intuitive names? Not really, but we're engineers, not poets, so let's get to mounting!
2. **Locate the proper place for the mount.** When mounting your fairing, try to line up the tip of the protruding 7/8in tubing of the Bowtie with the front edge of the bottom bracket shell. Hold up the Bowtie beside your trike boom to visualize where the best placement is, keeping in mind to watch out for obstructions like cables, bosses, etc. When you've chosen the place for your mount, temporarily install the Frame Mount Clamp in position with the clamp bolts facing the drive-side of the trike and the Bowtie bolts facing the non-drive side.
3. **Straighten out the Mounting Block.** The Mounting Block will come in a compact orientation for shipping. You'll notice one bolt (along with its washers and nyloc nut) dangling free from the 9in long, one-inch diameter tube. This bolt needs to be removed and inserted through both the slotted arc on the Mounting Block and the 9in long tube, as shown in Fig. 2. Be sure that the larger washer is used on the bolt that goes through the slot, and that the bolt on the Collar Clamp faces toward the left of the trike. Note: for tubing larger than 2in in diameter, a black-anodized aluminum spacer is included to center your mount on your trike; the spacer needs to be installed between the lasermarked vertical plate and the plastic spacer block of the Bowtie assembly.
4. **Attach the Bowtie to the Frame Clamp.** There is a recess in the Bowtie just wide enough for the Frame Clamp to fit into—in that recess, two bolt holes are spaced to attach the Frame Clamp to the Bowtie. Remove the M6 socket head bolts from the flat of the Frame Clamp and use them to attach the Bowtie. Take this opportunity to ensure that the mount is plumb; you can do this by sighting down the derailleur post or main tube of your trike, or comparing the straightness of your mount to your chainrings.
5. **Connect the Mounting Block and Bowtie assemblies.** (This is where things get cool.) To do this, simply loosen the Collar Clamp bolt and slide the Mounting Block onto the protruding 7/8in tubing of the Bowtie. Be sure that the T-Clamp is facing up and the stainless-steel brackets are facing down. Refer to Fig. 3 for the orientation, but don't worry about the Crossbar just yet.
6. **Place the Crossbar into the T-Clamp on top of the mount.** Now it's time to worry about the Crossbar. Remove the M5 bolts in the T-Clamp and place the Crossbar as close to center as possible. We've put a small mark at the center of the Crossbar that says: | -Center- | The two lines should be just hardly visible on either side of the T-Clamp

when the Crossbar is centered. Clamp the Crossbar in place, but note that we may have to loosen the T-Clamp and rotate the Crossbar in a minute.

7. **Center the mount horizontally.** Take a moment with the fairing still off of the trike to look at the T formed by the Crossbar and the Mounting Block assembly. The goal is that the Crossbar runs perpendicular to your trike frame. Fig. 5 shows an example of this. If your setup is askew, slightly loosen the bolts in the Mounting Block and straighten things out. Note: it only takes a slight loosening of these bolts, and oftentimes not all four bolts need to be loosened to allow for straightening; in this case, you have much more leverage than the wind does.
8. **Find the rubber swell nuts.** Each rubber swell nut comes with a plastic bolt, plastic washer, and rubber washer. The order of these items matters, and it should be assembled like this: plastic bolt, plastic washer, rubber washer, fairing plastic, rubber nut. When the plastic bolt is tightened down, the rubber nut swells. This means that after you've properly ordered the swell nut pieces (bolt, washers, fairing, nut), then all you need to do is place the nut into its corresponding hole in the mounting hardware and tighten the bolt to lock it into place.

Rubber Anti Vibration Mounting Assembly



9. **Install the fairing.** Unroll the fairing and install the thumb screws through the fairing holes so that the rubber and plastic washers are under the head of the bolt and the rubber nut is on the inside of the fairing. With two bolts loosely tightened at the top of the fairing and two bolts loosely tightened at the bottom, plug the rubber nuts into the holes on the Crossbar and tighten them into place. With those fixed, do the same at the bottom of the fairing by placing the rubber nuts into the lower mounting ears. Note: it's easy to overtighten the rubber nuts, so only tighten them until they feel securely snug.
10. **Take a deep breath.** If you've made it this far, then you've got yourself a trike with a fairing on it. Now, we just have to make sure this thing comfortably clears your feet. There are two different points of adjustment to help with foot

clearance: 1. by loosening the M6 bolt in the Collar Clamp, you can pull the Mounting Block further away from the trike; and 2. by loosening the M6 bolts/nuts that hold the Mounting Block to the 9in tube, you can adjust the angle of the fairing.

11. **Readjust the Crossbar.** Loosen the T-Clamp and rotate the Crossbar until it is perpendicular to the fairing. Then tighten the T-Clamp in place. Keeping the Crossbar perpendicular to the fairing will ensure maximum grip by the rubber nuts.
12. **Double check everything!** The SPRING Fairing Kit is designed for maximum set-it-and-forget-it lifestyle, but that only works if the work is done up front to ensure that everything is set correctly. We suggest quickly running back through the instructions one more time to make sure everything looks good. It's also important to take your trike for a ride before declaring the adjustments set in stone.
13. **Ride with ease!** Get out there and enjoy your new SPRING Fairing!

Disassembly

We take the Super-Portable portion of SPRING seriously. To remove your fairing, all it takes is loosening the rubber swell nuts, rolling the fairing, and unscrewing two bolts on the mount.

1. **Remove the fairing.** The fairing is held onto the mount with four rubber swell nuts. Loosen these nuts enough that you can pull the fairing from the mount, ***but do not remove them from the fairing.***
2. **Roll your fairing.** We sell cloth fairing covers that do exactly what they say on the tin (cover the fairing). The elastic edging and pull cords make storing your fairing a breeze, but you can also roll your fairing using a blanket or towel (though this can be more of a hassle). To best store your fairing, remove it from your trike and set it on your protective soft material (towel, cover, etc.), and roll it tightly from the bottom. Note: with the rubber swell nuts still installed in the plastic, make sure that they are covered so they don't scratch the fairing when rolled.
3. **Remove the hardware.** Remove the two M6 bolts that attach the Bowtie to the Frame Clamp and pull off the hardware. It's that simple. Note: it's a good idea to screw the M6 bolts back into the Frame Clamp for safe keeping.

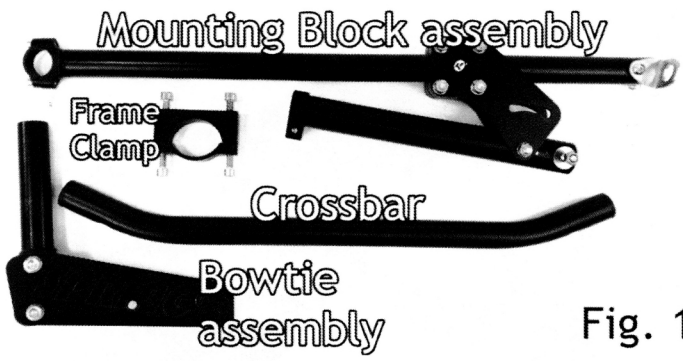


Fig. 1



Fig. 4

