

# SPORT FAIRING BY THE FACTORY

Yamaha aims its sights at the aftermarket and offers a color-matched fairing for the XJ750 Seca.



Cosmetically the fairing succeeds well but the protection offered is minimal.

**Y**amaha leads the industry in supplying accessories for its motorcycles. You can buy soft saddlebags, tank bags, luggage racks, clothing or engine guards from your friendly dealer once you decide that the bare-bones motorcycle just isn't enough anymore. Or you can buy a fairing for wind protection and looks.

For our long-term test 750 Seca, we installed a Yamaha sport fairing. It isn't large enough to provide the protection a large frame-mount fairing will, or even as much as a clear windshield like a Slipstreamer or Silhouette. Small fairings do, however, provide some relief to the upper body when travelling at high speeds and are usually a shield for the torso and crotch when it rains.

Another reason we chose the Yamaha fairing was to see how closely the color-matched paint resembled the original. Finally, we wanted to see if factory equipment is any better than the usual aftermarket gear.

After several thousand kilometres of use in every kind of weather at all speeds we're impressed with the fairing. It does

what it is designed for — provide some protection from crotch to chest — without having any deleterious effects on handling as many fork-mounted fairings do.

Most riders thought the fairing enhanced the looks of the Seca. Designed with the same planes and angles of the Seca itself, the little fairing looks like standard equipment on the bike. The paint is good; close up you can see that the match isn't perfect, but from more than a couple of metres away you can't tell.

The mounting system is the best of any fork-mounted fairing we've seen. Instead of using clamps on the handlebar — impossible with the plastic shrouds covering it — and scissors-type brackets at the headlight mounting bolts, Yamaha built a small sub-frame that attaches rigidly to the fork stanchions through the pinch bolts that hold the fork tubes in place. Allen-head bolts longer than stock are provided with the kit to make installation a 15-minute bolt-on process. Even the

Continued on Page 48

## CYCLE CANADA PRODUCT TEST

Continued from Page 37  
allen head fits a key that comes in the standard tool kit.

The fairing bolts on to the subframe with four screws. Removal or re-installation takes a matter of moments, and the mount is more solid than any other fork-mount unit we've tried.

That's good when it comes time to adjust the headlight, if necessary, since the cutout isn't large enough to allow you to reach the adjustment screws. That's about the only problem we ran across with the fairing, other than the rubber strip provided to seal around the headlight and the fairing opening. It's a pain to fit, and we ended up discarding it.

The fog light opening didn't have a sealing strip provided, but considering the nuisance the headlight strip turned out to be that's just as well.

Protection for the upper body is good. The rider's head is still out in the open and so are his hands, but at speed there's a worthwhile reduction in wind pushing at the body and in the rain you'll keep dryer.

The fairing isn't cheap at \$186, but it's not outlandishly priced either, and offers looks to match the bike, a modicum of protection and solid construction and mounting. □