

# laminar lip the

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## Triumph Rocket III Roadster Shield

### GET lip SERVICE

PN: T5166

#### Laminar LIP Mounting Instructions For Roadster Shield on Rocket III

Make sure that the temperature is above 70°F to assure good adhesion of the 3M™ Dual Locks. The LIP may be installed at various heights as riders are various heights, a good starting location for many riders is one inch higher than the windshield. We recommend that the LIP be mounted in a range from even with the top of the shield to a max. of half the LIP above the shield (in the center). You may want to use duct or masking tape holding the outsides of the LIP to the shield while you slowly test ride. Windshield surfaces may scratch easily (protect them with masking tape, etc.), Laminar LLC cannot be responsible for damages. When you have decided on placement, place the motorcycle on level ground. Have someone sit on the motorcycle to help with alignment. Clean the surfaces where the Dual Locks will be located with the enclosed alcohol pad. Dry thoroughly, the surface should not feel slippery to your thumb. With the Dual Locks mated to the LIP peel the plastic release film. Align the LIP and windshield yet holding the LIP just away from the windshield (in mounting you may bend the LIP more open if needed). Allow the bottom end of the Dual Locks on one side to make contact, then, making sure that the LIP and windshield upper edges are level (your buddy's job) allow the other side to touch. Try to get the surfaces of the windshield and LIP as parallel as possible in the areas where the Dual Locks are located in order to give the Dual Locks the maximum surface contact. The gap at the center should be 3/4" to 2" or so. Press the LIP and windshield together at the Dual Lock locations (min. 15 lbs. pressure) to insure good bonding. By looking from the back of the windshield assure that the tape is totally adhered. Tomorrow check and press it again, the adhesives are time cured and should be nearly set up in 24 hours; however, you can ride now if you want. To remove the LIP the Dual Locks must be separated. To do this use a kitchen or butter knife (not sharp). While pulling the LIP away from the windshield use the knife to slice the Dual Locks apart. Once started they should not be too difficult to separate. If Dual Lock (adhesive) is removed from shield do not reuse. Save your extra Dual Locks. Occasionally check integrity of mounts. The Bump-On provided must be placed on the windshield under the dot on the LIP. Wipe away dot when done. Please see "laminarlip.com/inst" for more installation information

Enjoy riding with your new Laminar LIP and thanks for purchasing Laminar products

### Please Read

#### Why we use 3M™ Dual Lock.

In the search to find an application method to adhere our Laminar LIPs to motorcycle windshields we listed the requirements.

- 1) Versatile; we have over 300 different LIPs to mount.
- 2) No holes to drill
- 3) Strong
- 4) Removable
- 5) Allow the LIP to be removed and/or adjusted after installation
- 6) Durable

After 20 years of investigation we have found nothing remotely close to Dual Lock in having these qualities. Certainly though, Dual Lock has its drawbacks. Over time and/or if used improperly, the pedestals can be damaged so that the mated strength is substantially reduced. The adhesive must be applied to a warm (above 70 degrees F) clean surface with at least 15 pounds pressure or adhesion will be much less. For maximum adhesion, Rubbing or Denatured Alcohol should be used to clean the application surface and the total adhesive surface must be used. If the adhesive is once adhered, do not reuse. In these days of 200 mph motorcycles, strong headwinds and turbulent, truck-induced wind gusts, the Dual Locks may be stressed beyond their design strengths. The mated integrity of the Dual Locks and their adhesion should be checked prior to each ride. If you are a rider that pushes the envelope of what can logically be expected of the Dual Locks, perhaps you might elect to use nylon machine screws to mount the LIP. We at Laminar offer to send these fasteners free to anyone that desires them. We, however, cannot warrant any products damaged by this drilling or fastening procedure.

We still believe that the Dual Lock system is a good system for most riders, but if you ride significantly faster than the speed limit, you might consider a mechanical fastening system.