

# INSTALLATION INSTRUCTIONS

Honda CBR1000RR  
2004-Current  
P/N: HB01136

***IMPORTANT:  
PLEASE GIVE CUSTOMER ENCLOSED INFORMATION!***



Thank you for your purchase of our HeliBars®. They are designed to increase your long distance comfort and improve the handling of your sport motorcycle, and we feel confident you will enjoy them.

Your HeliBars are designed to fit your motorcycle with little to no modifications needed to your stock cables and hydraulic lines. In order to achieve this fit, we do not simply increase the height at the fork tube/triple clamp area. If we were to mirror the angle of your stock handlebars, the HeliBars would not fit and clear your stock equipment, and lock to lock steering clearance would be impossible.

If you hold up the HeliBars and compare it to your stock handlebar, the difference may not be readily evident. One test we can suggest is to take your stock handlebar, and the corresponding HeliBars, and set them both on a flat surface. You can see the angle difference. Then install the left HeliBars, following the instructions. Walk around the front of your bike and look through the windshield. You should see a noticeable difference between your stock handlebar and the HeliBars. Finish the installation, and try them out. We think you'll like them!

### **HeliBars INSTALLATION**

**IMPROPER INSTALLATION COULD RESULT IN SERIOUS INJURY OR DEATH.  
HAVE A QUALIFIED MECHANIC INSTALL YOUR HeliBars.**

**IF WE HAVE NOT INCLUDED SPECIFIC INSTRUCTIONS FOR YOUR MOTORCYCLE, THEN THE INSTALLATION IS SIMPLY A REVERSAL OF THE DISASSEMBLY PROCESS. \*\*NOTE THE LOCATION OF LINES AND CABLES. BE SURE TO CLEAN THE FORK TUBES BEFORE INSTALLATION!!**

**!! CAUTION !! MAKE SURE THE HeliBars ARE FULLY SEATED. TIGHTEN BAR END DAMPER WEIGHTS FIRMLY. AFTER INSTALLATION, MOVE BARS LOCK TO LOCK AND CHECK CLEARANCE OF: 1.CABLES 2. HYDRAULIC LINES 3.WIRES 4.FAIRING 5.FUEL TANK. TORQUE ALL HARDWARE TO MANUFACTURER'S SPECIFICATIONS.**

**IF YOU HAVE INSTALLATION QUESTIONS, PLEASE CALL 1-800-859-4642.**

**HELI MODIFIED, INC. ASSUMES NO LIABILITY FOR ANY INJURY OR LOSS OF PROPERTY WHICH MAY RESULT FROM IMPROPER INSTALLATION OR USE OF ANY HeliBars.**



# WARRANTY / RETURN POLICY

We make every effort to build a quality product so you can fully enjoy your riding experience. Thank you for your order.

HeliBars® may be returned for defects in materials and workmanship within one year from the date of shipment to the original purchaser, in which event the purchaser may receive a replacement set of HeliBars.

If within thirty (30) days of the shipping date you are not satisfied for any reason, you can return the HeliBars. Return policy is valid for original purchaser only. If HeliBars are purchased from a vendor other than Heli Modified, Inc., customer must contact vendor where purchased regarding returns. Refund will be extended to original purchaser only. There are no other warranties which extend beyond this.

Conditions of this 30 day return policy:

1. Bars must not be used as a tie down point. (See attached 'Trailer Instructions').
2. Bars cannot be damaged, dented, or altered in any way.
3. Bars cannot be overtorqued.
4. Refund will be for product purchase price only, and credited to original purchaser only.
5. Product must be returned with all original equipment, documents and in original packaging. There must be no physical damage caused by the customer or by carrier.
6. A Return Authorization Number must be obtained from us before you return the product.

We reserve the right to charge a re-stocking fee of up to 25% if the above criteria are not met.

**THERE ARE NO FURTHER EXPRESS OR IMPLIED WARRANTIES INCLUDING, BUT NOT LIMITED TO, IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. By accepting this product, the consumer agrees to arbitrate and litigate any controversy in the State of Maine, and under the laws of the State of Maine.**

**HELI MODIFIED INC. ASSUMES NO LIABILITY FOR ANY INJURY OR LOSS OF PROPERTY WHICH RESULT FROM IMPROPER INSTALLATION OR USE OF ANY HELI BARS. ALL HELI MODIFIED, INC. PRODUCTS SHOULD BE INSTALLED BY A QUALIFIED MECHANIC. IMPROPER INSTALLATION MAY CAUSE DEATH OR INJURY.**

**Ride Safe and Enjoy!**





## 2004-Current Honda CBR1000RR Installation Instructions

Part # HB01136  
1 3/4" taller ~ 1 " more rearward, 2" wider

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**WARNING: IMPROPER INSTALLATION COULD RESULT IN SERIOUS INJURY OR DEATH.  
HAVE A QUALIFIED MECHANIC INSTALL YOUR HELIBARS®.**

1. Remove the damper weights from the handlebar ends with a medium/large Phillips screwdriver. Hold the weight from turning while loosening. (See **Photo #1**)
2. Remove the screw (**M5 hex**) that holds the small plastic cover in place at the rear of the top triple clamp. Turn the forks to the right to ease removal. (See **Photos #2 & #3**) Loosen and remove steering stem nut with a **44mm socket** and a long breaker bar. (See **Photo #4**) [Cover stem nut with a post it to protect surface]
3. Use two **10mm wrenches** to remove steering damper arm from top triple clamp. There is a **10mm washer** on top of the triple clamp attachment tab. Remove stop nut from the bottom and washer. (**Photos #5 & #6**) Rotate damper arm counter clockwise so it's out of the way.
4. Remove bolt (**8mm head**) holding front brake hydraulic line metal clamp to the lower triple clamp. (See **Photo #7**). Spread the clamp open with a spade screwdriver. (**Photo #8**) Spread clamp open wide enough to remove from rubber grommet on brake line. (See **Photo #9**)
5. Remove two screws from front brake master cylinder clamp. Remove clamp and rest master cylinder on shop rag. (**Photo #10**)
6. Remove the two screws holding the forward throttle housing cover in place, remove cover. (See **Photo #11**)
7. Loosen bottom screw, that clamps throttle strap, several turns until throttle housing slides on handlebar tube. (See **photo #12**)
8. Loosen the lever pinch bolt (8mm head) several turns but DO NOT remove. (**Photo #13**). Remove the 2 screws from the left control housing, separate the two halves and lower onto a rag. (See **Photo #14**) Remove left grip with compressed air or by inserting a spade screwdriver under the inner end of the grip and dripping rubbing alcohol into the grip while pushing the screw driver in deeper to spread the alcohol. Twist and remove grip.

9. Loosen left bar pinch bolt and top triple clamp pinch bolt several turns. **(Photo #15)** Repeat on the right side.
10. Remove top triple clamp, cover the bottom with a shop rag to protect instruments, etc and set it in front of the fork tubes. Note: to ease removal, stand in front of the bike, place one of your shins against the front wheel, apply a slight pressure, reach around fairing, grab triple clamp and wiggle up and off. **(See Photo #16)**
11. Remove left clip on. Make sure pinch bolt is loose, slide bar off fork tube, and withdraw bar from clutch lever mount. Place clutch on rag. **(Photo #17)**
12. Make sure right clip on pinch bolt is loose, slide throttle housing inward on bar tube, and slide up and off fork tube. **(Photo #18)** Withdraw bar from throttle housing and place on a rag.
13. Remove circlips from left and right for tube. **(Photo #19)** Find the open end and pull one side out of groove and remove.
14. Remove damper units from the stock clipons and install into HeliBars.
  - a. Temporarily install both damper weights onto stock bars.
  - b. Drip rubbing alcohol into all holes in the left bar to lubricate damper weight rubber bushings. **(See Photo #20)**
  - c. Place bar in vise with a shop rag wrapped around it's tube.
  - d. **(See Photo #21)** Press down on pointed tooth with a small torx screw driver while twisting and pulling out on damper weight. This should dislocate the tooth and allow it to move slightly passed the hole. Repeat on the opposite side after turning bar over in vise. **(See Photo #22)** Twist and remove damper weight.
  - e. Install damper assembly into left HeliBar after lubricating inner and outer rubber bushings. Align the tooth with the inner holes on the HeliBar, assist rubber bushing to enter bore and tap damper unit all the way in until it stops moving. Remove damper weight and screws.
  - f. Repeat **steps b through e** on right handlebar.
15. Slide clutch lever mount over left HeliBar and slide it down on left fork tube. **(Photo #23)**
16. Slide throttle housing over right HeliBar and slide it down right fork tube. **(Photo #24)** Alight the throttle housing strap pin with the forward hole on the HeliBar and tighten strap. **(See Photo #25)** Carefully align throttle housing front cover and wire loom, tighten screws. **(Photo #26)**
17. Install top triple clamp in reverse of the disassembly procedure. **(Photo #27)** Lightly snug stem nut. **(Photo #28)** Torque triple clamp pinch bolts to **16 ft lbs** . **(Photo #29)** Torque stem nut to **80 ft lbs**. Lift Left and Right HeliBars up until they contact bottom of triple clamp. Lightly tighten pinch bolts.
18. Install front brake master cylinder onto HeliBar and install cap. The front brake hydraulic line will resist at first but it will fit. **(Photo #30)** Adjust front brake lever so the micro switch pad does not contact the HeliBar riser. **(Photo #31)**
19. Install left control housing and tighten **(Photo #32)** Re-install left grip with hair spray or super glue. Make sure grip has cured before riding. Adjust clutch lever angle and tighten pinch bolt. Install left and right damper weights, hold weight while tightening.



20. Adjust left and right HeliBars so the bottom of the HeliBar pinch bolt is in line with the top triple clamp. (See **Photo #33**) which is a close up of the left HeliBar. Torque the HeliBar pinch bolt to **16 ft. lbs.** using a 6mm hex. Slowly go to full left and right steering stops. Make sure no control housing bottoms contact fuel tank and that there is enough room so the riders hands don't get pinched while at the stop locations.
21. Place a cable tie as shown in (**Photo #34**) around two wire looms and the right HeliBar mount and tighten. Cut excess off.
22. Place a cable tie as shown in (**Photo #35**) around the left side HeliBars riser and the larger wire loom only and tighten. Leave the wire loom going to the horn untouched. Cut off excess.
23. Re-install steering damper. Make sure washer goes under the connecting joint stud. (**Photo #36**)

**!! CAUTION !! TO KEEP THE BARS FROM ROTATING, IT IS ABSOLUTELY IMPERATIVE THAT THE PINCH BOLTS BE TORQUED TO 16 FT. LBS. DO NOT OVERTIGHTEN!  
OVERTIGHTENED HARDWARE CAN LOSE INTEGRITY.**

**!! CAUTION!! BARS MUST BE TORQUED TO SPECIFIED VALUES. THEY MUST NOT BE OVERTORQUED. OVERTIGHTENED HARDWARE CAN LOSE INTEGRITY.  
For questions regarding installation please call 1-800-859-4642.**





Photo # 2

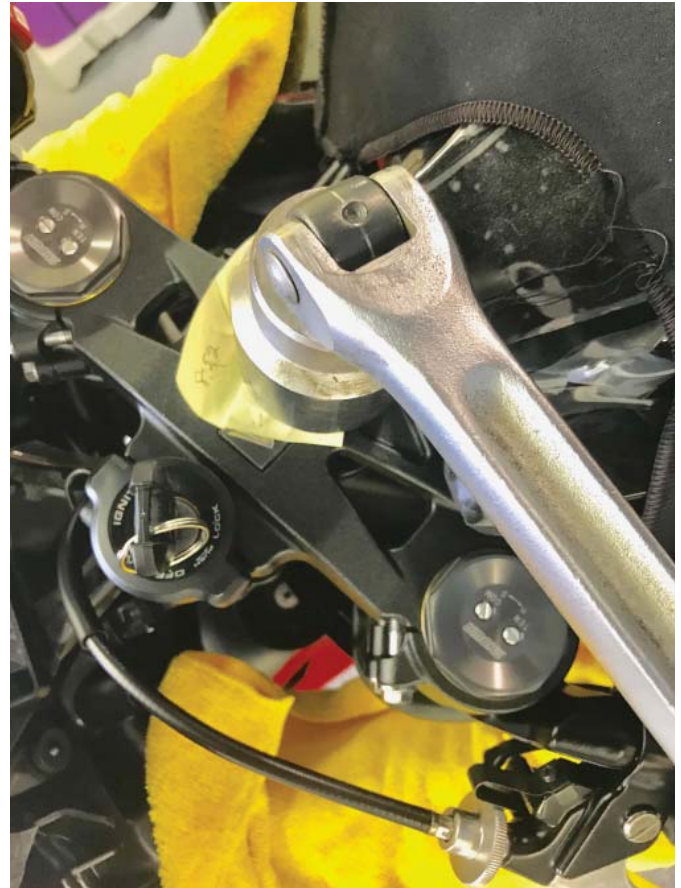


Photo # 4



Photo # 1



Photo # 3





Photo # 6



Photo # 8



Photo # 5



Photo # 7





Photo # 10



Photo # 12



Photo # 9



Photo # 11



Photo # 14



Photo # 16



Photo # 13



Photo # 15





Photo # 18



Photo # 20



Photo # 17

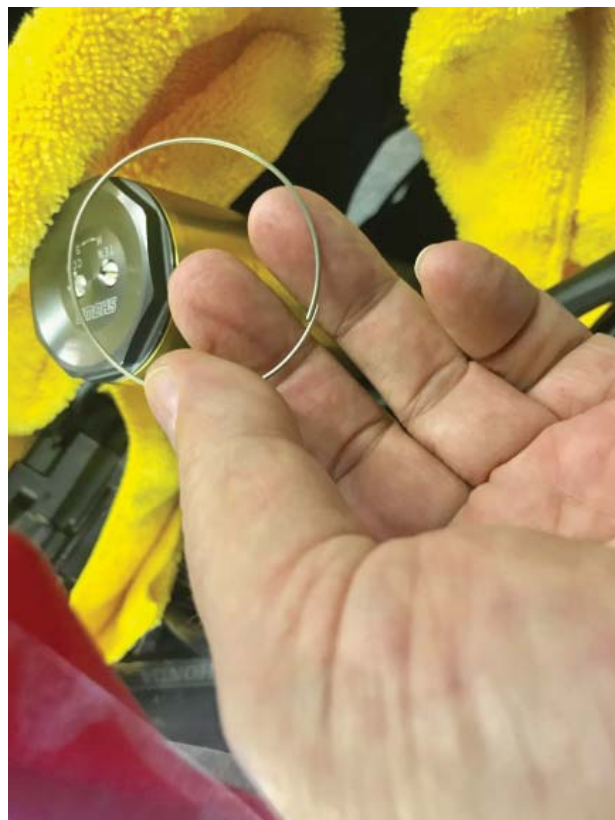


Photo # 19



Photo # 22



Photo # 24



Photo # 21

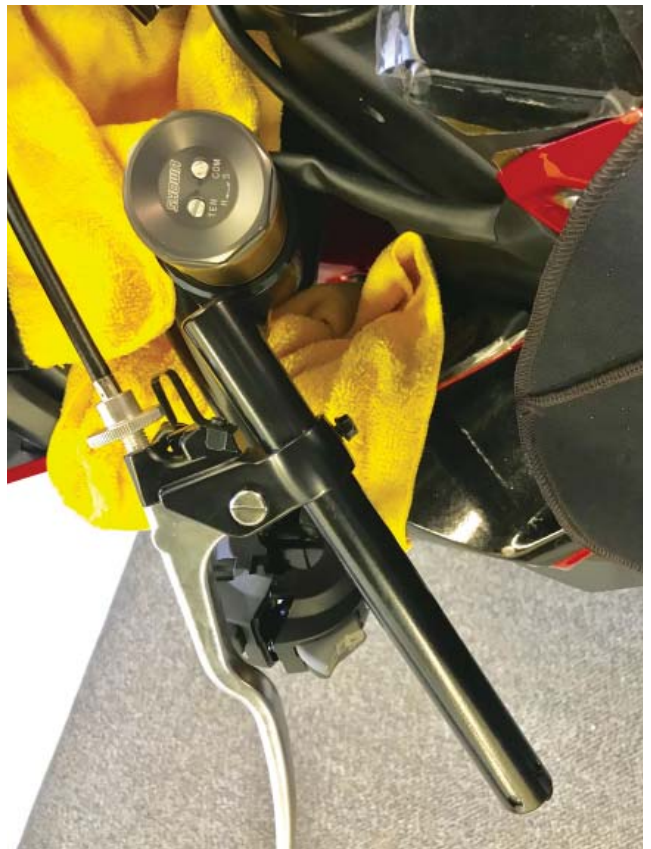


Photo # 23





Photo # 26

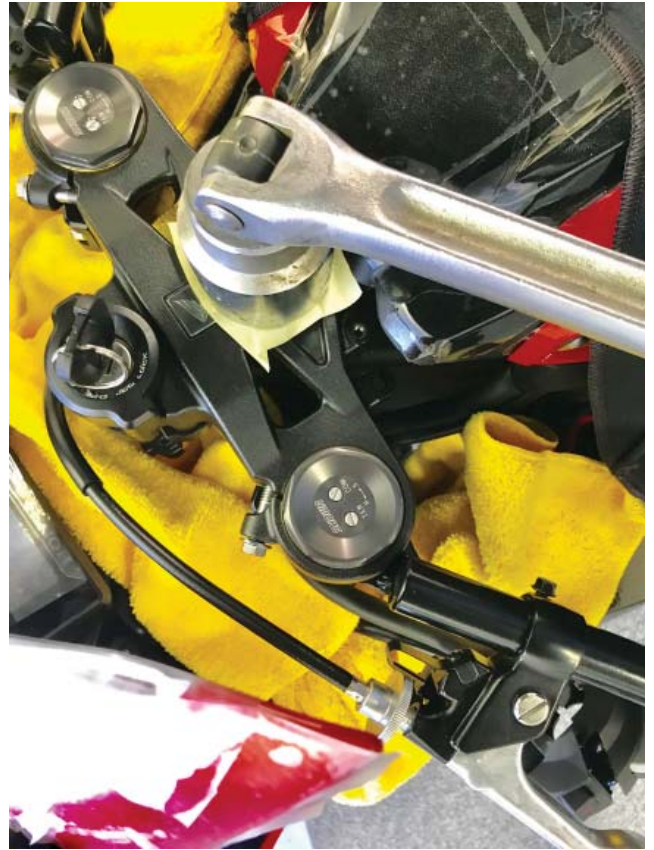


Photo # 28



Photo # 25



Photo # 27



Photo # 30



Photo # 32



Photo # 29



Photo # 31



Photo # 34



Photo # 36

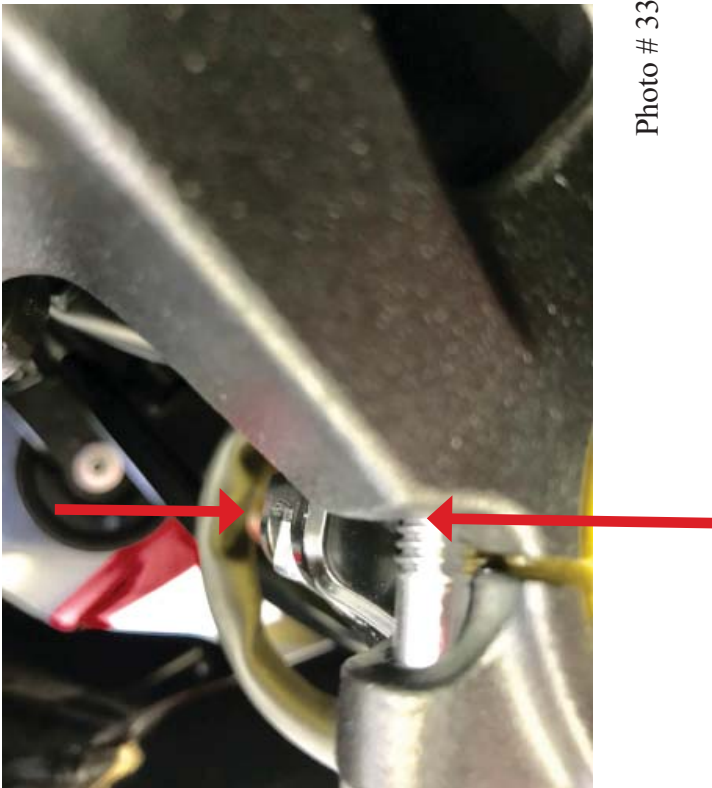


Photo # 33



Photo # 35

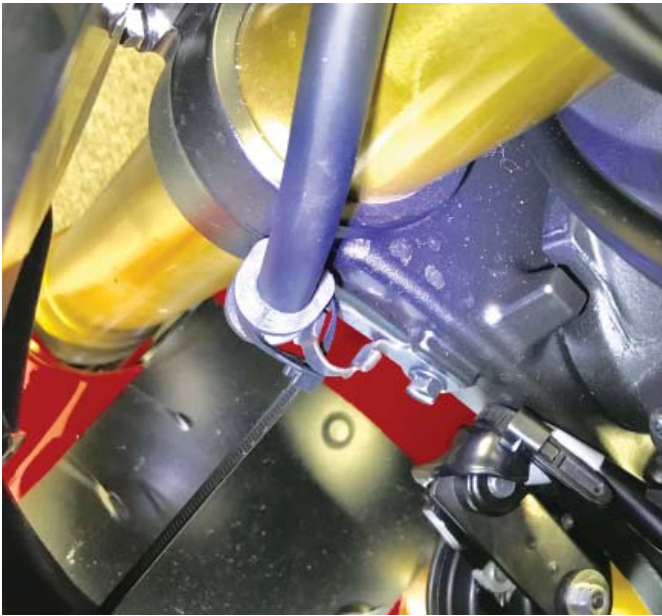


Photo # 37



## IMPORTANT INFORMATION ABOUT POWDER COATED HELIBARS

HeliBars® are finished with a polyester powder coating from Morton Powder Coating Company ([www.mortonpowder.com](http://www.mortonpowder.com)) The polyester is recommended for outdoor use because of it's excellent UV resistant quality; if we were to use an epoxy it would tend to fade and chalk pretty quickly when exposed to sunlight and UV rays.

**Care must be taken during installation because the finish can be scratched by the sharp surfaces of the controls and master cylinder clamps. When mounting the master cylinders to bars, do not let them move around the bars with the caps loose. Mount them in the proper position and hand tighten the screws until final adjustments are made; in this way you will lessen the possibility of scratching.**

**NOTE: Powder coat finish is not indestructible, there are chemicals which may react negatively when applied to finish. Brake fluid may cause deterioration of the finish. We do not recommend the use of acetone or similar chemicals for cleaning purposes. We would recommend the use of an over-the-counter adhesive remover (such as Goo Gone) for the removal of any extraneous material. Please read labels directions for any cleaning/polishing product before use. If you have any questions regarding the use of any over-counter-products with the HeliBars, please call us before applying them to the powder coated finish.**

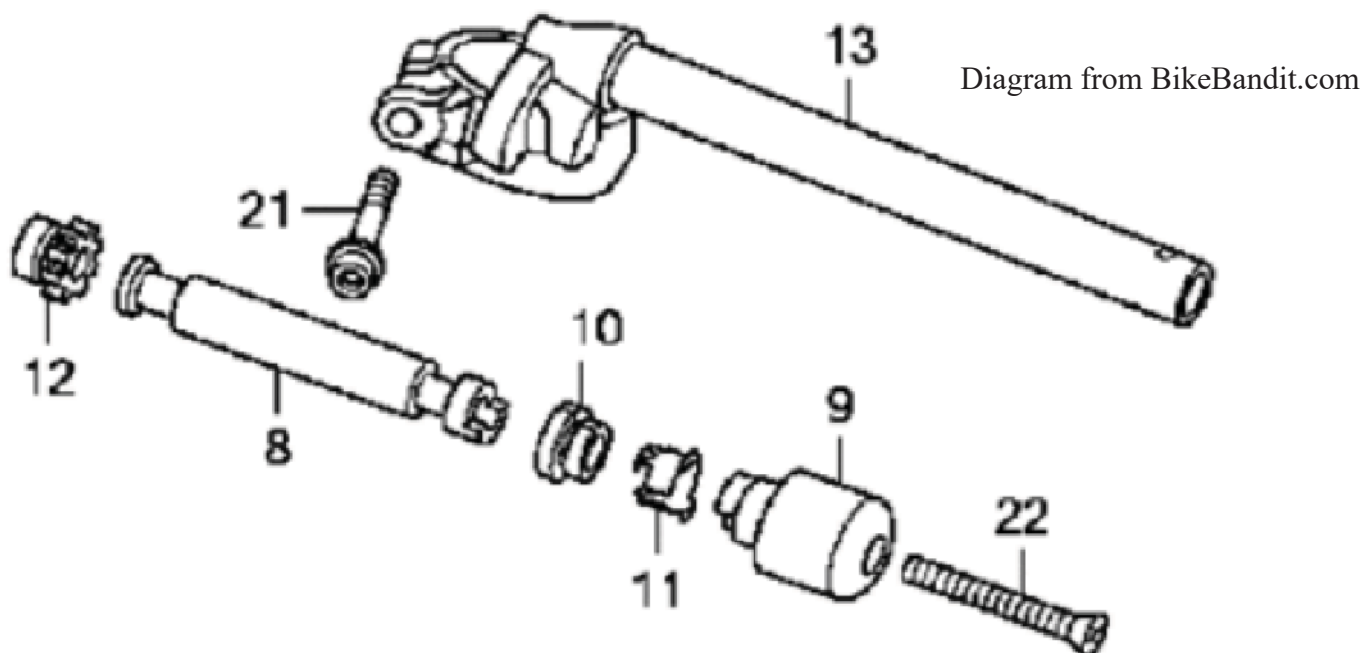
If care is taken during installation, your HeliBars will continue to look as good as when they were new. They will look great for years to come with a bit of wax and careful cleaning. Thank you for your purchase, ride safe and enjoy!

Sincerely,

Harry Eddy, President



Diagram shows a stock CBR1000RR Bar Assembly. The damper assembly is made up of Numbers 8, 10, 11 and 12. The damper assembly must be removed and used in your HeliBars.



### Removing Damper Units from Stock Handlebar(s)

We recommend that you use some rubbing alcohol to help release the rubber bushings from the inside of the tube. Run some alcohol into the control locking pinhole and into the bar end, and distribute in all directions.

Carefully place the bar in a vise with soft jaws and a rag. Reinstall the damper weight and tighten, making sure the ridge on the weight is properly engaged with the corresponding ridge on the damper unit. Hold onto the weight with one hand. While pulling out and twisting, depress the two retaining tabs on either side one at a time until they move past their locating holes. Continue pulling and twisting until the damper comes out (Note: there is an “o” ring on the inner end of the damper shaft that can be rubbed off inside the tube when pulling). Just shake it out. Repeat this procedure for the other side.

Clean the damper rubbers and shafts, and reinstall into the Heli Bars. Use a bit of rubbing alcohol as a lubricant to ease installation. With the damper weight still attached, carefully start the first rubber bushing into the bar. Push and twist until the set of two bushings is ready to go in. Align the tabs on the retainer ring with the locating holes in the Heli Bar. Continue pushing in, making sure that the outer edge of the last bushing enters the tube evenly. Press in until the tabs enter the two holes. If necessary, pull back out a bit until the tabs are against the rear edges of the holes.

**CAUTION:** If the right-hand unit is installed too deeply, the damper weight will interfere with throttle operation. The threaded end of the damper unit will be about flush with the tube end, but the ridge that engages the weight will protrude.

Once each unit is installed, remove the damper weight.



# Trailing with HeliBars®

HeliBars clip ons and handlebars must not be used as the primary holding points for tie downs while trailering. *As with your stock bars* applying extreme force to the ends of the bars can bend the bars or rotate them on their mounts.

Use a wheel chock and pull the machine down and forward using soft ties or similar, attached to the lower triple clamp.

Bars should only be used as secondary attachment points to steady the motorcycle from lateral sway.

Failure to follow these guidelines can cause damage to the bars and the motorcycle, and may also void our warranty.

