

INSTALLATION INSTRUCTIONS

**BMW R NineT Risers
RNineT, Pure, Urban GS & Scrambler**

HeliBars Handlebar Relocation Adapters
Part # HR05160

***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.

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.
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!





**BMW R NineT Handlebar Risers
RNineT, Pure, Urban GS & Scrambler
Installation Instructions – Part # HR05160**

1 3/8” (34.8mm) Taller, 1 9/16” (39.2mm) Rearward

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

TOOLS REQUIRED: Torx T25 Screw Driver, T40, T45 & T50 Torx, T50 socket and 8mm hex bit, a ratchet and a torque wrench.

1. Increase clutch hydraulic line slack by pulling the line out of the clip holding it in place on the left side of the frame above the left foot peg. Pull the line forward, up by the steering head; until there is enough slack. Should look like **(Photo #1)**.
2. Using a T25 torx screw driver, remove the small metal stay and release the front brake hydraulic line grommet from it's tab on the frame **(See Photo #2)**. Cut the cable tie holding the front brake hydraulic line to the left upper frame tube at the steering head. **(Photo #3)**
3. Remove all rubber cable ties holding the throttle cable, wire loom and front brake hydraulic lines together. **(Photo #4)**

**BRAKE FLUID CAN BE CORROSIVE TO PLASTIC & PAINT. PLEASE USE
CAUTION WHEN WORKING WITH YOUR HYDRAULIC SYSTEMS. ENSURING ALL WORK
AREAS ARE PROTECTED.**

4. Re-position the front brake hydraulic line:
 - a. Place protective cover on the fuel tank **(See Photo #5)** Cover area below master cylinder with a rag and paper towels. **DO NOT REMOVE THE RESERVOIR COVER!** **(See Photo #6)**
 - b. Using a T40 Torx, loosen and remove the banjo bolt and two washers. **(See Photo #7)** Remove bleeder banjo bolt and washers from plastic bag provided.
 - c. Place plastic bag over banjo fitting and attach with a piece of tape or an elastic band. **(See Photo #8)** Bring the line to the left side of the fork passing between the headlight and the instruments.
 - d. Push the hydraulic line and banjo fitting behind the steering head, pull the entire line up the right side of the frame and to the inside of the right fork tube. Keep the throttle cable in front of the hydraulic line. **(See Photo #9)**
 - e. Re-attach the hydraulic line to the master cylinder using the bleeder banjo bolt provided. Make sure there is a new copper washer on both sides of the banjo fitting. Tighten to 10 ft. lbs. **(See Photo #10)** Gently snug the bleeder fitting. **DO NOT OVER TIGHTEN** - small threads.

5. Install Clutch Line Adapter
 - a. Remove left control housing wire loom rubber cable tie holding the loom to the hydraulic line. Place a rag under the clutch master cylinder. Using a 13mm wrench loosen the fitting and remove from the master cylinder. (See **Photo A**) CAUTION: Little to no fluid will be lost but avoid clutch lever.
 - b. Clean off the end of the master cylinder threaded bore. (See **Photo B**)
 - c. Assemble the banjo bolt with a copper washer on both sides of the line extension. Use a T40 Torx to torque to **10 ft. lbs.** (See **Photo C**)
 - d. Re-attach line and tighten firmly. (See **Photos D & E**) Re-attach rubber cable tie.
 - e. To remove what little air has gotten into the clutch master cylinder, leave the reservoir cover in place and turn handlebars all the way to the right steering stop. This will position the clutch master cylinder at a slight angle helping the air reach the master cylinder reservoir. Quickly tap the clutch lever several times without depressing, then wait a few seconds. Do this several times and you should feel the pressure coming back. Depress the clutch lever about half way, then let the lever snap out from your fingers and return on it's own. Repeating these steps several times should remove any air.

6. Install Risers
 - a. Place several cloth rags over instruments. It's also very helpful at this time to have an assistant hold the handlebars/clamps while the adapters are installed.
 - b. Use a T45 Torx to loosen the rear pinch bolts (closest to rider) half a turn only. (See **Photo #11**)
 - c. Have your assistant hold the handlebars while you loosen and remove the two larger forward mounting pinch bolts using a T50 socket. (See **Photo #12**)
 - d. Make sure the two small dowel pins are in their holes in the top triple clamp. If not, remove them with pliers or vice grips from the bottom of the stock risers and install them in the top triple clamp assembly. Refer back to (**Photo #12**).
 - e. Install the adapter with the logo, on the right side. (See **Photo #13**) Install 10mm socket head cap screw provided and snug. Install left side. Torque 10mm mounting screws provided with an 8 mm hex drive to 36NM (26.5 ft. lbs) (See **Photo #14**)
 - f. Position the handlebars and mounting risers over the HeliBar adapters, engage the dowel pins and install the long 10mm factory mounting screws while assistant holds the bars. Center bars and snug the forward two 10mm bolts with a T50 Torx. Rotate bar to desired rotation. Torque forward 10mm bolts to 36NM (26.5 ft. lbs) and rear 8mm bolts to 16NM (12 ft. lbs.) (See **Photo #15**)
 - g. Re-install two rubber cable ties as shown in (**Photo #16**).

7. Re-install the metal cable stay and position the throttle cable behind it. (See **Photo #17**) Place a cable tie provided to attach the front brake hydraulic line to the frame. Place the cable tie so it passes under the wire bundle. (See **Photo #18**) Cut excess cable tie off carefully. Move hydraulic line rubber grommet down as shown in (**Photo #18**)

8. Bleed front brake line. There is only a small amount of air in the top of the front brake hydraulic line and the master cylinder pump. DO NOT FULLY DEPRESS THE BRAKE LEVER! Do not remove reservoir cover at this time. Place a rag under the master cylinder to catch any brake fluid.
 - a. Using **small** depressions only, pull the brake lever in slowly about 1/2 inch then release. Do this several dozen times. There should be little air left in the master cylinder pump.
 - b. Using an 8mm box wrench and a paper towel, release the bleeder pull lever in 1" then gently tighten bleeder then release level. Doing this three or four times should do it!
 - c. Remove reservoir cover carefully. Adjust level with DOT 4 fluid, re-install cover and tighten. Carefully clean up any brake fluid. (**Photo #19**)



**!! CAUTION!! HARDWARE 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. HELI MODIFIED, INC
ASSUMES NO LIABILITY FOR ANY INJURY OR LOSS OF PROPERTY WHICH
MAY RESULT FROM IMPROPER INSTALLATION OR USE OF ANY HELIBARS
PRODUCT.**





Photo # 2

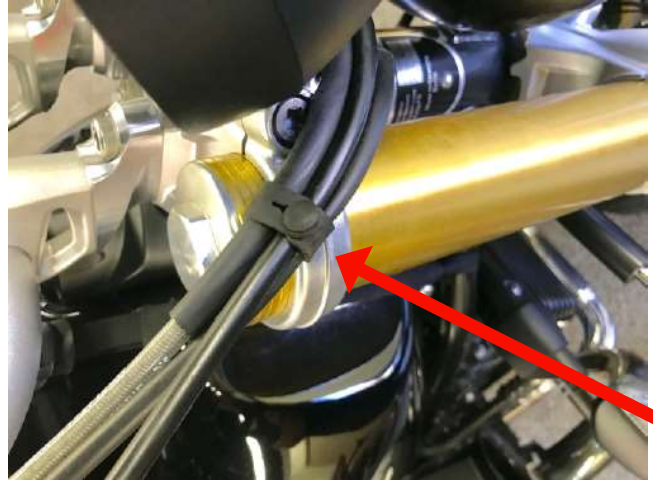


Photo # 4



Photo # 1



Photo # 3



Photo # 6



Photo # 8



Photo # 5



Photo # 7





Photo # 10



Photo # B



Photo # 9



Photo # A





Photo # D



Photo # 11



Photo # C



Photo # E





Photo # 13



Photo # 15



Photo # 12



Photo # 14



Photo # 17



Photo # 19



Photo # 16



Photo # 18



IMPORTANT INFORMATION ABOUT POWDER COATED HELIBARS

HeliBars® are finished with a polyester powder coating. The polyester is recommended for outdoor use because of its 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



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.

