

# INSTALLATION INSTRUCTIONS

Horizon SST Installation

**2018+ Honda GL1800**

P/N: SST01140

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



Thank you for your HeliBars® purchase.

HeliBars are designed to increase your long distance comfort and improve the handling of your motorcycle, and we feel confident you will enjoy them. The Horizon SST is the most technologically advanced handlebar system to ever grace a motorcycle. Many safety features have been included in the design. It is of the utmost importance the bars are installed by a mechanic with good mechanical skills following the installation instructions provided.

### **HeliBars INSTALLATION**

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

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

**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.**



## **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!**



## Installation Overview:

- 1.) Your handlebars have been adjusted and torqued at the factory to produce a riding position that is 1” taller and 2” closer to the rider. Other than installing the controls onto the handlebar tubes and mounting them to the upper pivots, we recommend not adjusting pivots at this time. Wait until a test ride has been completed.
- 2.) Place a protective cover over fuel tank and fairing to protect painted surfaces. Use of the factory service manual is highly recommended to aid in installation.
- 3.) Tools: All hardware on the Horizon Handlebar system is metric. An accurate torque wrench is required, to perform installation and for torquing pinch bolts after adjustments are made.

### Required Tools:

- 1/4 & 1/2 drive ratchet
- 14MM & 8MM Sockets
- 5MM Ball Nose Allen
- 13MM Open end wrench
- 5MM/6MM/8MM Hex (Allen) Drive
- Phillips Screwdriver
- Spade Screwdriver
- Torque Wrench
- 3/16 Allen Wrench

## Instructions:

- 1.) Remove center console from body work and let it rest on rags leaning on the glove box’s open lid. (See **Photo #1**) Refer to YouTube “Fast 2018 GoldWing HeliBars Install” on HeliBoys’ Channel {<https://youtu.be/fdoseqzybYg>} for fast and safe console removal. Remove handlebar mount cover by loosening two screws with a Phillips screwdriver.
- 2.) Remove Left & Right side bar end damper weights by removing the mounting screw. (See **Photo #2**)
- 3.) Remove Left & Right side plastic handlebar riser covers by removing the 2 button head screws. Use a 3mm ball nose hex. (See **Photo #3 & #4**)
- 4.) On DCT models remove the 3 screws on the left side as shown in (**Photo #5 & #6**). Notice that the shorter screw is for the small covers. Remove the inner covers (See **Photo #7**). On 6 speed models remove the clutch master cylinder from the handlebar tube.
- 5.) Carefully pry open the rear half of the left control housing. Loosen and remove the screw holding the locating pin strap (**Photo #8**). Carefully cut the left grip wire loom cable tie (See **Photo #9**). Remove the forward half of the left control housing by lifting up on the mounting strap (**Photo #10**).
- 6.) Unbolt left handlebar, move the left control housing wire looms to the rear of the handlebar mount and temporarily remount left handlebar. Refer to (**Photo #11**) and confirm both left handlebar wire looms are now behind the left bar.
- 7.) Remove left heated grip from handlebar using included grip removal tool. **CAUTION: DO NOT try to remove grip by twisting or using tools to pry underneath the grip. You WILL destroy the grips heating element.**
  - A. Install the U shaped aluminum piece on the left handlebar from below with the bolts facing away from the grip. (See **Photo #12**) We highly recommend using a rubber band to keep it from falling off the handlebar tube (**blue arrow**). It is imperative to make sure the heated grip wire leads are not pinched (**red arrows**).



- B. Place the black steel collar over the handlebar tube, slide against the two bolt heads and tighten with a 3/16 Allen wrench.
- C. Using a 13mm open end wrench start to turn each bolt roughly 1/3 turn each, alternating between the forward and rear screws. (See **Photo #13**).
- D. When the grip has been pushed off the bar about 1/2 inch, (See **Photo #14**) screw both bolts back into the U shape extractor tool. Loosen the steel collar screws and slide it back up against the bolts, and re-tighten. Repeat until the grip is completely extracted.
- E. Remove left handlebar by removing the two bolts and washers. Make sure the left controls are resting on shop rags to protect the finish.
- 8.) Remove front brake master cylinder from right handlebar by loosening and removing 2 screws and the clamp. (See **Photo #15 & 16**). Place master cylinder on rag on the right side of fairing.
- 9.) Remove the two screws from the throttle housing. (**Photo #17**) Separate the two halves, loosen, and remove the strap screw as shown in (**Photo #18**).
- 10.) Loosen and remove the two bolts and washers on the right side handlebar and withdraw it from the throttle housing. (See **Photo#19**) Make sure body work is protected with rags and painters tape (See **Photo #20**).
- 11.) Install Horizon adapter and handlebar lower assembly.
- A. Install Horizon handlebar adapter utilizing the 4 factory handlebar mounting bolts and washers. (**Photo #21**) torque the 4 bolts to **22 ft lbs**. Make sure the cut out is positioned on the bottom as indicated by the red arrow. (**Photo #22**)
- B. Place the handlebar lower assembly into the adapter and make sure the handlebar tube pinch bolts are facing up as shown in (**Photo #23**). Make sure the handlebar pivots do not contact the bikes body work!
- C. Adjust the handlebar knurls left or right so they are centered in the clamp. (**Photo #24**). Make sure the front wheel is facing straight forward.
- D. Put the bar adapter cover in place and insert all 4 - 8mm socket head cap screws provided and screw them in equally until they start to lightly tighten the handlebar. (See **Photo #25**)
- E. Make sure the front wheel is still facing straight forward. Lift the handlebar assembly straight up until you can measure 6" with a ruler. (**Photo #26**) Measure the center of the cap screw holding the pivot cover in place. Tighten the cover screws to keep bar from moving.
- F. Carefully torque the 4 clamp screws to **16 ft lbs** starting with the top two screws. (See **Photo #27**)
- 12.) Install handlebar tubes and controls.
- A. Locate the left handlebar. Remove the damper assembly from the stock handlebar and install it as shown in YouTube video "2018+ Bar End Damper Assembly Removal and HeliBar Install." Install the damper assembly into the right bar and set aside.
- B. Place the left handlebar tube, damper end facing out and sliding it in the forward half of the left control housing. Position strap dowel into locating hole in bar tube and keep pressure on the strap. With a silver sharpie draw a line indicating where the heated left grip wire harness will enter the control housing. (See **Photo #28**) The red arrow near the control housing shows where the grip should stop. The arrow pointing down is a line drawn to art as a guide for the grip wire harness position.
- C. Temporarily install left bar tube into left mounting clamp. You will need to remove inner screw and loosen outer screw to mount tube. Tighten and push grip to final mark. Remove left handlebar from housing. Apply a generous amount rubbing alcohol to the left grip bore and slide it onto the tube lining up the wire lead. (See **Photo #29 & #30**)
- D. Remove bar from handlebar pivot mount and install left hand control housing by starting with the strap clamp, line up dowel and insert screw and tighten. (**Photo #31**)



- E. Push the left heated grip wire harness into the slot as shown in **(Photo #32)** install a small cable tie provided as shown. Trim excess off. Apply a 2nd cable tie in the lower position as shown in **(Photo #33)**. Make sure wire harness stays inside housing lip as shown by red arrow. Remove interior screw on the left pivot. Install left handlebar tube into upper pivot. Do not torque at this time, just snug the bolts in place. Make sure wire looms are placed on top of lower pivot for DCT or below for the 6 speed. (See **Photo #34**)
- F. Install screws into the left control housing and tighten **(Photo #34)**. Install DCT covers and screw **(Photo #35)**. Rotate handlebar tube to position control housing buttons to the best angle. Torque mounting pinch bolts to **12 ft lbs** using a 6MM hex drive **(Photo #36)**. Install left bar end damper weight and tighten.
- G. Feed the bar end damper end of the right handlebar tube into the throttle housing, line up the dowel strap with the locating hole and install and tighten the screws. **(Photos #37 & #38)** Install forward control housing cover and tighten.
- H. Install right handlebar tube into upper pivot as per left side. Make sure control housing wire loom is positioned below lower pivot. Adjust rotation so throttle housing buttons are at the best position and torque the two pinch bolts to 12 ft lbs. **(Photo #39)**
- I. Take front brake master cylinder, flip it so you are looking at the bottom and gently bend the two spade connectors so they angle back towards the rider as in **(Photo #40)**. Install master cylinder, adjust lever angle and tighten pinch bolts with a 5MM hex starting with the top screw. **(Photo #41)** Install the handlebar tube plug and pinch bolt plugs on both sides as well as the master cylinder cap. Install right side bar end damper.

13.) On the left side, behind the handlebar mount adapter, place the two wire looms into the groove machined into the adapter. Use one of the large cable ties provided, slide in under the adapter in the groove and tie down harness. **(Photo #42)** On the right side place the two wire looms, indicated with red arrows, in the groove first followed by the front brake hydraulic line. (See **Photo #43**) Place the second large cable tie into the bottom groove and tighten. Cut off excess.

14.) On the left side place one of the small cable ties provided around the left riser tube just below the clamp. Do not over tighten cable tie. Cut off excess. **(Photo #44)**

15.) On the right side place a small cable tie around harness and riser tube in the same location as on the left side. Place a second small cable tie around the two harnesses and the front brake hydraulic line (See **Photo #45**).

16.) Place the console into position, install the push pins and the screws and push the body panels into place.

## ADJUSTMENTS:

If **height adjustments** are needed (up/down) loosen lower handlebar mount screws to adjust height and re-tighten and torque hardware to **16ft lbs**. Avoid lifting the bar more than two inches from the initial setting. (See **Photo #27**)

For **forward and back wrist angle** loosen 8mm pinch bolts (6mm hex) indicated by red arrow. Adjust, re-tighten and torque to **16 ft lbs**. (See **Photo #46**). Blue arrows indicate index marks to mirror left and right.

To **raise and lower outer ends of the grips**, loosen the 10MM screw (8mm hex) indicated by red arrow (See **Photo #47**). Rotate grips up or down and re-tighten bolts, torque to **22ft lbs**.



**!! CAUTION!! BARS MUST BE TORQUED TO  
SPECIFIED VALUES.  
THEY MUST NOT BE OVERTORQUED.  
OVERTIGHTENED HARDWARE CAN LOSE INTEGRITY.**

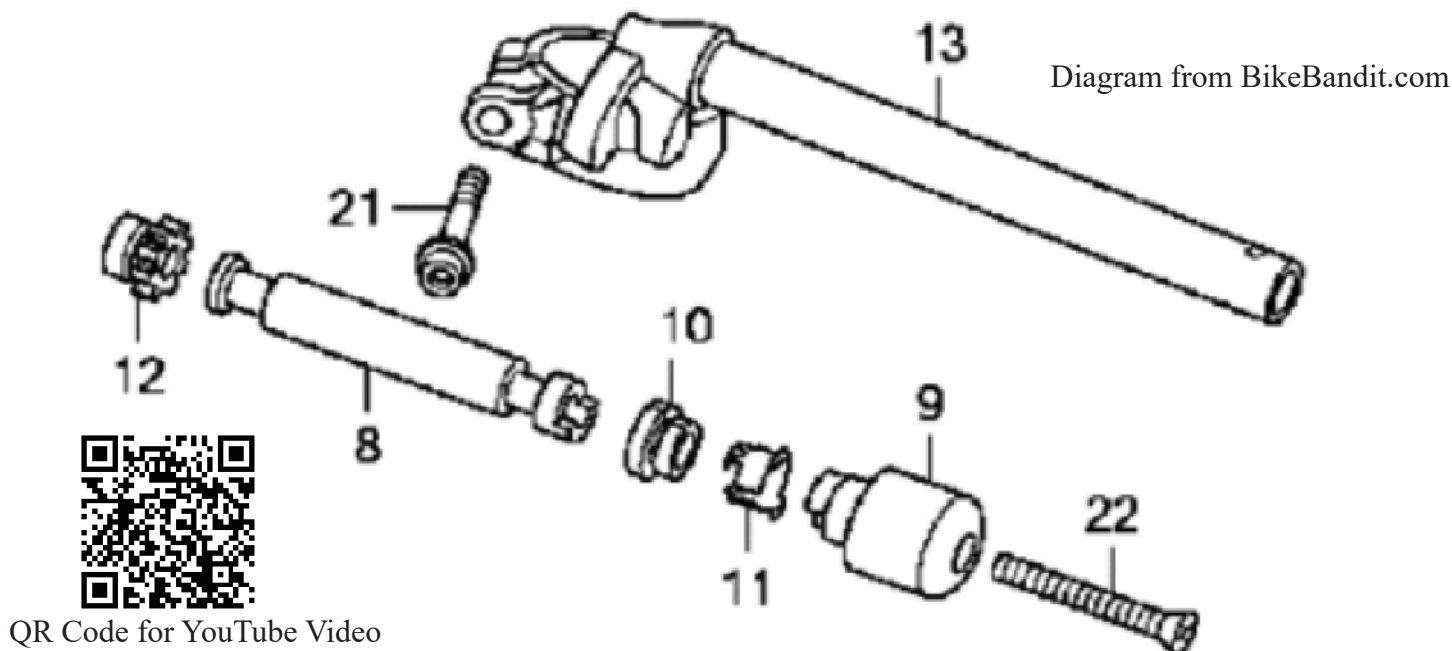
**For questions regarding installation please call 1-800-859-4642.**

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





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.





## 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.

