INSTALLATION INSTRUCTIONS

Horizon® Patented Multi Axis Adjustable Handlebar System for
Indian Chieftain & Roadmaster

P/N: HZ15095 & HZ15095-BA

IMPORTANT:
PLEASE GIVE CUSTOMER ENCLOSED INFORMATION!

HEli BARS

Patent No: US 8,230,758 B1

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 product line is the most technologically advanced handlebar system to ever grace a motorcycle.

Many saftey 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 Heli-Bars.

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 'Trailering 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!

Horizon® Patented Multi Axis Adjustable Handlebar System for Indian Chieftain & Roadmaster

Installation Instructions

Specifications Compared to Stock Bars:
Chieftain: Height Adjustment: 0-2" ~ Rear Offset Adjustment: 0-4" ~ 3 1/4" Narrower
Roadmaster: Height Adjustment: 0-2" ~ Rear Offset Adjustment: 0-4" ~ 2 1/8" Narrower
(Wrist Angle Adjustments: 36 Degrees/7")

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

Tools Required:

#1 & #2 Phillips Screwdriver
T25 Torx Bit
4mm, 5mm, 6mm and 8mm Hex Key Socket
10mm and 19 mm Socket
12mm box end wrench
Ratchet
Torque Wrench
Side Cutters

Assembly Time Approximately: 90 minutes

Cover the front fender and fuel tank area with protective cloth.

1.) Remove headlight cover.

a. Remove two M6 flange head screws from top of the headlight cover. **(Photo 1)**
b. Firmly pull the top area back first **(Photo 2)** to disengage grommet. The lower grommets will release as you pull farther back. Disengage the tongue at the bottom.

2.) Remove headlight.

a. Loosen and remove the three M6 hex screws, washers and spacers from the headlight mount. Use a 10mm socket. **(Photo 3)**
b. Peel back the rubber boot from the headlight bulb receptacle. **(Photo 4)**
c. Unhook the wire keeper and remove bulb from headlight. **(Photo 5)** Set headlight aside and cover bulb for protection. **DO NOT TOUCH** halogen bulb with your hands.

3.) Move tank top console to the side, do not remove. Re-position front brake hydraulic line banjo fitting.

a. Loosen the forward M6 button head screw several turns.
b. Loosen and remove the rear M6 button head screw.
c. Slide forward, disengage forward screw and move console to the side of the fuel tank. Protect tank finish with a shop rag. Console wiring and leather strap need to be disconnected. **(Photo 5B)**
d. Loosen banjo bolt on the bottom of the front master cylinder enough to rotate the line clockwise (viewed from above) as shown in **Photo B**. Use a 12mm box end wrench. Tighten after re-positioned.

4.) Remove stock handlebar.

a. Locate the wiring harness coming out of the center of the handlebar and follow them up to the fairing and their connectors. There are 3 connectors on the bikes right side and four on the left. Carefully cut the cable tie, one per side, that holds the wire bundle and connectors in place.
b. Mark each connector to distinguish them as some of them are identical. **(Photo 5C)** Disconnect by pushing in on the tab and separate them. **(Photo 6)** is the connectors on the bikes right and **(Photo 7)** the left. It is a good idea to take several photos for clarity during re-assembly. Pull all the wiring harness and connectors through the rubber grommets to free them.
c. Loosen and remove the 2 screws from the clutch clamp and remove from bar. Let the clutch hang from the cable and cover it with a rag.
d. On the bottom of the clutch lever mount, remove the 2 screws and the cover. Disconnect wiring terminal. **(See Photos 7B & 7C)**
e. Follow the front brake hydraulic line down from the master cylinder and find the P clip holding the line to the top triple clamp. Loosen and remove the screw.

f. Loosen and remove the 2 screws and the mounting clamp from the front brake master cylinder. Remove from bar and temporarily mount to crashbar as shown in **(Photo 8)** This keeps it level and assures no air gets into master cylinder pump. On Roadmaster models rest front brake master cyclinder on a rag on top of the fuel tank. **(Photo 7D) DO NOT** remove left & right control housings from the handlebars at this time.
g. Loosen and remove the two M12 bolts that attach the handlebar clamp to the top triple clamp. Use a 19mm socket. Support handlebar to aid clamp removal. **(Photo 9)** Let bars rest on tank **(Photo 10)**
h. Slide handlebar out to the side and remove from the bike. **(Photo 11)**
i. Loosen and remove the 4 (four) M8 cap screws from the handlebar clamp. Remove from the bar.

5.) Remove controls and internal wiring from stock handlebar.

a. Remove the left grip by pulling back the flange next to the left control housing to reveal a Phillips head screw. Remove screw and left grip. On Roadmaster models disconnect heated grip lead connector. Carefully cut the cable ties from the wire looms where they exit the stock handlebar. **(Photo C)**
b. Remove the 3 (three) Torx screws from the back side of the left control housing. Use a T25 Torx bit. Split the left control housing halves and open them up carefully, lubricate the wire harness where they come out of the center of the handlebar. Carefully remove the control housing and wire harnesses by gently pulling the housing with one hand and feeding with the other. **(Photo 12 & 13)** Set housing and wire leads aside.

c. Repeat step b and remove the 4 (four) Torx screws, right side control housing, throttle grip and wire har-

ness from the right side. Follow the clutch cable down and find the wire coil that holds the cable to the top triple clamp. Remove the cable from the clamp. This will provide a bit of needed slack. On Roadmaster models unplug connector or put rag around headlight and rest on fender.

6.) Install Horizon lower assembly. Proper orientation is with the risers up and then back towards the rear of the bike.

a. Position the handlebar mounting clamp over the Horizon knurled mounts. Adjust left and right to center clamp. Install all 4 (four) M8 screws, only tighten the forward two screws (front of the bike). These are the screws that install from the top. Adjust rotation of clamp so the bars are at roughly a 40 degree rise from horizontal. Torque the forward 2 clamp screws to 18 ft. lbs., using a 6mm hex key socket. **DO NOT** tighten the rear two screws at this time.
b. Install handlebar riser assembly and mounting clamp onto bike in reverse of dis-assembly. Install the (2) two M12 bolts with washers and torque to 60 ft. lbs. Adjust up or down as needed.

7.) Install controls onto Horizon handlebar tubes.

a. Find the left handlebar, which has 2 holes drilled through the 7/8 diameter section and rotated 90 degrees apart.
b. Lubricate the left control housing wire harness with silicon spray or a spray polish. Do not use WD40, etc.On Roadmaster models no lubrication is needed as wire harness does not use plastic conduit. Install the left grip and screw, tighten.
c. Start all the wire connectors through the longer slot in the handlebar and carefully assist them to come back out through the larger diameter hole on the 1 1/4" sleeve. **(See Photo 14A, 14B & 14C)**. Don't forget

the wire used for the heated grip which stays in the end of the 7/8" diameter tube portion. On Chieftain models pull the harness all the way until there is no more slack at the control housing. Close the two halves of the control housing making sure all the wires are inside and engage the dowel pin into the hole. Install torx screws and tighten. Reference the stock bar for clarity. Make sure small micro switch connector exits the housing in the correct spot.
d. Install Left handlebar tube into upper pivot clamp bore. Remove the inner screw, slide bar in until flush with the inner edge of the bore and re-insert pinch bolt. Rotate bar until switch buttons are at the desired position. Torque the two handlebar pinch bolts to 14 ft. lbs.
e. Re-install electrical connector at the bottom of the clutch lever housing and re-install cover. **Photo D** for clarity.
f. Place clutch lever mount into position, install clamp and screws, adjust lever height and tighten clamp. **(Photo D)**
g. Slide left grip into position, fold back inner flange, insert mounting screw and tighten.
h. Lead the wire harness down along the handlebar riser tube and fasten with the two small cable ties provided. **(See Photo 15 & 16)** Use the two mentioned cable ties and secure wire connectors as shown.
i. Let clutch cable rest to the inside of the left handlebar riser tube.
j. Repeat the last steps to install right control housing and wire harness to the right handlebar tube. Reference the right side of the stock handlebar for clarity. Make sure throttle grip is in position before closing right control housing. Attach wire harness to the right handlebar riser tube as per the left side. Plug in connectors and cable tie. **Photo 17** shows wire harness positioned with cable ties.

Adjust handlebars up or down to desired height and torque rear handlebar clamp screws to **18 ft. lbs.**

Adjust handlebar grip angle by loosening the horizontal pinch bolts. These face each other on the upper clamps. Rotate bar forward and back. Torque pinch bolts to **14 ft. lbs.** using a 6mm hex socket. Additional grip angle adjustment is provided by loosening the larger pinch bolt at the lower pivot. These pinch bolts are facing the fuel tank. **(Photo 18)**

To mirror left and right handlebar angles, count the index dots on the rotating pivot using the single stationary dot **(Photo 19)**

To make up and down wrist angle adjustments loosen the 10mm pinch bolt, rotate bar to desired angle and using the index marks and the slot, mirror both sides. Torque to 28-32 ft. lbs. **(Photo 20)**

Double check that all pinch bolts are torqued including the handlebar tubes into their mounting bores.

Insert plastic plugs provided into open inner ends of handlebar tubes.

Insert plastic caps provided to cover handlebar tube pinch bolt heads.

Re-install bulb into headlight.

Re-mount head light.

Re-mount headlight chrome cover. Make sure the lower tongue is engaged before pushing the cover into it's grommets. Install 6mm screws.

Due to the vast amount of angle changes Horizon handlebars provide, it may take multiple adjustments and several long distance rides to find your best overall sweet spot. If you make adjustments on the road, bring your 6mm and 8mm Hex drives and your torque wrench with you. Although Horizon handlebars have many safety features, never hand tighten pinch bolts! Always use a torque wrench.

!! CAUTION!! BARS MUST BE TORQUED TO SPECIFIED VALUES. THEY MUST NOT BE OVER TORQUED. 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.

Photo # B

Photo # D

Photo # A

Photo # C

Photo # 2

Photo # 4

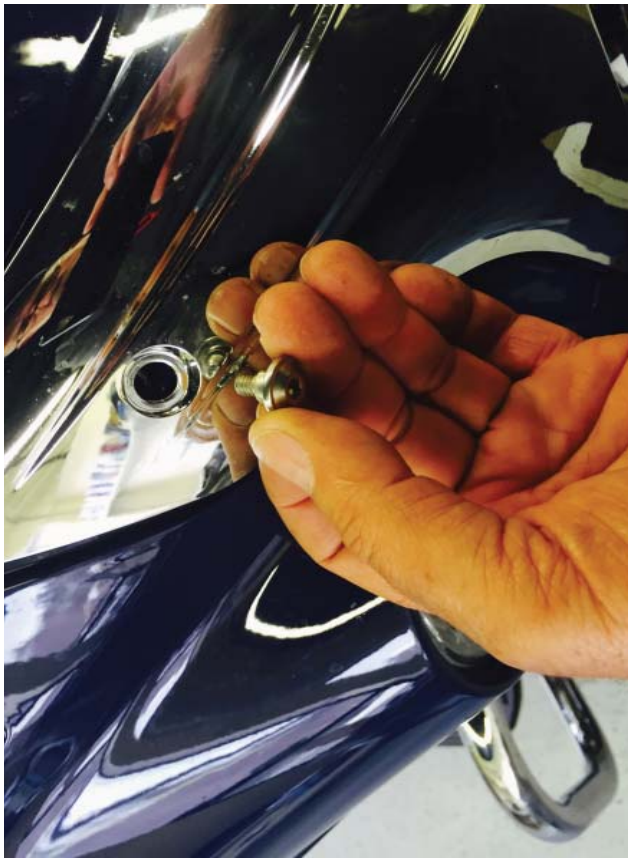

Photo # 1

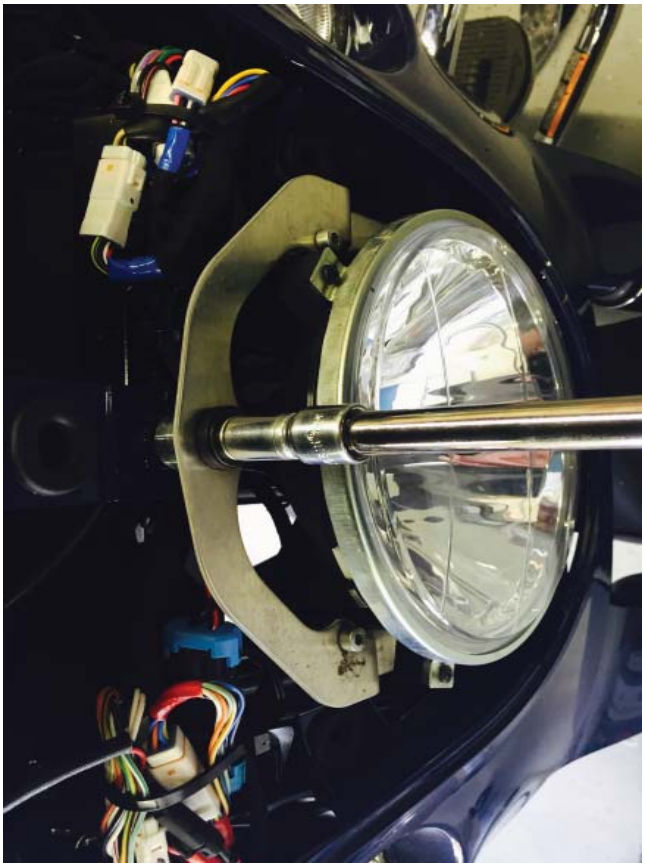

Photo # 3

Photo # 5B

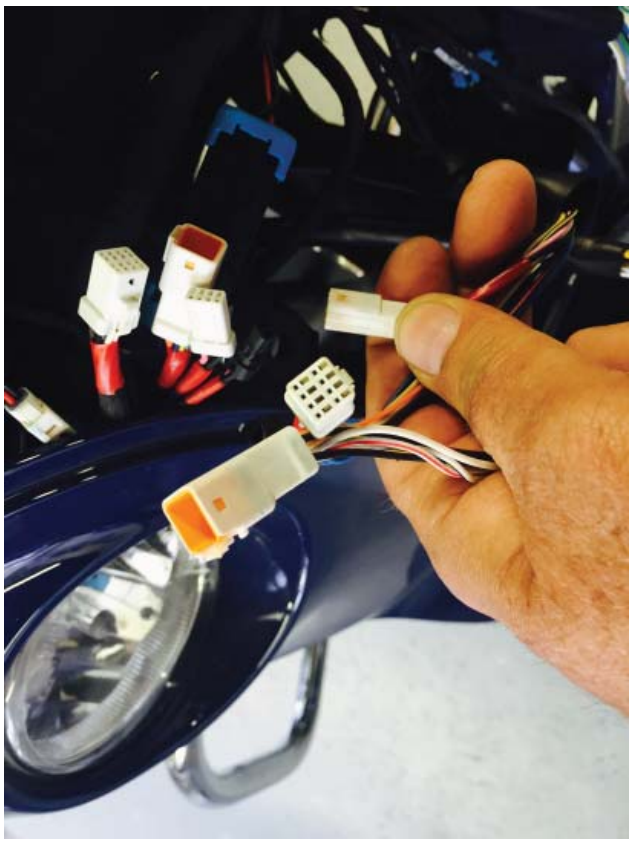

Photo # 6

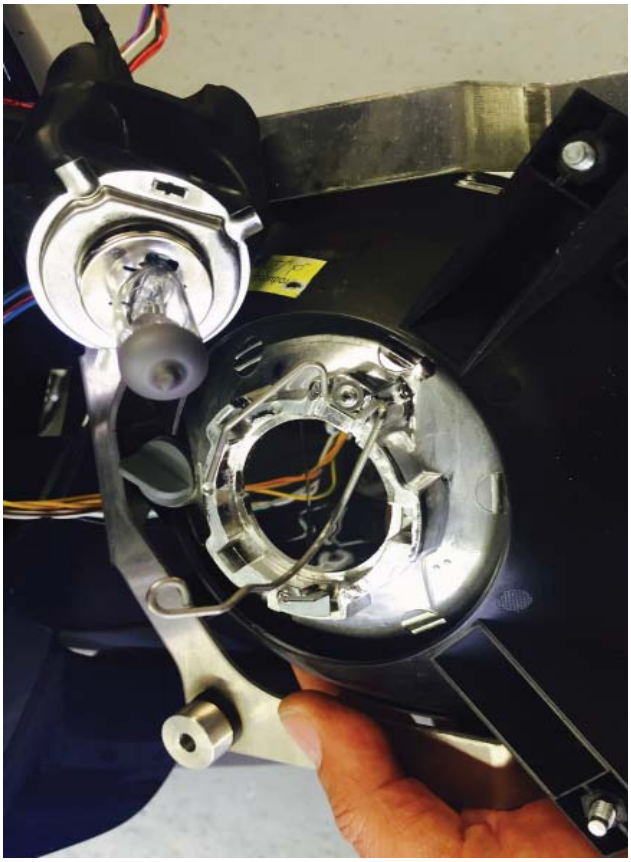

Photo # 5

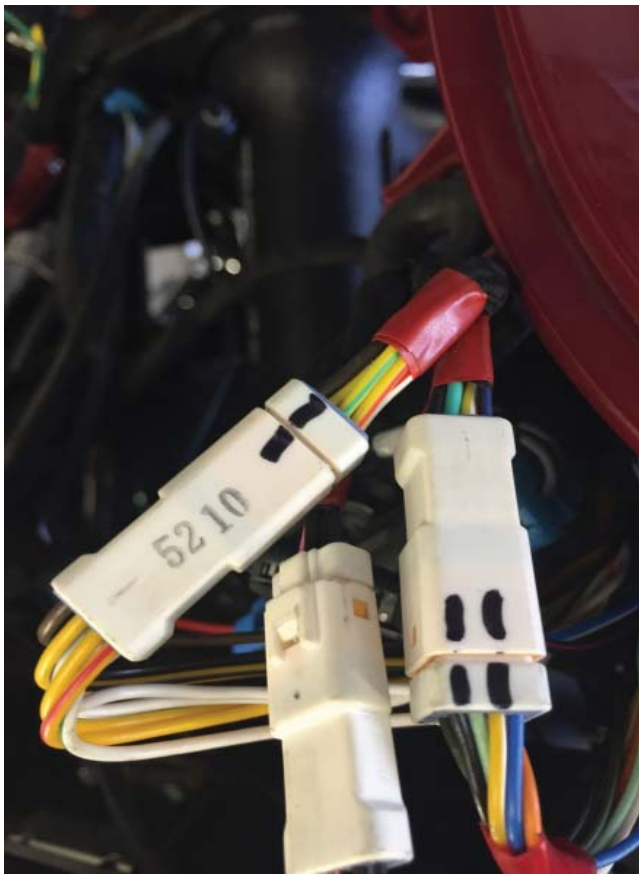

Photo # 5C

Photo # 7B

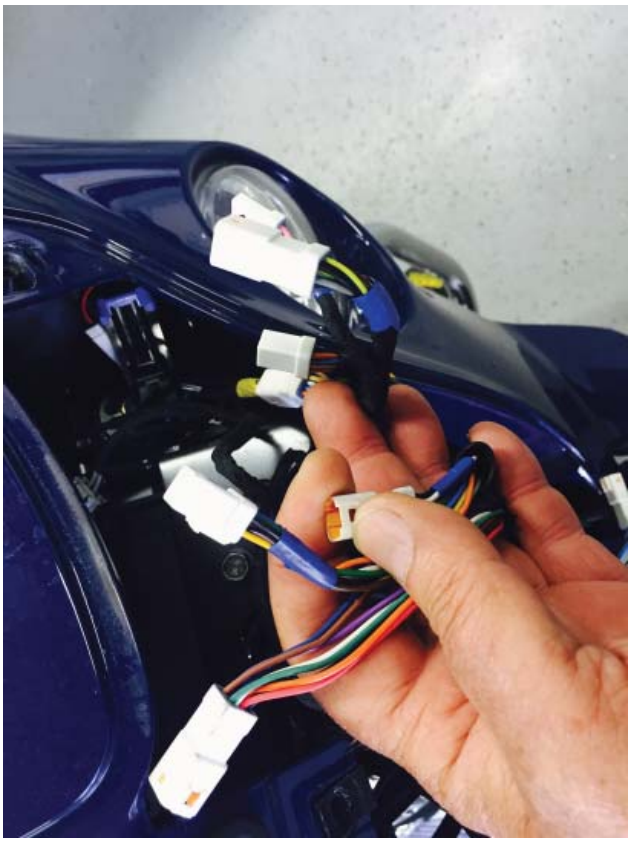

Photo # 7

Photo # 7D

Photo # 7C

Photo # 9

Photo # 11

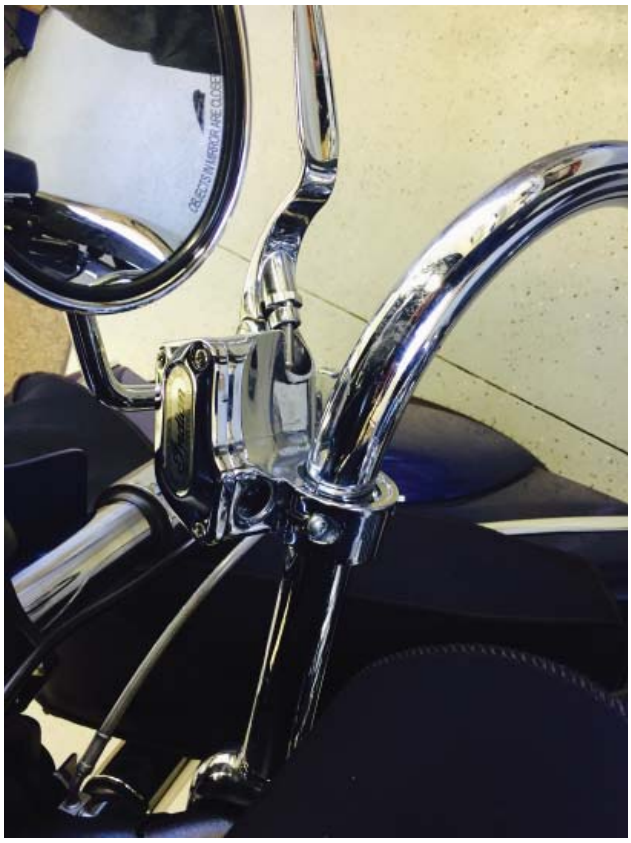

Photo # 8

Photo # 10

Photo # 13

Photo # 14B

Photo # 12

Photo # 14A

Photo # 15

Photo # 17

Photo # 14C

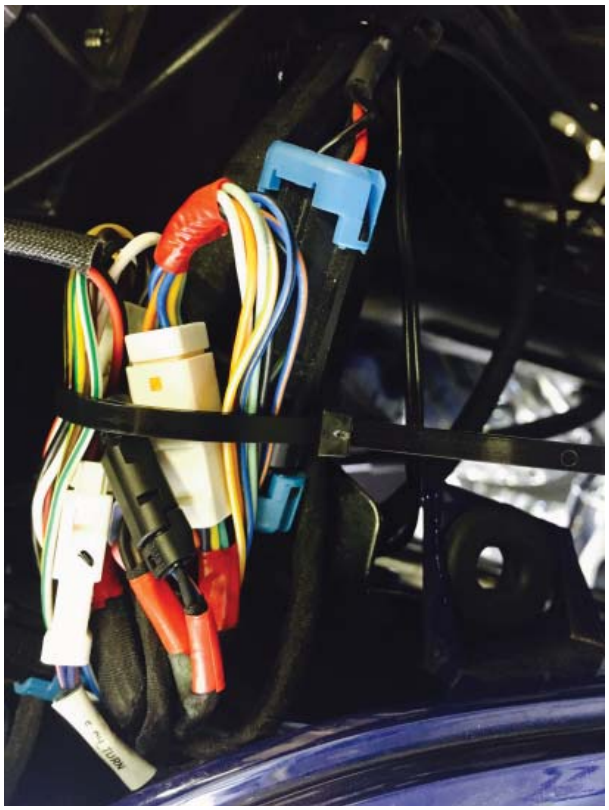

Photo # 16

Photo # 19

Photo # 18

Photo # 20

Patent No: US 8,230,758 B1

IMPORTANT INFORMATION
ABOUT POWDER COATED HELIBARS

HeliBars® are finished with a polyester powder coating. 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

~ PO Box 638 ~ 20 Industrial Way ~ Cornish, ME 04020
Toll Free: 800-859-4642 ~ Int'l: 207-625-4642 ~ Fax: 207-625-3024 ~ www.HeliBars.com

Trailering 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.