

# INSTALLATION INSTRUCTIONS

2015 BMW S1000RR  
TracStar™ Replacement Handlebars

P/N: TS05099

***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**





2015 BMW S1000RR  
TracStar™ Replacement Handlebars  
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42mm Taller (1.7”) ~ 20mm Rearward (.8”) ~ 25.4 mm Wider (1”)

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

To protect your motorcycle during installation place clean shop rags on both sides of the fairing under the handlebars and the forward half of the fuel tank.

- 1.) Remove damper weights from the end of the stock bars. Use T55 Torx.

#### RIGHT SIDE

- 2.) Loosen and remove the single small screw from the bottom of the right control housing (Start/Kill switch). Push down and carefully wiggle it off. (See Photos #1 & 2) Use a T8 Torx. Remove the second screw (See Photo #3) from the bottom. Lift top half and disconnect , move forward.

- 3.) Remove screw from throttle housing. Use a T15 Torx (See Photo #4)

- 4.) Loosen and remove the two screws clamping the front brake master cylinder to the bar tube. (See Photo #5 ) Use a T30 Torx. Remove the front brake reservoir from the top triple clamp by removing the screw with a T30 Torx. (See Photo #6 ) Place the master cylinder on the rag covered fairing. (See Photo #7 )

STEPS 6-9, DDC - DYNAMIC DAMPENING CONTROL, STANDARD MODEL PROCEED TO STEP 10.

- 5.) Using a T25 torx screwdriver, remove the securing bolt and black cover for the DDC. (See Photo #8 )

- 6.) Remove rubber cable ties (See Photo #9) from the wiring harness on left side, behind the left fork.
- 7.) Remove left fairing panel by removing screws using a T25 torx screwdriver, (See Photo #10) NOTE: The screw near the clutch cover going through rubber grommets IS longer! 5 screws on outer side panel, 1 screw inside front wheel arch (See Photo #11). Pay attention to screw locations as 1 is different. Dis-engage grommets at 2 upper locations before carefully removing panel (which is 2 panels connected together), DO NOT pull too far as there is a wire connector for the blinker which must be disconnected (See Photo #12 & 13)
- 8.) Carefully cut off 3 cable ties holding the wire loom against the chassis (See Photo #14).
- 9.) Unplug the DDC wire at the connector shown in Photo #15. Unclip the connector from the holder, this can be awkward, but persist and do not force as it could break. It slides upwards, pushing a small blade screwdriver up into the correct place will push the holding clip towards the front of the bike (See photo #16 which shows this after removal).

#### Left Side

- 10.) Carefully rotate the forks to the left until they contact the steering stops. Loosen and remove the steering stem nut. Use a 36mm socket and a long breaker bar. (See Photo #17)
- 11.) Loosen the two fork tube pinch bolts on the top triple clamp. Use a T45 Torx.
- 12.) Loosen the two clip on pinch bolts (one per side) and slide the bars down slightly. Use a T45 Torx.
- 13.) Loosen and remove the pinch bolt from the clutch lever mount, swing the clamp and remove from bar and set on rag. Use a T30 Torx.
- 14.) Remove the top triple clamp and set a rag underneath. Carefully remove DDC wire lead from top triple clamp. Set a rag between the triple clamp and the top of the fork tubes.
- 15.) Pry back the left grip lip to expose the clamping screw. Slide left clip-on up and off the fork tube and carefully wiggle the grip and slide the clip-on out. (See photo #18)
- 16.) Slide the right clip-on up and off the fork tube and withdraw it from the throttle sleeve.
- 17.) Install the right side TracStar by first sliding the throttle sleeve over the bar tube then slide it down the right fork tube. Make sure the bar's pinch bolt is loose.



- 18.) Slide left grip and control housing onto left TracStar, slide the bar over and down the left fork tube.
- 19.) Install the top triple clamp. Make sure both bars are slid down the fork tube enough to clear the triple clamp. Carefully place DDC wire back through the left fork tube clamp area of the top triple clamp. Position the triple clamp over the two fork tubes. Stand in front of the bike (put the machine in first gear) and push back on the front wheel with one of your shins to align the triple clamp with the steering stem. Carefully slide down in place. Install washer and nut onto steering stem and lightly tighten stem nut at this time.
- 20.) Torque the Left & Right triple clamp fork tube pinch bolts to 16 ft lbs. Use a T45 Torx.
- 21.) Position both TracStar clip-ons up against the bottom of the top triple clamp and make sure the two locating pins engage into the hole in the bottom rear edge of the top triple clamp. Torque the two TracStar pinch bolts to 16 ft lbs. Use a 6mm hex
- 22.) Position the throttle sleeve and install it's mounting screw and tighten. Use a T15 Torx bit. (See Photo #4) Position the right control housing in place and install and tighten the forward screw. (See Photo #3) Use a T8 Torx bit. Reminder: You are tightening into plastic. DO NOT OVER TIGHTEN! Install the lower cover (right side) and position wire lead in it's slot. Install rear screw and carefully tighten. (See Photo #1)
- 23.) Install front brake master cylinder on right bar. Make sure clamp has ("up") when installing. Adjust lever angle and tighten starting with the top screw.
- 24.) Attach left grip/control housing to the outer hole. (Closer to the damper weight end.)
- 25.) Position clutch lever at the most comfortable angle. Make sure the front brake lever clears the fairing when the bars are moved all the way to the left steering stop. Also, make sure when the clutch lever is pulled all the way in against the left grip that it does not interfere with the auto shift button. Re-adjust the lever angles as needed. Tighten all hardware.
- 26.) Re-install brake reservoir and torque to 7 ft lbs. with a T30 Torx (See Photo #6).
- 27.) Torque the steering stem nut to 88 ft lbs. Use a 36 mm socket. (See Photo #17).
- 28.) Use the aluminum spacers provided and place them over the damper weight threaded end before assembly. (See Photo #19) Install and torque the two damper weight screws to 48 ft lbs. Use a T55 Torx.



29.) Reconnect DDC lead, install cable ties provided and re-apply the two rubber cable ties into the factory locations. (Refer to Photos 9, 14 ,15 and 16)

30.) Re-install left fairing panel and remember to connect left blinker lead first. Refer to photos 10, 11 and 12)

**Double check all work performed.**

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

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

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Photo # 2



Photo # 4



Photo # 1



Photo # 3







Photo # 6



Photo # 8

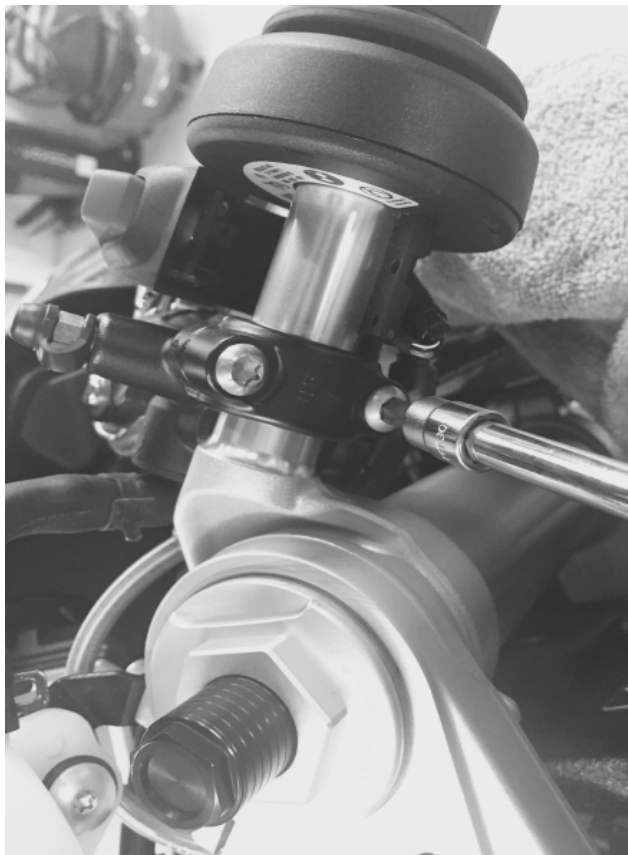


Photo # 5



Photo # 7





Photo # 10

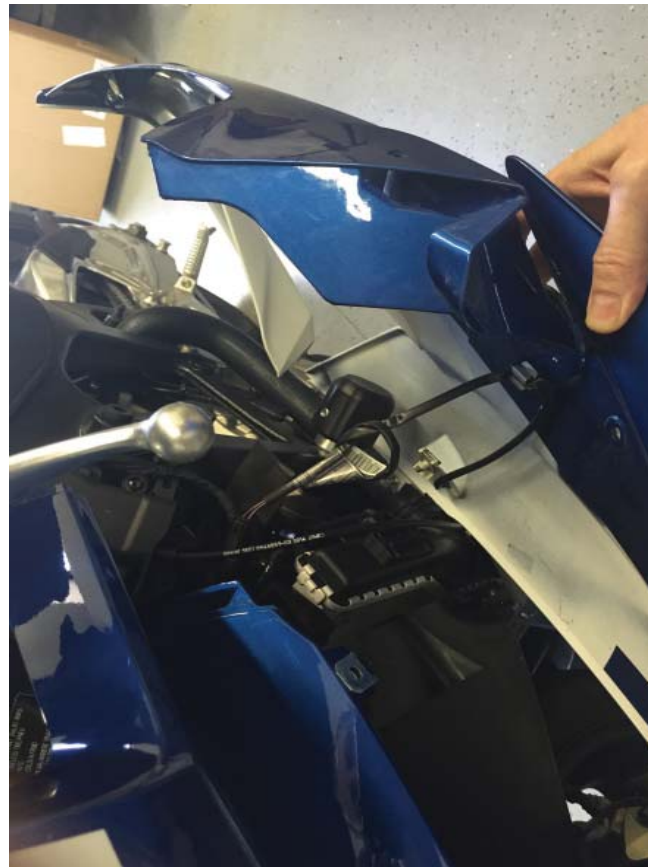


Photo # 12

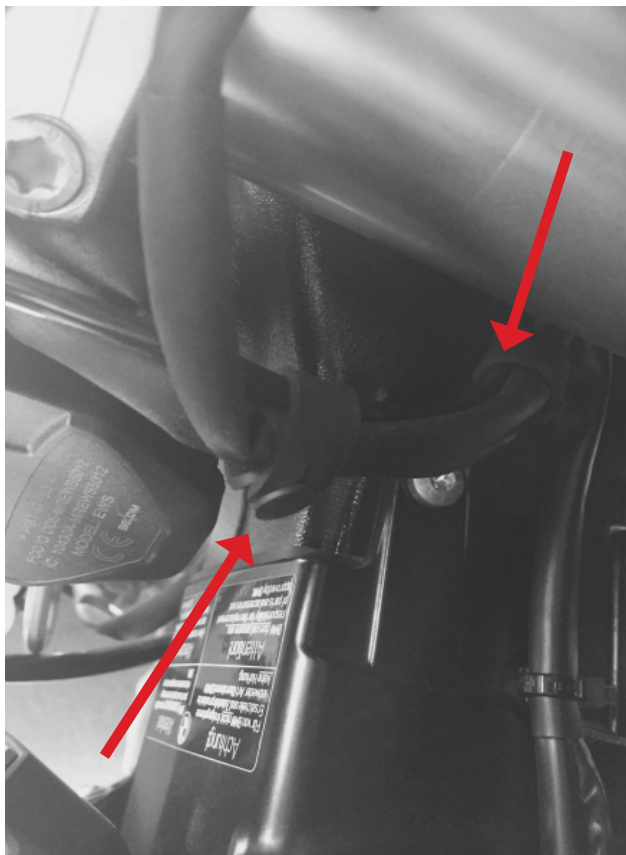


Photo # 9

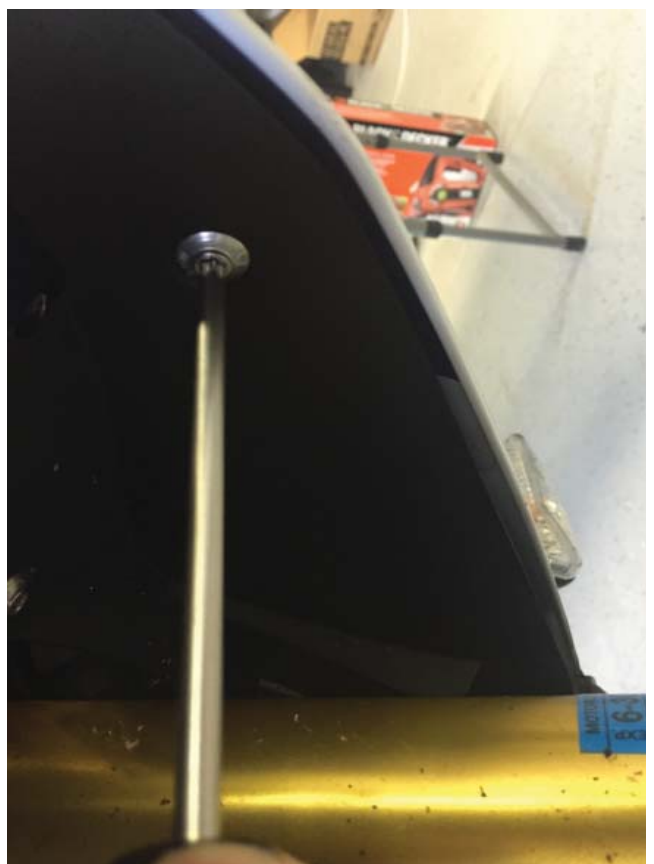


Photo # 11





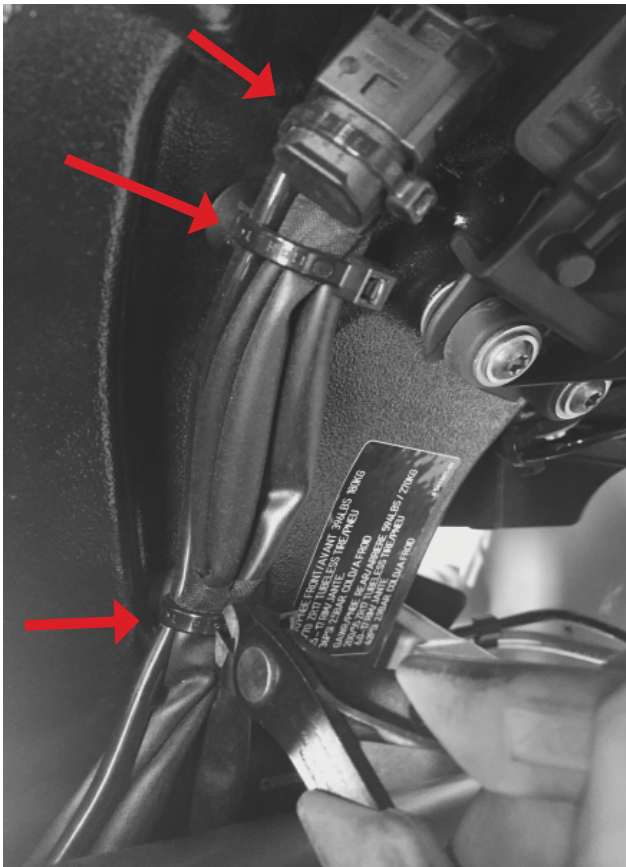


Photo # 14



Photo # 16



Photo # 13



Photo # 15



Photo # 18



Photo # 17



Photo # 19



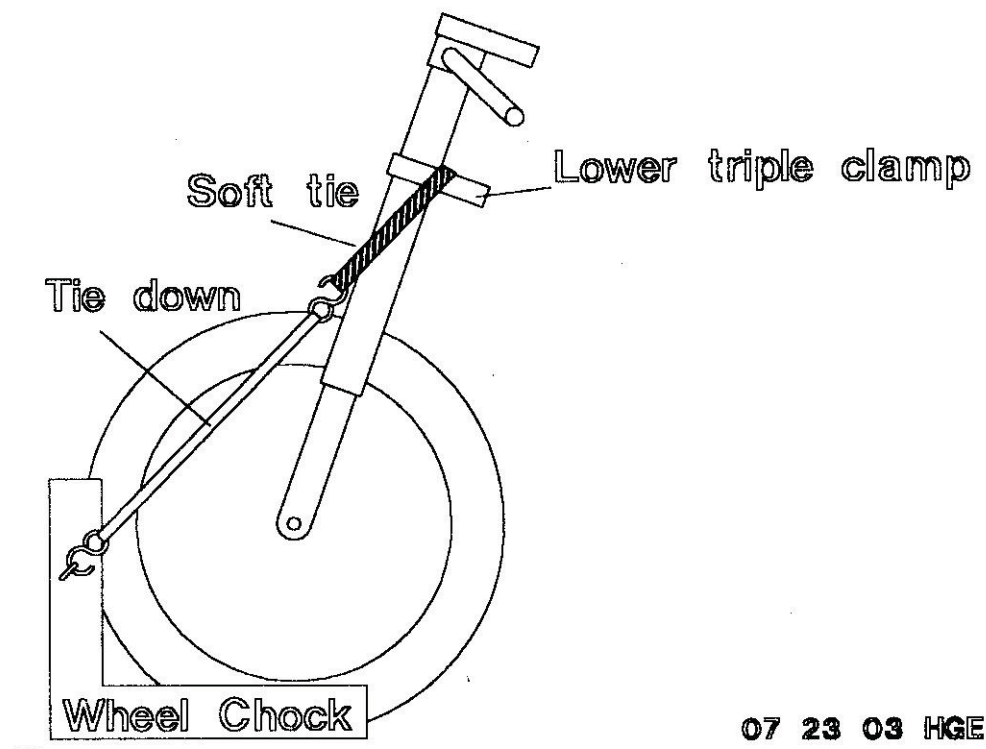
# Trailing with HeliBars®

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.





## 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

