

INSTALLATION INSTRUCTIONS

Horizon LST Installation
2001-2014 Honda GL1800
2013-2014 F6B Bagger
P/N: LST01084

***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 LST 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 Instructions

2001-2014 Honda GL1800 & 2013-2014 F6B Horizon LST Installation

P/N: LST01084

Height: Up to 2.5 ~ Set Back: Up to 4 inches ~ Wrist Angle Adjustments: 36 Degree Sweep

Installation Overview:

While installation on GL1800 and F6B Baggers are basically identical, specific instructions pertinent to the Goldwing/F6B Deluxe Models are highlighted in **RED**.

- 1.) 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.
- 2.) The clutch and front brake hydraulic line extension adapters **MUST BE INSTALLED BEFORE** the stock bars are removed. It is not possible to install them with the Horizon LST system in place as the master cylinders will not reach the new bar position.
- 3.) Tools: All hardware on the LST Handlebar system is metric. An accurate torque wrench is required, as well as drives, to perform installation and for torquing pinch bolts after adjustments are made.

Required Tools:

- 1/4 & 1/2 drive ratchet
- 14MM, 12MM & 8MM Sockets
- 13MM, 12MM & 8MM Wrenches
- 5MM/6MM/8MM Hex (Allen) Drive
- A complete Metric Allen Set
- Phillips Screw Driver
- Long Thin Spade Screw Driver
- Paper Towels
- Clean Shop Rags
- DOT 4 Brake Fluid

Instructions:

- 1.) Remove bar end damper weights (See **Photo #1**) from the ends of both handlebars.
- 2.) Remove the plastic covers from the back sides of the handlebars.
 - A. Turn the handlebars all the way to the right until the forks contact the stop. This will allow access to the lower screws on the left bar. Use a Phillips screw drive that is in good condition, loosen and remove screw. (See **Photo #2 & 3**)
 - B. Loosen and remove upper screw. Remove cover and set aside.
 - C. Repeat on the right bar by turning the forks all the way to the left steering stop. Release the throttle

cables from the clip on the right cover to remove. Store covers as they will not be re-used.

3.) Remove dash. It is highly recommended to understand the proper removal procedure outlined in the factory service manual.

- A. Starting at the ignition area, pry up the dash to release. (See **Photo #4**)
- B. Pull the upper dash back until it releases, grabbing outside the speaker grills.
- C. Carefully reach behind the speaker grills, peel back the rubber boots and release the connector to the tweeters on each side. The tabs to release the connectors are facing the instrument gauges. **CAUTION: DO NOT** contact speakers with your knuckles as they can be damaged! (See **Photo #5 & #6**)
- D. Release center connector at ignition area. (See **Photo #7 & #8**) Push the connector towards the right side of the bike until it releases from its mounting tang. (See **Photo #9**) This will allow more slack to separate the connector. Set dash aside out of the way.

4.) Remove Instruments:

- A. Loosen and remove the 4 bolts, (2 per side), that mount the instrument cluster. (See **Photo #10**) Use an 8MM socket. The upper left and right bolts have larger washers under them.
- B. Pull up at the back of the housing (closest to the ignition) while pushing down near the instruments and pull the unit back free. (See **Photo #11**)
- C. Reach your left hand around the back of the instrument housing top left side and find the connector plugged into the back. There is a rubber boot covering the connector and there is a tab molded into its top. Pull back and disconnect rubber boot from connector. With one finger find the tab on the top center of that connector and push down. You will hear it click. Pull connector back towards the front of the bike. (See **Photo #12**) It's a tight fit to get your hand in there but once this connector is removed, there is more room to unplug the remaining connectors.
- D. Repeat previous step on the top right connector. (See **Photo #13**) **On GL1800s there is a third connector that needs to be removed in the same manner. It is located central and slightly lower (See Photo #14)**
- E. Remove plastic cover over handlebar mounting bases. This will require turning the bars slightly to the left and right to gain access to the Phillips head screws. (See **Photo #15**)

5.) Install hydraulic line adapters. (See Photo #16) for parts required.

- A. Place a rag directly under the clutch master cylinder. (Do NOT remove reservoir cover at this time.)
- B. Loosen and remove the clutch hydraulic line from the clutch master cylinder. Very little fluid will drain. Remove and discard the sealing washers. Clean the stock banjo bolt and the banjo fitting of brake fluid.
- C. Place a new copper washer (provided) over the stock banjo bolt, slide it through the opposite end of the banjo fitting, then place a second washer over the banjo bolt and thread the adapter until it contacts the washer. (See **Photo #17**) **DO NOT TIGHTEN AT THIS TIME.**
- D. Take one of the bleeder banjo bolts provided and put a copper washer in place. Insert it through the hole in the top of the adapter followed by the final washer. Thread the bleeder banjo into the clutch master cylinder. (See **Photo #18**) Hold the adapter vertical with one hand as you tighten the bleeder banjo bolt. It may take several tries to tighten and keep the adapter vertical.
- E. Rotate the hydraulic line as shown in (**Photo #19**). Hold the fitting while tightening the lower banjo bolt. View is straight down over master cylinder. Tighten bleeder bolt. Use caution to not strip bleeder! (See **Photo #20**)
- F. **Repeat steps A-E** on the front brake master cylinder. (See **Photo #21**) for hydraulic line rotational position. Tighten. **DO NOT BLEED MASTER CYLINDER AT THIS TIME.** Make sure all banjo bolts



are tight. **12 ft lbs.**

G. Loosen the two bolts that hold the hydraulic line/wire loom stay in place. (See **Photo #22**) Use an 8MM socket.

H. Pull the clutch & hydraulic lines and wire loom grommets back and release them from the stay. (See **Photo #23**) Retighten the stay bolts.

On GL1800 leave the two heated grip leads in their stock position.

I. Place a small cable tie (provided) in front of the stay and tighten firmly. Cut off excess. (See **Photo #24**) for clarity. Put a cable tie on both hydraulic lines and both wire looms.

6.) Remove the stock right handlebar

A. Remove the right bar first. Remove the black plastic clip that covers the master cylinder clamp. Loosen and remove the two socket head cap screws. Use a 5MM hex (Allen). Remove Cap. (See **Photo #25**)

B. Loosen and remove the two screws holding the two halves of the throttle housing together. They are accessed from the bottom. (See **Photo #26**) One in front and one in back. Lower the bottom half of the housing. Use a Phillips screw driver.

C. Loosen and remove the screw holding the inner strap in place. The strap will pivot down but stay in place. (See **Photo #27**)

D. Loosen and remove the two 10MM flange head bolts. Use a 14MM socket and extension. Support the handlebar as the mounting bolts are removed. Slide the bar out of the throttle housing and rest the controls on a rag. (See **Photo #28 & #29**)

E. Repeat step A on the left handlebar and let the clutch master cylinder rest on the rag on the fairing. (See **Photo #30**)

F. Remove the two screws holding the left control housing together as per Step B. **On GL1800s & F6B Deluxe models remove the left heated grip wire lead grommet from its stay at its bottom, forward location on the left control housing (See Photo #31)** Loosen the screw that holds the strap against the grommet. Note that the longer screw goes in the forward hole in the left control housing.

G. Remove the inner clamp screw and rest housing beside left control housing. NOTE: that the screw is on top on the left housing.

7.) Remove Left handlebar - F6B STANDARD ONLY (NO HEATED GRIPS!)

A. Insert a spade screw driver under the left grip then drip some rubbing alcohol into the grip. (See Photo #33) Carefully push the screw driver deeper and add more alcohol until the screwdriver is 3/4 of the way under the grip. Start twisting and remove the screwdriver. The grip will release and slide off the bar tube. Set aside.

B. Remove left handlebar.

8.) **Goldwing and F6B Deluxe Models with Honda Heated Grips.**

!!!CAUTION!!! DO NOT, at any time during grip removal, grab the grip and try to twist and pull it off! The design of this grip makes it extremely fragile and it will be permanently damaged and fail to work.

A. Turn the heated grips on high and let them heat up for several minutes this will require temporarily



plugging in the lower harness of the dash panel. Install grip removal tool as shown in **(Photo #34)**. Slide the horseshoe piece up against the grip followed by the 7/8 shaft collar. Tighten the collar with a 3/16 Allen wrench.

B. With the grip hot turn the bolts with a 13MM wrench 1/4 turn at a time alternating from the forward bolt to the rearward bolt. **DO NOT** turn either bolt more than a 1/4 of a turn before moving to the opposite bolt. The grip will start to move. After the bolts are out about 3/4 of an inch from the horse shoe piece, loosen the collar and turn the bolts back in all the way. Slide the collar up against the bolt heads and retighten. After 4 times, turn off grip heat, unplug the dash and set aside. If the grip lead looks like it is going to pull tight before the grip slides off the end of the bar tube, enlist an assistant, unbolt the left bar from the triple clamp and have the helper hold the handlebar. Proceed with the horse shoe/collar tool until grip slides off bar tube. **DO NOT TWIST OFF OR PULL OFF THE GRIP**. Make sure the wire lead does not get stretched as the grip is extracted. Set grip with left control on fairing.

C. If you haven't removed left handlebar remove bar now.

9.) Install LST Risers

A. Using the 4 stock 10MM bolts, install the left and right risers to the triple clamp. (See **Photo #35**) **DO NOT** tighten yet. Use a 14MM socket and an extension.

B. Remove riser caps, gently place the cross bar into its bore and re-install caps. Notice there is an (up) arrow on the caps. Lightly tighten the top screws at this time. (See **Photo #37**) You should be able to read the scripting on the upper caps of the cross bar assembly as seated on the bike. Make sure that the gaps are the same on the right and left sides. (See **Photo #38**) Move the cross bar assembly left or right to adjust. There should be a small gap between the outsides of the caps and the crossbar.

C. Torque the 4 Riser mounting bolts that attach the risers to the forks top triple clamp to 20 ft lbs. (See **Photo #36**).

D. Adjust reach adjustment (closer to rider, farther away) by rotating cross bar. Loosen caps, rotate cross bar forward or back then tighten caps (See **Photo #38**) starting with the top clamp. Start with the angle shown in the photo.

10.) Install right handlebar tube and controls

A. Locate right handlebar tube. Remove inner pinch bolt from the top right pivot. Make sure outer screw is loose. (See **Photo #40**) Insert the smooth end of the tube into the throttle sleeve. The end with the radial groove goes into the upper pivot bore, line up the locating hole and the control housing dowel pin and engage. Swing clamp over and insert screw. Tighten. (See **Photo #41 & 42**) Install the two right control housing screws and tighten.

B. Engage the right handlebar tube into the upper clamp until it bottoms out, insert pinch bolt and lightly tighten. Use a M6 hex. (See **Photo #43**) Insert one of the plastic caps provided into the tube end. (See **Photo #44**)

C. Position the front brake master cylinder onto the tube. Place the front brake hydraulic line under the right riser so it aims up the U shape channel. The brake line will fight you a little. Install the right cap, pinch bolts and tighten top screw first. (See **Photo #45**) Tighten bottom screw, replace plastic cover.

D. Loosen the two knurled nuts, reposition the throttle cable elbows down as shown in (**Photo #46**) and retighten knurled nuts.

E. Place the throttle cables into the groove on the lower right side of the right riser and place one of the 11" cable ties provided around the riser and tighten. (See **Photo #47**). Cut off excess.

F. Turn the fork to the left to gain access, put the front brake hydraulic line, wire loom and heated grip wire



inside the channel on the right riser and put the right cover in place, insert screws and tighten. (**Photo #48**). Make sure the letter R is on the top left corner of the cover.

G. On F6B models, re-install the right damper weight.

11.) Install the left handlebar tube and controls

A. Remove inner pinch bolt and make sure outer screw is loose. (**Photo #49**)

B. Insert left handlebar tube in place and re-install inner pinch bolt. Rotate the control housing locating hole so it's facing straight down. Lightly tighten only at this time. (**Photo #50**)

C. Loosen the forward -back wrist angle adjustment pinch bolt and rotate bar forward until it stops. Lightly tighten pinch bolt (See **Photo #50**)

D. Position the left control housing lower half and engage dowel pin into the hole in the handlebar tube, install clamp, screw and tighten. (Photo #51)

E. Install upper half into position, insert screws and tighten. The longer screw goes into the forward hole. (Photo #52)

F. Put the clutch master cylinder into position. The clutch hydraulic line will resist being twisted at first but it will give. Make sure hydraulic line is under the left riser and inside the U shaped channel. (See Photo #53). Install the cap and screws, tighten the top screw first. Tighten lower screw.

12.) Install Left Grip

ATTENTION: F6B STANDARD ONLY WITHOUT HEATED GRIPS!!

A. Apply rubbing alcohol to the inside of the grip. Twist and slide the grip onto the bar tube and leave 1/8" gap between the grip and the control housing. (See Photo #54)

B. Re-install left damper weight and tighten. Twist the end of the grip out until there is about a 3/16" gap between the end of the grip and the damper weight.

C. Turn the bars to the right. Use caution to not hit the left rear view mirror with the clutch lever depending on where you adjusted the cross bar assembly. Place the left handlebar wiring cover into position after the hydraulic line and wire loom are position inside the Left riser channel. (See Photo #55) Tighten.

D. Place the second 11" cable tie at the bottom of the left riser and around the hydraulic line wire loom. Tighten and trim. (See Photo #56)

E. Place plastic cap into the left bar end as per the right side.

F. F6B standard motorcycles proceed to step 13.

GOLDWING/F6B DELUXE HEATED GRIP INSTALLATION

G. Clean the inside of the grip as well as possible removing left over glue pieces.

H. Soak the inside of the heated grip with rubbing alcohol as well as the handlebar tube. Looking at the bar tube from the left side of the bike, rotate the grip until the wire lead is roughly at the 7:30 position. (See **Photo #57**) Make sure inside of the grip is flooded with alcohol, the lead is at the 7:30 turn and using the extractor tool (horse shoe) as shown in (Photo #58) push the grip into place in one quick motion until the tool hits the end of the bar tube. A gap will be present between the grip and the control housing as shown in (**Photo #59**). This is correct.

I. Place the left grip wire lead grommet into its holder. (**Photo #60**)

J. Turn the handlebars to the right. Don't let the clutch lever hit the mirror. Place the clutch hydraulic line, wire looms and heated grip lead into the risers channel then put its cover in place followed by the screws



and tighten.. **(Photo #61)** The letter L should be in the top right corner of the cover.

K. Place an 11" cable tie at the bottom of the left riser and capture the hydraulic line wire loom and left heated grip lead and tighten. Cut off excess. **(Photo #62)** Place plastic cap into left bar as per the right side.

L. Use several 6" cable ties to neaten up the exposed wires on the left handlebar. Cover the taped loom with the smaller covered leads. **(Photo #63)**. Repeat on the right side.

13.) Bleed the clutch and front brake master cylinder.

CAUTION: DO NOT bleed the front brake master cylinder from any other location other than the bleeder banjo bolt provided!

A. Start with the front brake master cylinder.

B. Remove the rubber cap from the bleeder and set aside.

C. Carefully remove the reservoir cover and rubber bellows with plastic top. **(Photo #63)**

D. Press the brake lever in only about 1/2 inch and then release quickly. Do this several dozen times and you will notice small bubble starting to appear. This is recharging the cylinder. After the bubbles disappear, open the bleeder while holding a paper towel over it and depress the brake lever half way and close the bleeder before releasing the lever. Use an 8MM wrench. After a couple of times the brake should recharge, release what little air is in the system and get hard. Sometimes it takes 6 or more bleedings. Add DOT 4 if the level is below the top of the sight window and replace the cap and its components. Tighten and wipe around the cover. Replace rubber cover on the bleeder.

E. Repeat on the left side clutch master cylinder.

14.) Adjusting the LST, Torque Values, index marks and stationary indicators to mirror left and right sides.

We recommend adjusting the bars to suit your initial desire before installing the instruments and the dash panel. We have found through experience that our first impression is usually right. Depending on where the bars are adjusted, you may need more slack or have too much slack and need to re-adjust cables, hydraulics and looms.

A. Forward and back wrist angle adjustments is enabled by loosening the upper pivot pinch bolts. Adjust to desired angle and torque the pinch bolt to **14 ft. lbs.** **(Photo #66)** Use a 6mm hex drive. Mirror the opposite bar adjustment by counting the dots on the cover using the slot as the indicator and matching it up. Torque to **14 ft. lbs.** (See **Photo #67**)

B. Up and down wrist angle adjustment. Loosen the pinch bolt (Use an 8MM hex drive) and rotate grip up or down. When desired angle is achieved, torque the pinch bolt to **22 ft. lbs.** Mirror the opposite up and down wrist angle adjustment by counting the index marks (dots) and matching them. Remember to count from the same side. (See **Photo #69**)

C. The entire cross bar assembly can be rotated forward and back by loosening the 4 cap screws. Rotate the assembly forward or back for the desired height and reach combination. After adjustment, torque the 4 cap screws to 14 ft. lbs. starting with the top 2 first. **(Photo #70)**

D. Adjust clutch and brake lever height by loosening the two top screws, adjust levers up or down then Torque the two screws to **12 ft lbs.** (See **Photo #71**) Install 4 of the black plastic caps on the 4 screws that clamp the handlebar tubes. **(Photo #71)** Install the remaining 4 plastic caps on the corss bar clamp screws.

15.) Re-install Instruments and dash in the reverse order of disassembly.

A. Install plastic cover by turning bars left then right to access screws. (See **Photo #74**)

B. Install instrument cluster by plugging in the connectors (3 on Goldwing, 2 on F6B) Make sure connectors are pushed in until you hear it click. Note that the rubber bushing **(Photo #75)** must slide under



and up into the fork mount on the fairing frame. **(Photo #76)** Make sure the two tweeter connectors and rubber boots stay out by the speakers and not behind the instruments. Install the two bolts with large washers on the top 2 holes. Install and tighten. Install the two bottom bolts and tighten. Use an 8MM socket. (See **Photo #77**)

C. Place a shop rag just behind the ignition switch, set the dash in front of the crossbar, plug the connector in and slide it back onto its tang in front of the ignition. Refer to **Photo #78 & #79** for clarity. Plug in the two tweeter connectors and rubber boots. Use caution to not damage main speakers. **(Photo #78)** Slide the dash slightly under the cross bar. **(Photo #79)** until the upper edge clears the upper fairing and slowly engage the mounts by pushing around the perimeter of the dash panel including around the ignition switch. **(Photo #80)**. On 2012 to 2014 models make sure that your bar adjustments don't interfere with the glove box opening. **(Photo #81)**

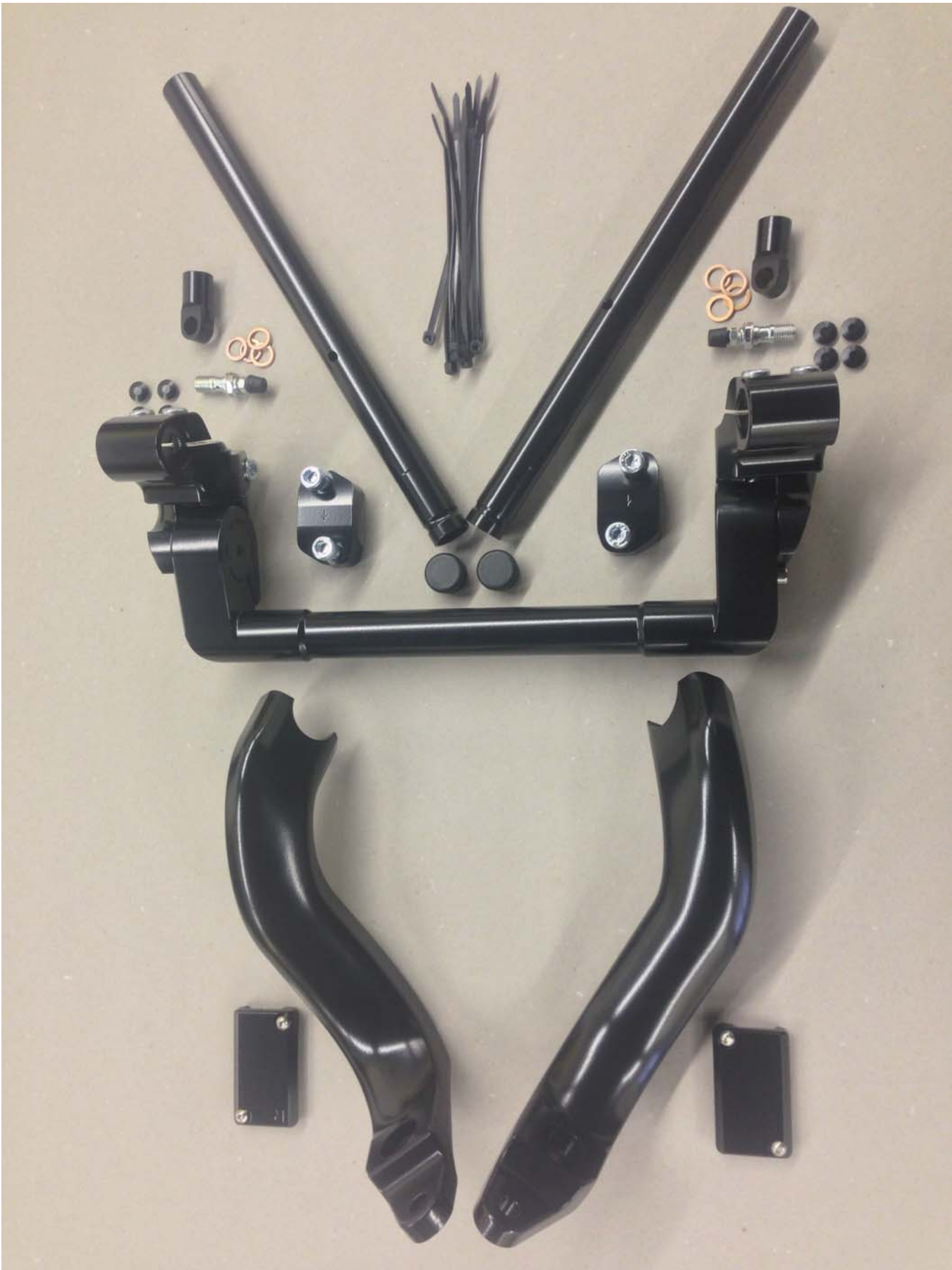
D. On GL1800s, install the two remaining 7/8 black plugs in the outside opening of the handlebar tubes where the damper weights used to be. Fully insert. Reference **Photo #40**.

!! 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.





Installation Instructions - GL1800 & F6B ~ LST01084
~ 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

Page 11
Updated: 11/11/2013
© 2013



Photo # 1



Photo # 3



Photo # 2



Photo # 4



Photo # 6



Photo # 8



Photo # 5

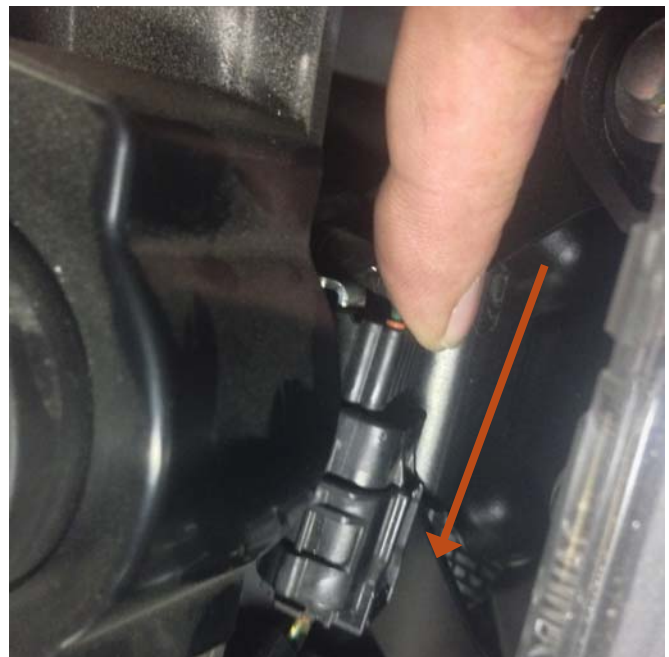


Photo # 7





Photo # 10



Photo # 12



Photo # 9



Photo # 11





Photo # 14

Goldwing



Photo # 16



Photo # 13

F6B Bagger



Photo # 15



Photo # 18



Photo # 20



Photo # 17



Photo # 19



Photo # 22



Photo # 24

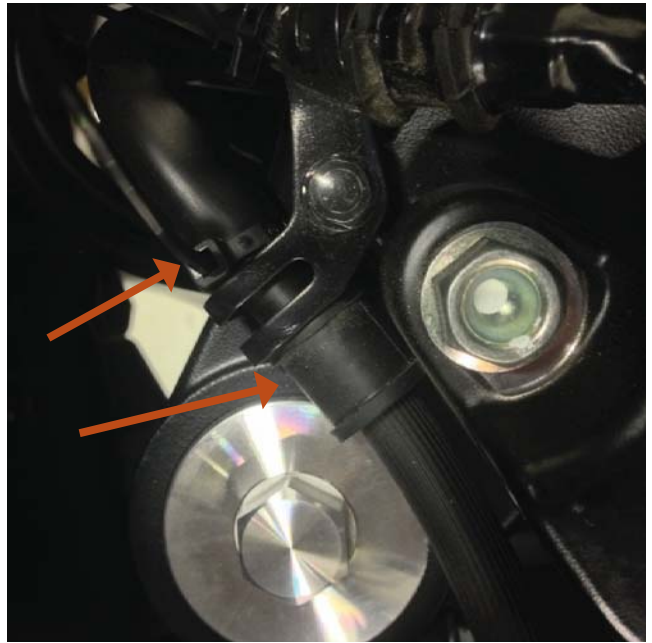


Photo # 21

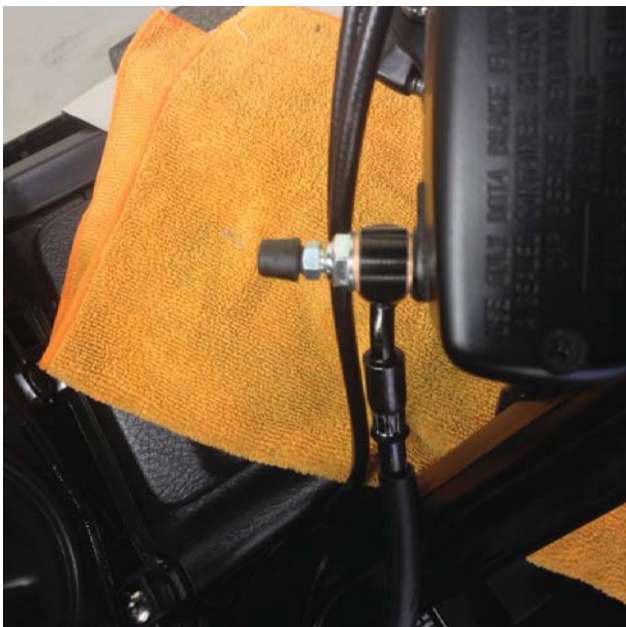


Photo # 23

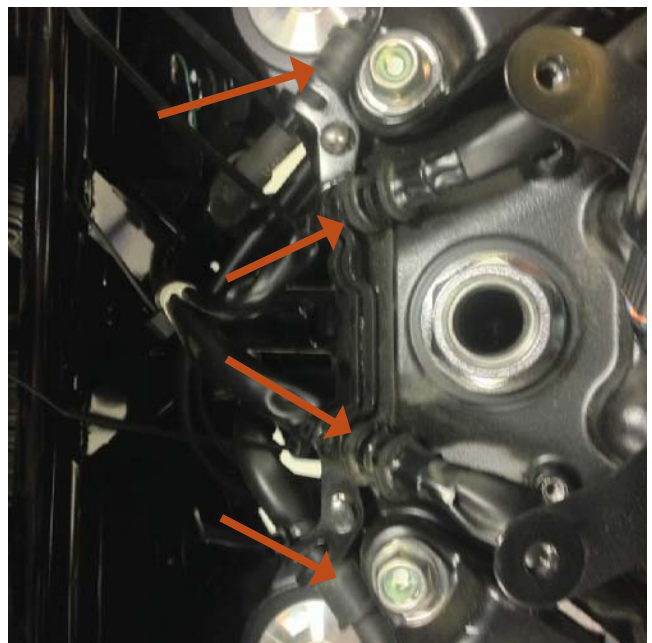




Photo # 26



Photo # 28



Photo # 25



Photo # 27



Photo # 30



Photo # 32

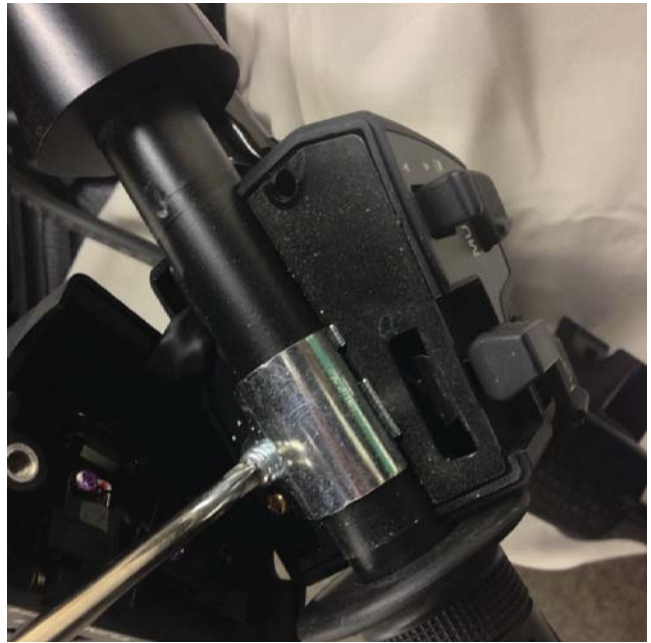


Photo # 29



Photo # 31



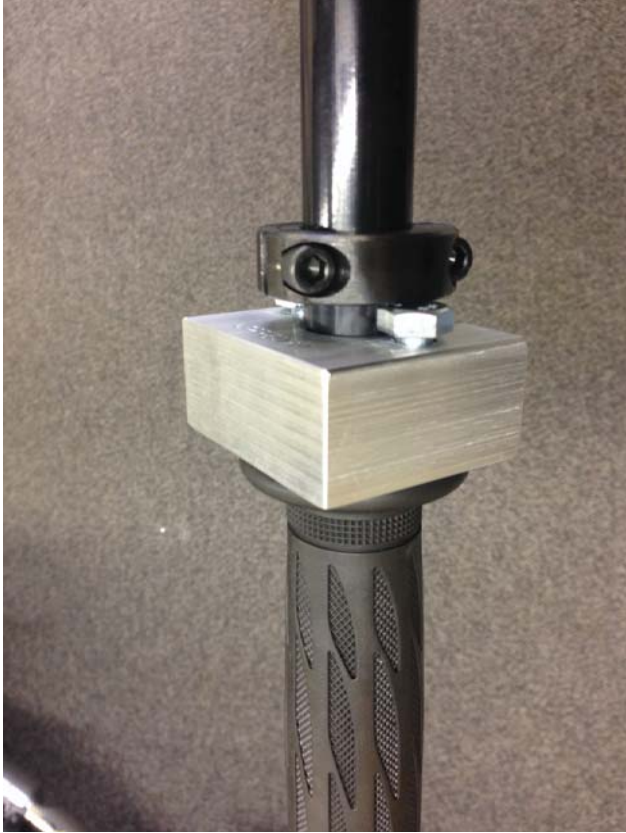


Photo # 34A



Photo # 35



Photo # 33

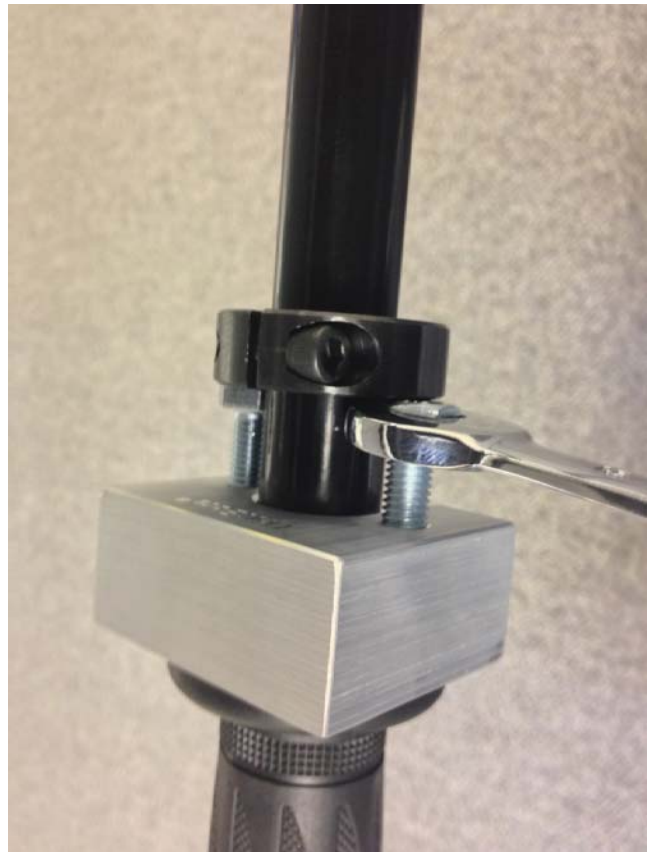


Photo # 34B





Photo # 37



Photo # 39



Photo # 36



Photo # 38





Photo # 41



Photo # 43



Photo # 40



Photo # 42





Photo # 45



Photo # 47



Photo # 44



Photo # 46



Photo # 49



Photo # 51

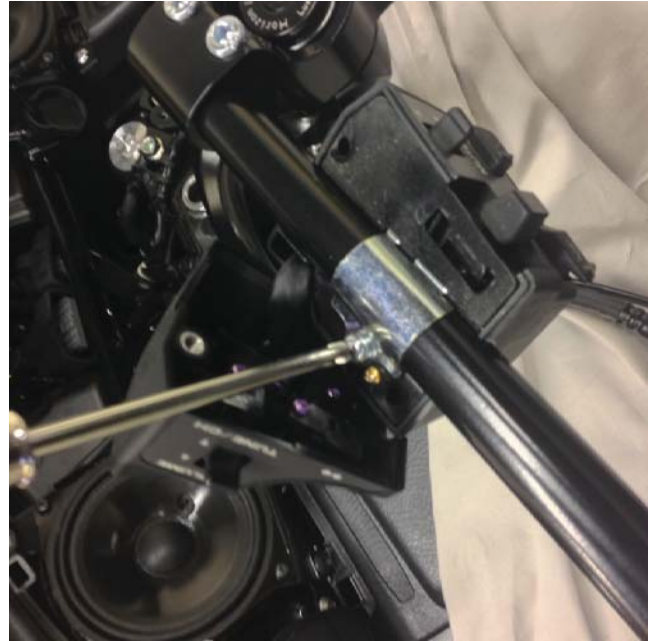


Photo # 48



Photo # 50

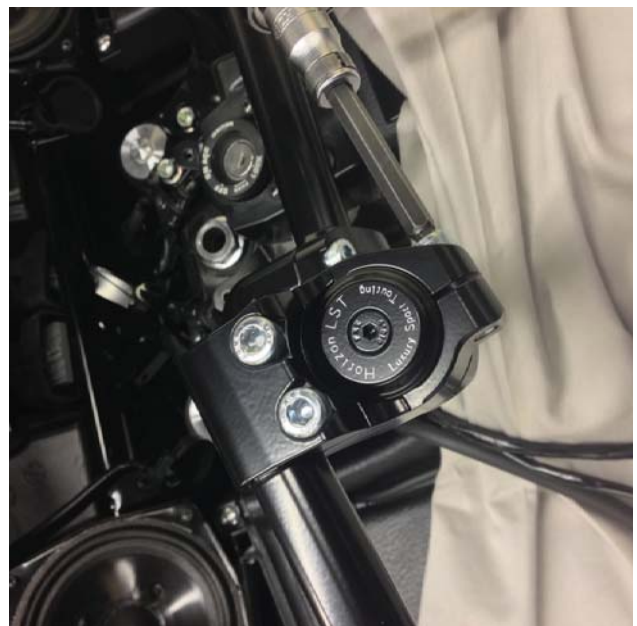


Photo # 53

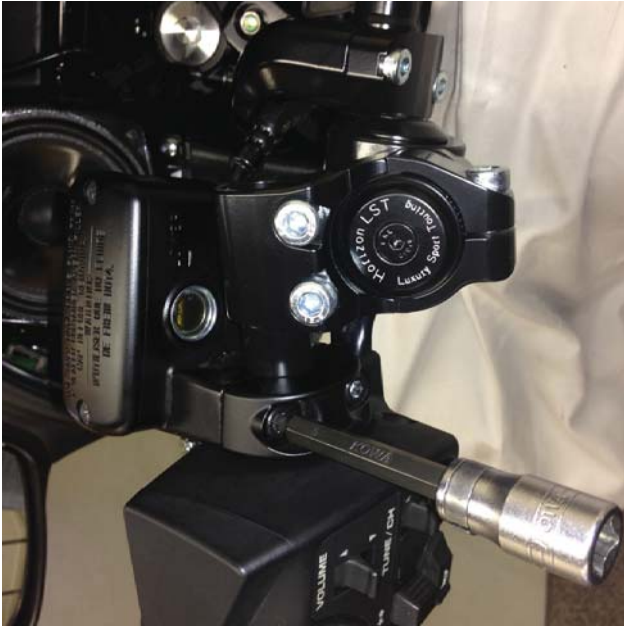


Photo # 55



Photo # 52



Photo # 54





CLOCK TO 7:30

Photo # 57



Photo # 59



Photo # 56



Photo # 58





Photo # 61

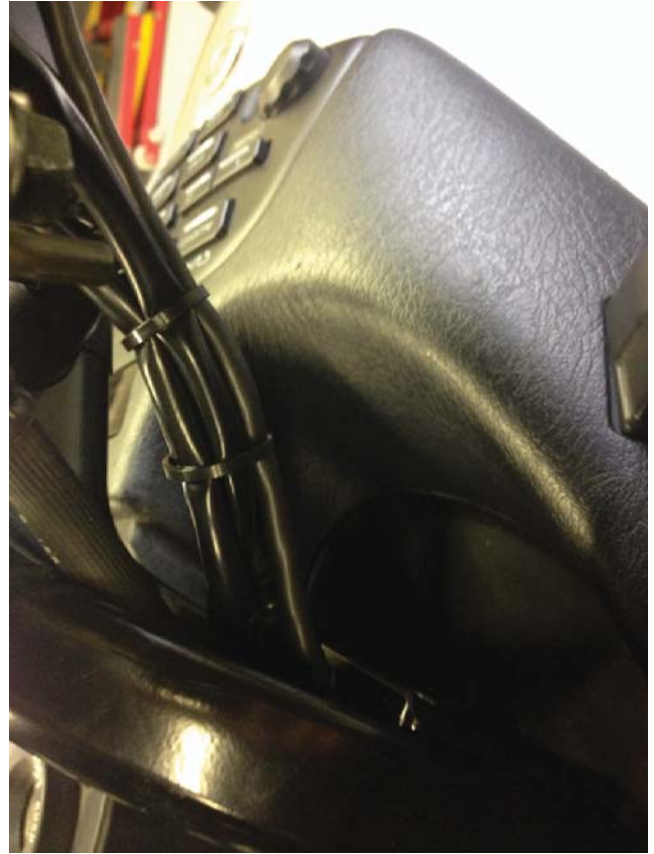


Photo # 63



Photo # 60



Photo # 62





Photo # 65



Photo # 67



Photo # 64



Photo # 66



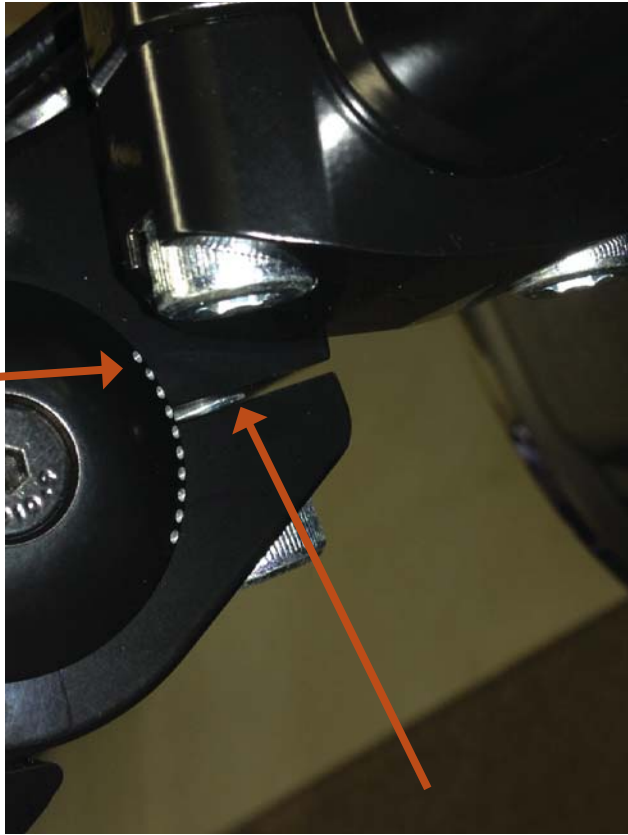


Photo # 69



Photo # 71

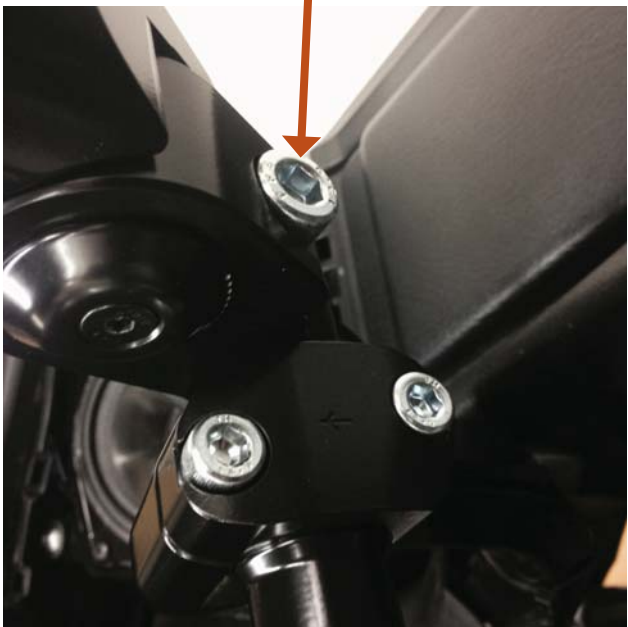


Photo # 68

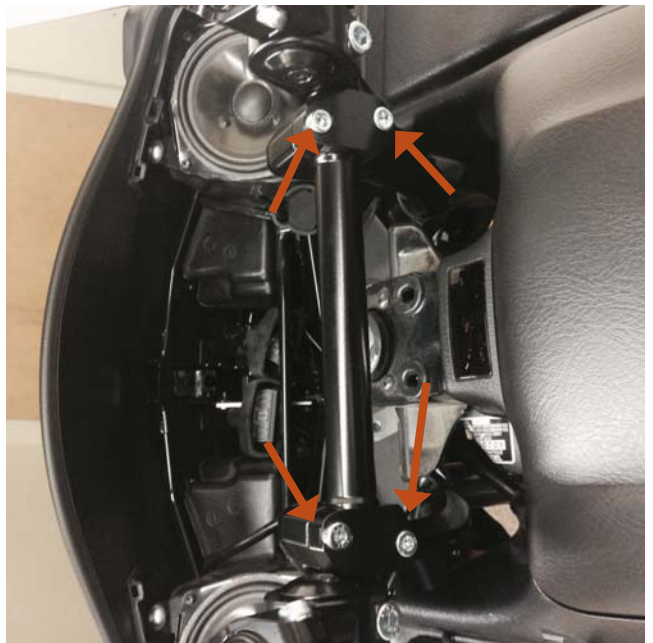


Photo # 70





Photo # 73



Photo # 75



Photo # 72



Photo # 74





Photo # 77



Photo # 79



Photo # 76

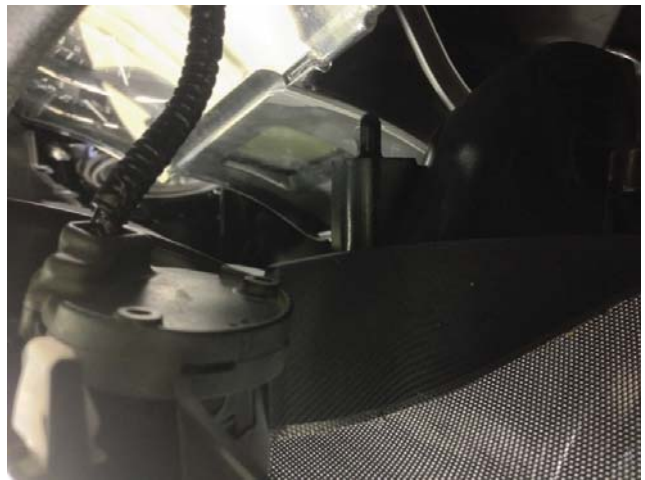


Photo # 78





Photo # 81



Photo # 80



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



~ 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

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.

