

INSTALLATION INSTRUCTIONS

2013-2014 Honda CBR500R/RA
Tour Performance™ Handlebar Risers

P/N: HR01087

***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 INJURY.

Ride Safe and Enjoy!





2013-2014 Honda CBR500R/RA
Tour Performance™ Handlebar Risers

P/N: HR01087

1 1/2" Taller ~ 2 1/2" Rearward ~ 1/2" Wider

WARNING: IMPROPER INSTALLATION COULD RESULT IN SERIOUS INJURY OR DEATH.

HAVE A QUALIFIED MECHANIC INSTALL YOUR HELIBARS®.

Important! Several alterations need to be performed before the stock bars are removed from the fork tubes and positioned onto the HRA adapters. Additional slack is required in the cables, wire harness and front brake hydraulic line.

Tools Required:

6mm Hex
8mm Wrench
12mm Wrench
14mm Wrench
12mm Socket
Pliers
Torque Wrench

- 1.) Remove the front brake line and grommet from the bracket (**See PHOTO 1**)
- 2.) Disconnect right control housing wire loom from bracket by depressing the two ears on the back side with pliers. (**See PHOTO 2**) Repeat on left side. (**See PHOTO 3**)
- 3.) Turn handlebars all the way to the right and carefully remove throttle cables from the metal stay one cable at a time. Remove cables from the top metal loop first followed by the lower loop. (**See PHOTO 4**)
- 4.) Remove metal cable stay using a long phillips head screw driver. (**See PHOTO 5**) The 2

screws hold the ignition top cover in place, come up from the bottom and are located to the left and right side of the ignition switch. Remove screws and the metal stay from the ignition. Note the clutch cable is still attached to the stay. (See **PHOTO 6**) Remove clutch cable from wire stay by prying it open (with pliers) enough to free the cable. (See **PHOTO 7**) Re-install plastic top ignition cover and tighten both screws. Make sure cover script can be read from the saddle.

5.) 5. Remove left side wire loom stay by loosening and removing one bolt. Use a **12mm wrench**. (See **PHOTO 8 & 9**)

6.) Turn handlebars to the right. Remove the pinch bolt from the top triple clamp (where it pinches the top of the right fork tube), remove stay, re-install pinch bolt and torque to **16 ft. lbs.** (See **PHOTO 10 & 11**)

7.) Remove the safety circlips from the tops of the left and right fork tubes. (See **PHOTO 12**) They sit in a groove just below the fork caps. Set aside circlips for now. They will be re-used.

8.) Store the remaining parts removed for future use to restore the bike to stock condition. (See **PHOTO 13**)

9.) Cut the factory cable tie holding the control housing harness to the frame on the left side. Turn the bars to the right, locate the cable tie and cut. (See **PHOTO 14**) Pull the harness forward towards the front wheel about 1/2" and using a cable tie (provided) re-attach in front of the factory cable tie. (See **PHOTO 15**) Repeat this procedure on the right control housing wire loom. Turn the handlebars to the left. Cut cable tie. (See **PHOTO 16**) Pull harness forward towards the front wheel about 3/4" and re-attach with cable tie provided. (See **PHOTO 17**)

10.) Install hydraulic line extension.

a. Leave reservoir cover on. Place a rag and a paper towel under banjo fitting. (See **PHOTO 18**)

b. Loosen and remove the banjo bolt. Remove the two sealing washers (very little brake fluid will drip out). (See **PHOTO 19**)

c. Place a copper washer onto the bleeder banjo bolt provided and slide it into the stock brake line banjo fitting. Place a second copper washer over the threaded end protruding. (See **PHOTO 20**)

d. Thread the bleeder banjo bolt into the threaded female end (AN3 fitting) of the hydraulic line extension. Rotate the line extension so that the banjo fitting on the opposite end is angled towards the back of the bike and the large hole is facing straight up. (See **PHOTO 21**)

e. Using a **14mm** and a **12mm wrench**, tighten the bleeder banjo bolt firmly.



(See **PHOTO 22**) Make sure the banjo fitting is still angled back and the hole is facing upward.

f. There is going to be a lot of extra brake line at this point, but push it down inside the fairing and over the front of the right fork tube. Place a copper washer over the stock black banjo bolt, slide it through the upper banjo fittings of the line extension and place the last copper washer over the threaded end of the banjo bolt.

g. Position the banjo fitting onto the master cylinder engaging it into the two alignment tabs and tighten the banjo bolt firmly, **12 ft. lbs.** (See **PHOTO 23**)

Lightly tighten the bleeder screw with an 8mm wrench. The bleed screw has the rubber cap on it.

11.)

a. Loosen the left handle bar pinch bolt. Use a **12mm socket or wrench**. Remove the left handlebar from the fork tube and place it on the side of the fairing with a rag under it. (See **PHOTO 24**)

b. Clean the fork tube area. Position the left adapter which has the HeliBars logo engraved on it over the left fork tube and slide it all the way down until it bottoms out. Make sure the locating tab engages the slot as per the factory bar. (See **PHOTO 25**) Torque the adapters pinch bolt to **14 ft.lbs.** Use a **6mm hex**.

c. Re-install the circlip. (See **PHOTO 26**) Make sure it fits into the lower groove.

d. Carefully position the left handlebar over the HRA adapter spindle and slide down until it hits the bottom and ensure the tab fits into the cut-out. Torque to **14 ft.lbs.** using a **12mm socket**. (See **PHOTO 27**)

e. Install one of the circlips provided into the groove at the top of the HRA adapter. (See **PHOTO 28**)

f. Remove the right handlebar from the fork tube and place on a rag on the fairing. (See **PHOTO 29**)

g. Install the right HRA adapter onto the right fork tube. Make sure the tab enters the cut-out as per the left side. Torque the pinch bolt to **14 ft.lbs.** (See **PHOTO 30**)

h. Install the right handlebar by pulling up to free the front brake hydraulic line from inside the fairing and slide down over the mounting spindle. Make sure the tab fits into the cut-out and the bar is bottomed out on the adapter. (See **PHOTO 31**) Torque the pinch bolts to **14 ft.lbs.** Position the hydraulic line extension by carefully grabbing the swaged fitting with pliers or vise grips and rotate line clockwise or counter-clockwise, until the lower fitting with the bleeder bolt faces forward as shown in (See **PHOTO 32**). There should be a small gap between the lower fitting and the pinch bolt. Install the final circlips over the right handlebar as per the left side.

i. Place a cable tie provided around the fork tube and the front brake hydraulic line as shown in (See **PHOTO 33**) and tighten. Cut off excess. Make sure right control housing



wire harness is not pinched by the hydraulic line.

- j. Turn the bars all the way to the right, place a cable tie around the left fork tube and the left control housing wire harness. Pull up on the harness until it contacts the bottom of the top triple clamp and tighten the cable tie and cut off the excess.
- k. Place a third cable tie around the right fork tube and front brake hydraulic line above the lower triple clamp. (See **PHOTO 34**) Make sure hydraulic line stays in front of the right fork tube facing forward.

- 12.) Bleed front brake master cylinder. Place rags over the fuel tank and fairing.
 - a. Remove reservoir cover from master cylinder and the white cover and rubber bellows below.
 - b. Quickly tap the brake lever only depressing it about 1/4" until the bubbles stop rising and the lever pumps up. (See **PHOTO 35**) This could take a minute or two. Remove rubber cover from bleeder fitting located at the bottom of the hydraulic line extension.
 - c. After the bubbles stop rising in the reservoir, bleed the line extension bleeder several times to remove any remaining bubbles. Tighten bleeder fitting tightly but remember it has small, fine threads so **DO NOT OVER TIGHTEN BLEEDER**. Use an **8mm wrench**. (See **PHOTO 36**)
 - d. Top off reservoir with DOT 4 brake fluid. Do not over fill. Replace rubber bellows inner cover and outer cover and tighten the 2 attaching screws.

Go lock to lock with the handlebars and make sure nothing binds, touches or rubs. Push bike outside, start the engine, and in neutral turn the bars left to the stop then right to the stop and make sure idle does not increase. Make adjustments if needed.

Front brake lever should feel hard when applied. **TEST BRAKE** before first ride.

!! 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.

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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 # 20



Photo # 17



Photo # 19



Photo # 22

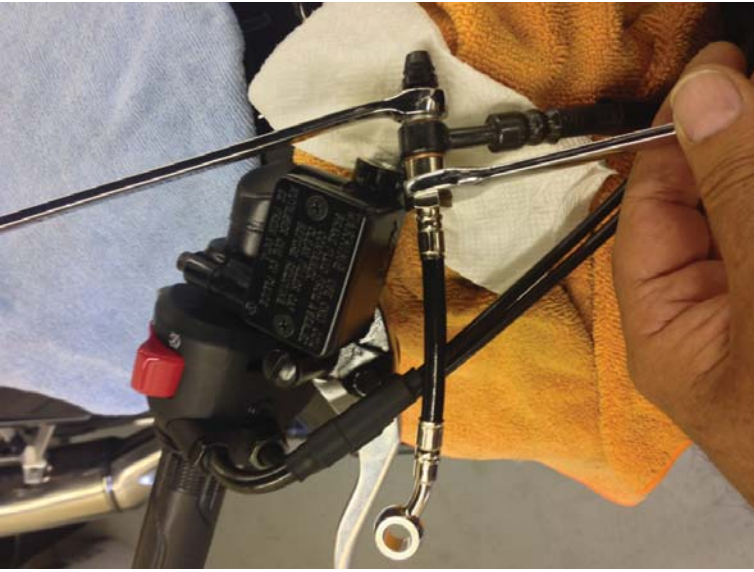


Photo # 24



Photo # 21



Photo # 23

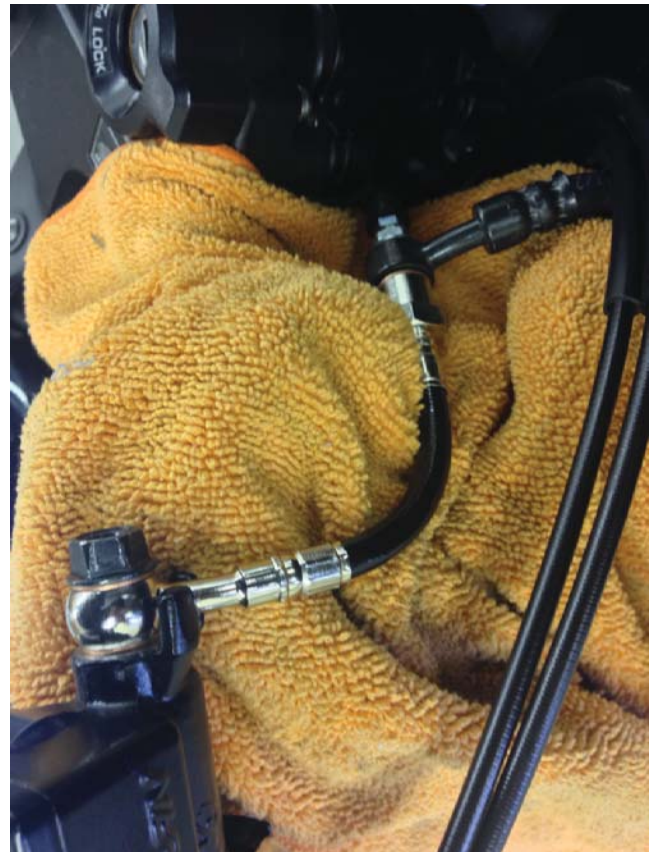




Photo # 26



Photo # 28



Photo # 25



Photo # 27





Photo # 30



Photo # 32



Photo # 29



Photo # 31





Photo # 34

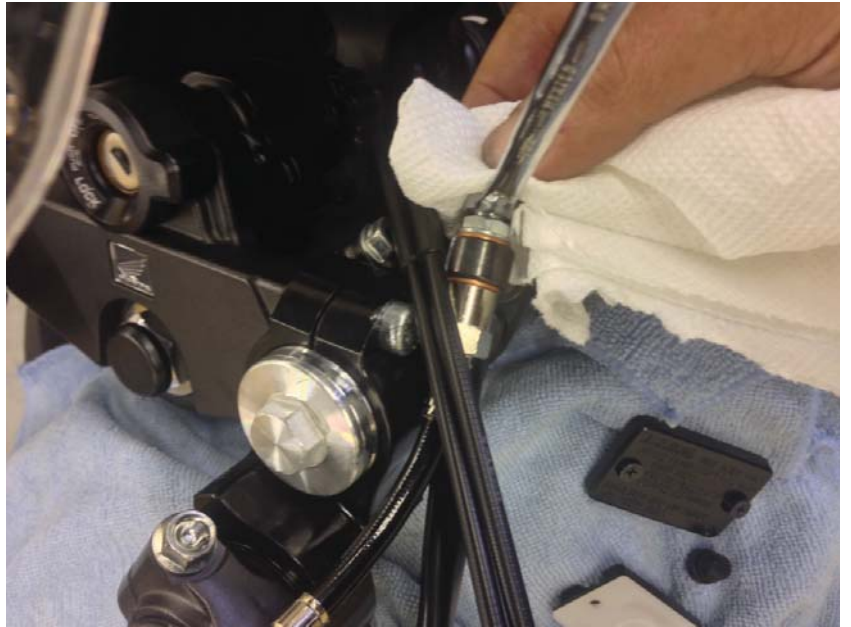


Photo # 36



Photo # 33



Photo # 35



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



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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.

