

INSTALLATION INSTRUCTIONS

BMW F800ST 2007-2012
Tour Performance HRA (Handlebar Relocation Adapter)
P/N: HR05055 Pilot Model

***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!





BMW F800ST Handlebar Relocation Adapter Installation Instructions

Part # HR01055 Pilot Version – with Ram Ball & Powerlet Socket

2 1/2” Taller ~ 3 1/2” Rearward ~ 4.163” Net Gain to Rider

This kit is designed to raise and offset to the rear the stock factory handlebars and controls.
All stock cables and hydraulic lines are retained.
Torx bits are required to dismantle control housings.

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

ATTENTION: BMW uses torx head screws on all components.

Before the stock handlebars are removed, several alterations need to be performed to enable enough slack for the new bar position.

- 1.** Cut the cable ties that hold the control housing wire looms to the ignition mounts. **See photo #1.**
- 2.** Remove the wire loom connectors from the right and left control housings. **See photos #2 and 3** for the right side and 4, 5 and 6 for the left side. Remove torx screws to remove covers to gain access to connectors.
- 3.** Feed both left and right side wire looms under the top triple clamps and bring them up the back side (facing rider) and re-connect to control housings. This produces the necessary slack for the wiring looms.
- 4.** Re-route the throttle cable. Remove cable from the throttle housing and bring it up behind the top triple clamp. Remove cover (**see photo 7**) to gain access. Throttle cable should be positioned behind the right side fork tube (**see photo 8**). Re-attach.
- 5.** Remove plastic keeper that hold hydraulic lines together. Follow the front brake hydraulic line down from the master cylinder to where it curves under the bottom triple clamp. Find the clip that holds it to the center hydraulic line. Remove this clip only (**see photos 9 & 10A**). CAUTION: DOT 4 brake fluid is damaging to plastic and painted surfaces! Remove the metal guide from the lower triple clamp. See arrow on Photo #15. Remove metal mounting tab from grommet. I will not be re-used, leave grommet on hydraulic line.. Place a rag under the front brake master cylinder. Leave the front brake master cylinder reservoir cover in place and remove the brake hydraulic line from the bottom of the master cylinder. Very little brake fluid will leak out. Make sure both sealing washers are on the banjo bolt, keep them in place on the banjo fitting.

Place a small plastic bag over the fitting/banjo bolt and use an elastic band or some tape to keep the bag in place. Carefully withdraw hydraulic line from the stock location, bring it under the lower triple clamp and up behind the front forks. Re-attach the banjo fitting to the master cylinder making sure a sealing washer is on either side of the banjo bolt. Tighten. The hydraulic line will now be running behind and outside of the right fork tube. See Photo #10B (which shows the adapter already in place.) There will temporarily be a lot of slack. This produces necessary slack for the front brake hydraulic line.

6. Remove the clutch cable.

- a.** Loosen both clutch cable adjuster nuts, remove the outer nut from the threaded adjuster, free the end nipple from the clutch arm and withdraw cable from mount (**see photo 11**).
- b.** Remove clutch cable fitting at the clutch lever. Pull cable out of it's mounting hole, rotate forward 90 degrees and release barrel end from clutch lever (**see photo 12**).
- c.** Carefully remove clutch cable from it's stock position on the motorcycle.
- d.** Re-route the cable starting from the clutch area by the engine so it is now positioned to the left side of the engine. Run it inside the frame and carefully bring the cable above the radiator and on top of the bottom triple clamp. There is a small square cut out in the plastic just above the radiator (**see photos 13, 14 & 15**).
- e.** Re-attach cable to clutch lever then re-mount the cable end to the clutch arm by the engine. Adjust clutch using the 2 lock nuts on the engine and be sure to leave a little play at the lever – about 1/8" of lever free play.

7. Remove the stock bars with all controls left in place.

- a.** Remove 4 screws and the 2 handlebar clamps. Notice the orientation of the 2 handlebar clamps. There is a forward and a back side and they are different. The forward side has a deeper profile while the back is shorter. This is clearly shown in **photo #16** which already has the HRA adapter installed. Place the handlebar assembly on a rag and place in front of the forks.
- b.** Place the HRA adapter in position over the lower handlebar mounting clamps and install the two 25mm long socket head cap screws provided in the forward 2 holes and tighten. Install the remaining two (longer) screws in the rear mounting holes and tighten. Torque all 4 mounting screws to **14 ft. lbs.** Refer to **photo 16**. Attach the front brake as shown in Photo 10C. This metal clip was formerly used by the clutch cable.

8. Re-install the handlebar assembly over the new mounting position on the HRA adapter, and re-install the factory top clamps. Using the 4 M8x30 screws provided. Make sure the caps are positioned properly and the bars are evenly positioned left & right. Adjust handlebar to your preference and torque the 4 screws to **12 ft. lbs.** starting with the forward 2 first.

9. Re-attach the wire looms to ignition mounts as per stock. Use a cable tie provided. See **photo #1**.



10. Double check all work performed. Make sure everything disturbed or replaced has been torqued. Go to full left and right steering stops and make sure nothing jams or pulls tight.

Refer to **photo #17** for proper placement of the throttle cable and the right control housing wire loom.

11. To wire the Pilot version, refer to **photo#18** for positioning of the power lead.





Photo # 2

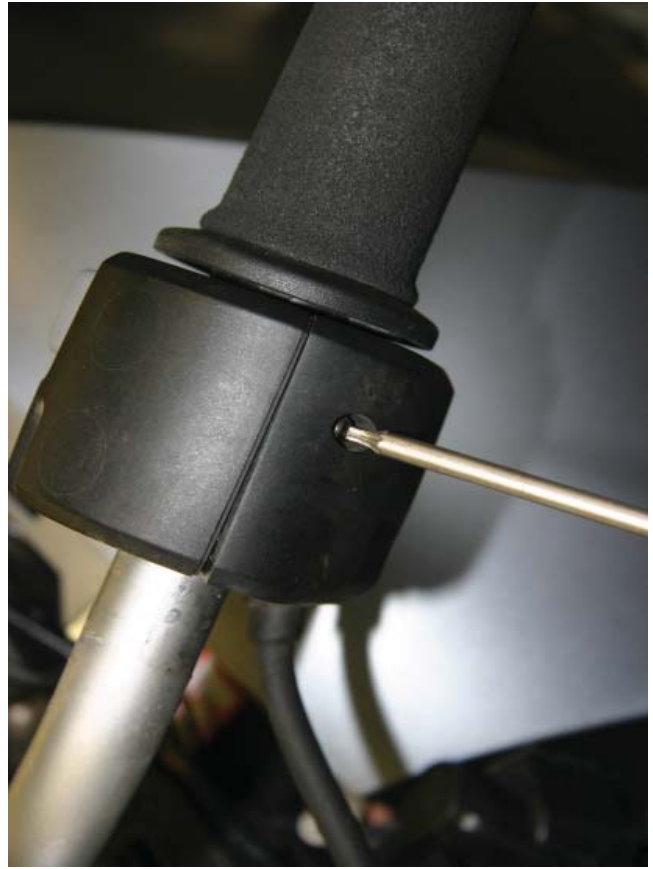


Photo # 4



Photo # 1



Photo # 3



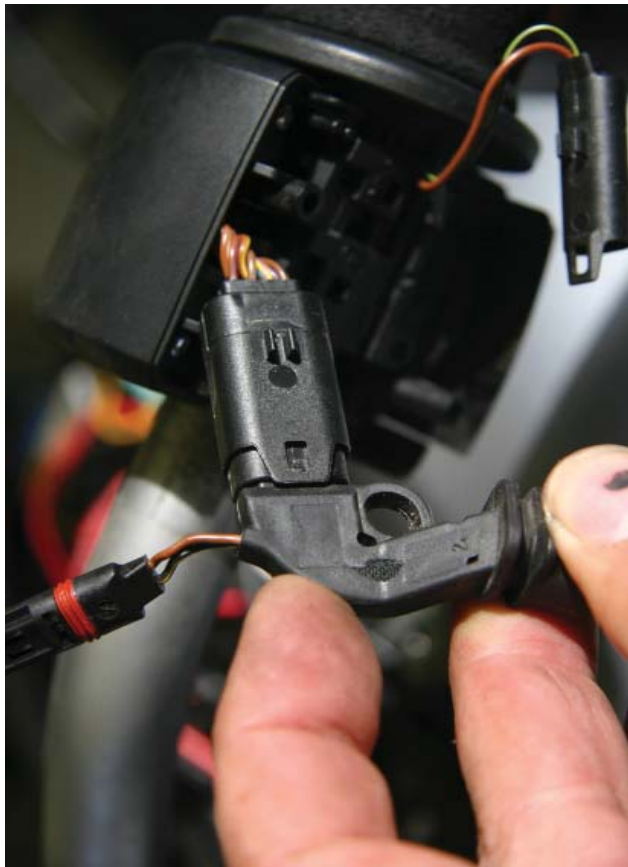


Photo # 6



Photo # 8



Photo # 5



Photo # 7





Photo # 10A



Photo # 10C



Photo # 9



Photo # 10B





Photo # 13



Photo # 14



Photo # 11



Photo # 13





Photo # 16

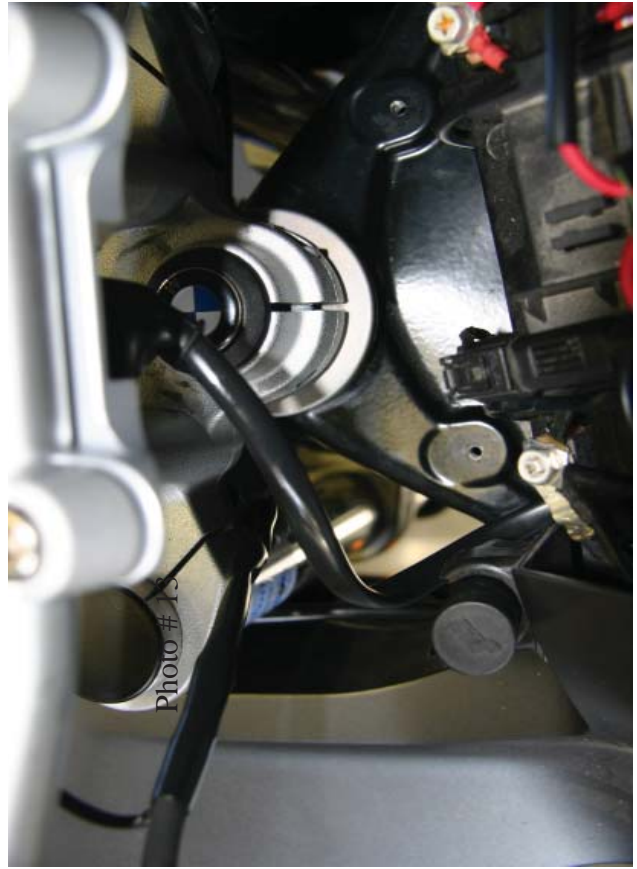


Photo # 18



Photo # 15



Photo # 17



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.

