

INSTALLATION INSTRUCTIONS

HONDA CBR250R

P/N: HB01075

***IMPORTANT:  
PLEASE GIVE CUSTOMER ENCLOSED INFORMATION!***

**HEBI  
BARS**

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!**





## Installation Instructions 2011-2013 Honda CBR250R

Part # HB01075

1 1/2" Taller ~ 1 1/4" Rearward ~ Stock Width

---

- 1.) Remove damper weights from the ends of the bars. Use a larger Phillips screwdriver and keep the weight from turning when loosening the screw (**PHOTO #1**).
- 2.) Remove the two (one per side) reusable cable ties holding the controls wire looms to the fork tubes. (**PHOTO #2**) Push out the little tab to release.
- 3.) Remove the wire stay that holds the throttle cables and the front brake hydraulic line to the top triple clamp. Remove the single bolt - 8MM head. (See **PHOTO #3**) Unwind the stay to release the front brake line grommet and the throttle cables (**PHOTO #4**). On non-ABS (STD) models, part 3 must be removed after removing bolt 23 as in **PHOTO #4B**.
- 4.) Place shop rags on both sides of the fairing below the handlebars.
- 5.) Remove circlips from the top of the fork tubes. Find the gap to remove. (**PHOTO #5**)
- 6.) **Remove the right clip-on.**
  - a. On the right side loosen the two screws (on the bottom) until they are out about a good quarter inch, push down on the lower half of the control housing and release the dowel pin from the handlebar tube and slide the throttle housing down the tube. (**PHOTO #6**)
  - b. Remove the two bolts holding the cap onto the front brake master cylinder and remove from bar. (**PHOTO #6**) Use an 8MM socket.
  - c. Loosen the right clip-on pinch bolt, slide clip-on up and off the fork tube and withdraw from the throttle housing (**PHOTO #7**)  
**Remove left clip-on.**
  - d. Loosen and remove the two bolts and the cap from the clutch lever mount. Remove from bar.
  - e. Loosen and remove the two screws holding the left switch housing together. Note that the longer screw is in the front hole of the housing (front wheel). Spread the two halves apart and remove from bar. (See **PHOTO #8**)
  - f. Remove left grip. Slide housing cover up toward the fork tube, start a long thin screw driver under the grip and drip some rubbing alcohol into the space around the screw driver and carefully work it deeper under the grip and start twisting the grip to distribute the alcohol and slide the grip off. (See **PHOTO #9**) Remove housing cover. (See **PHOTO #10**) Use caution to avoid injury.
  - g. Loosen left clip-on pinch bolt and remove clip-on from fork tube.
- 7.) Install damper weight elements into the HeliBars before installation. It is necessary to remove the damper weight elements from the stock bars and install them on the HeliBars to maintain the stock vibration

reduction effectiveness.

- a. Place one of the stock bars, with the locating hole on the top, in a vice with a shop rag to prevent damage. Tighten. Squirt a small amount of WD40 in the control housing locating hold and the hole out by the damper weight. Reinstall one of the damper weight. (See **PHOTO #11**)
  - b. Grab hold of the damper weight, wiggle slight Left and Right while pulling back. This will only pull the damper weight out a very small amount at this time. With a flat (spade) screw driver, push in and engage the screwdriver between the end of the bar and the small lip on the end of the tab. (See **PHOTO #12**) Repeat on the bottom as there are two engagement teeth - one on top, and one on the bottom. Continue to twist and pull, after both teeth are clear the holes and remove damper from stock bar. (See **PHOTO #13**) for clarity of the locating holes and the teeth. Repeat procedure on other stock bar.
  - c. Installing the damper elements into the HeliBars is simply a reversal of the dis-assembly process. Re-apply small amount of WD40 to the inner and the outer rubber bushings. Insert the first bushing into the HeliBar until the second bushing contacts the end of the tube. As the second bushing enters the tube end, make sure the bushing enters the tube all the way around pressing in any part that hangs up on the bar tube. Refer to (**PHOTO #13**) for tooth clarity. Press the damper element all the way in until the damper weight contacts the end of the tube. Stop pushing and remove damper weight. (See **PHOTO # 14**)
- 8.) Install the HeliBars
- a. Slide the throttle housing over the right HeliBar tube, press it down over the right fork tube until it bottoms out. Make sure the rotation stop (socket head cap screw) enters the groove between the top triple clamp pinch bolt. (See **PHOTO #15**) Place the circlip back into the stock location, refer to (**PHOTO #5**) on the top of the right fork tube.
  - b. Position the throttle housing so the dowel in the lower half of the housing enters the locating hole and tighten the two screws.
  - c. Gently bend the two separate connectors forward on the micro switch mounted to the front brake master cylinder. (See **PHOTO #16**) This allows clearance for the HeliBars riser tube.
  - d. Mount the master cylinder to the right HeliBar and make sure the up arrow is facing properly and install both bolts. Adjust the lever angle and tighten the upper bolt first then the lower one. Re-install right damper weight and tighten using a large Phillips screwdriver. Keep damper weight from turning while tightening the screw. (See **PHOTO #17**).
- 9.) Install left HeliBar
- a. Slide the left HeliBar down over the fork tube until it bottoms out on the top triple clamp ensuring rotation pin engages triple clamp groove as per the right side. Refer to (**PHOTO #15**). Re-install circlip as per the right side.
  - b. Slide left control housing ring onto the bar tube, engage the lower half of the left control housing over the ring and into it's locating hole (**PHOTO #18**). Put the upper half into place and install hardware. Longer screw goes into the forward hole tighten. Install clutch lever to bar. Make sure the arrow on the cap is facing up. Adjust lever angle and tighten top bolt first then bottom firmly. (See **PHOTO #19**)
  - c. Install grip (with adhesive grip glue) then install and tighten damper weight in place. Adjust grip so the space between the outside end of the grip has the same gap that the throttle side has. (See **PHOTO #20**)
- 10.) Adjust HeliBars: It is imperative that the bars are adjusted all the way back before the handlebar pinch bolts are torqued to 14 ft. lbs. The stops located on the bottom of the HeliBars should be contacting the rear portion of their travel in the top triple clamp. (See **PHOTO #15** for reference.)

Check all work performed and make sure everything is tightened and that all controls function properly.



**!! 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.**







Photo # 2



Photo # 4



Photo # 1

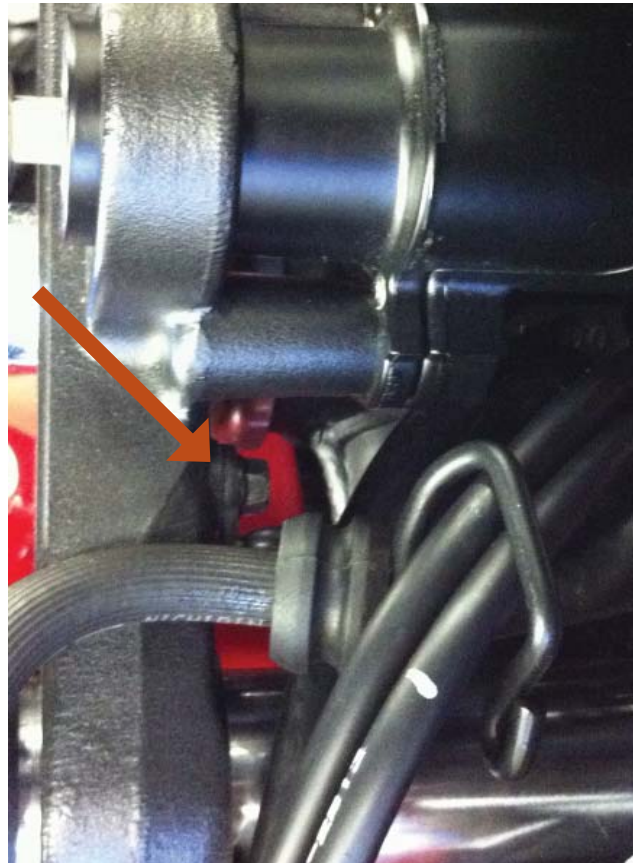


Photo # 3



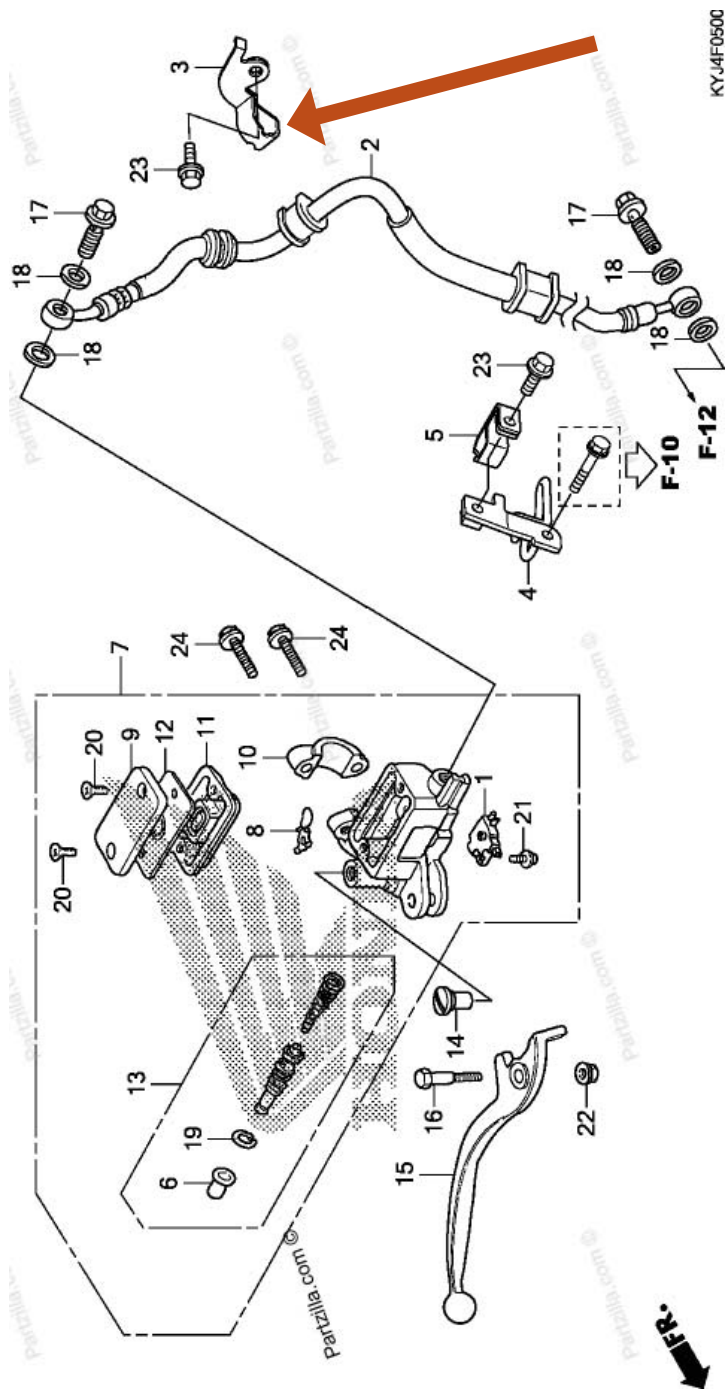


Photo # 4B







Photo # 6



Photo # 8



Photo # 5

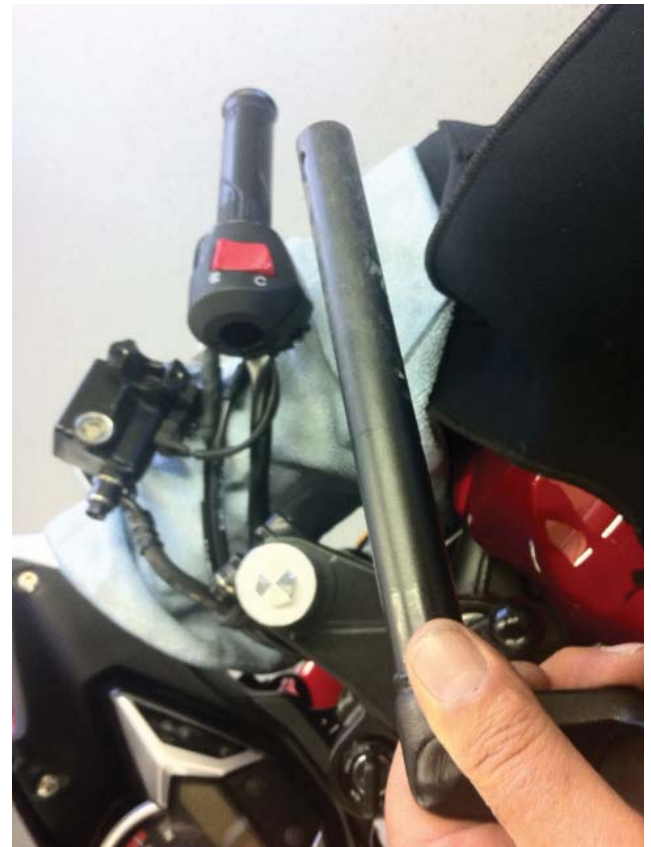


Photo # 7







Photo # 10

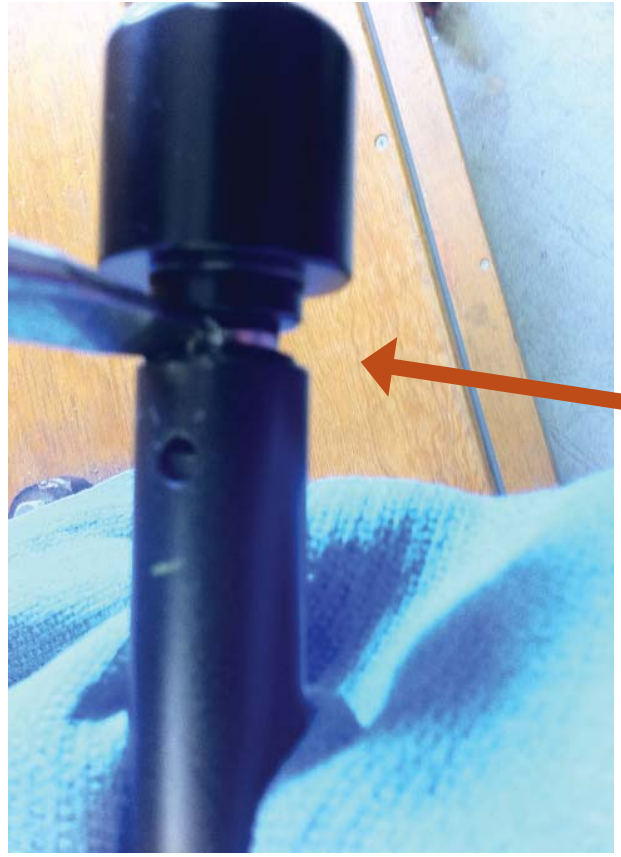


Photo # 12



Photo # 9



Photo # 11







Photo # 14

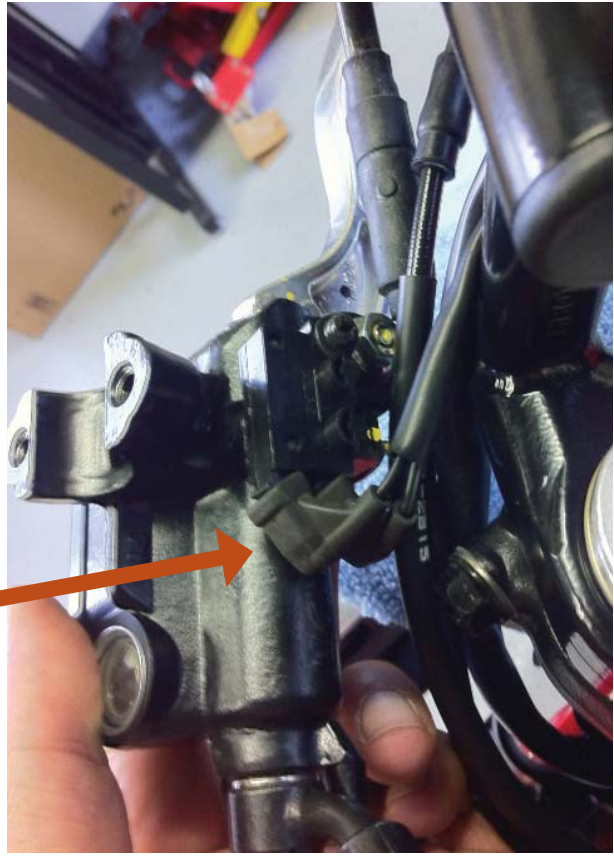


Photo # 16



Photo # 13



Photo # 15







Photo # 18



Photo # 20



Photo # 17



Photo # 19



## 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](http://www.HeliBars.com)



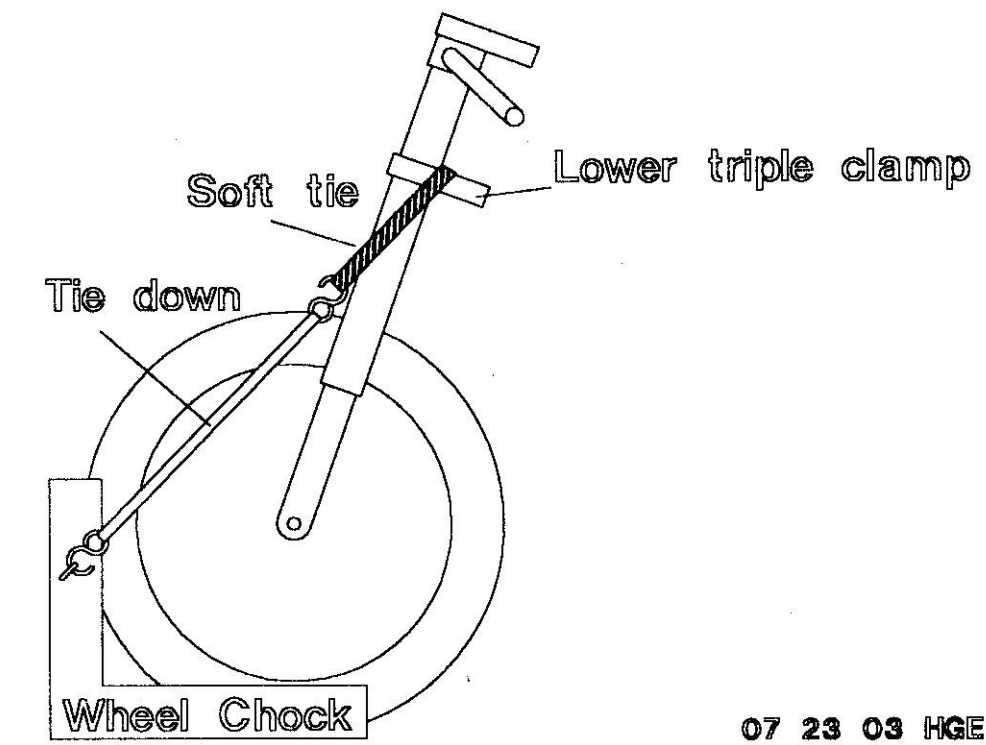
# Trailing with HeliBars®

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.

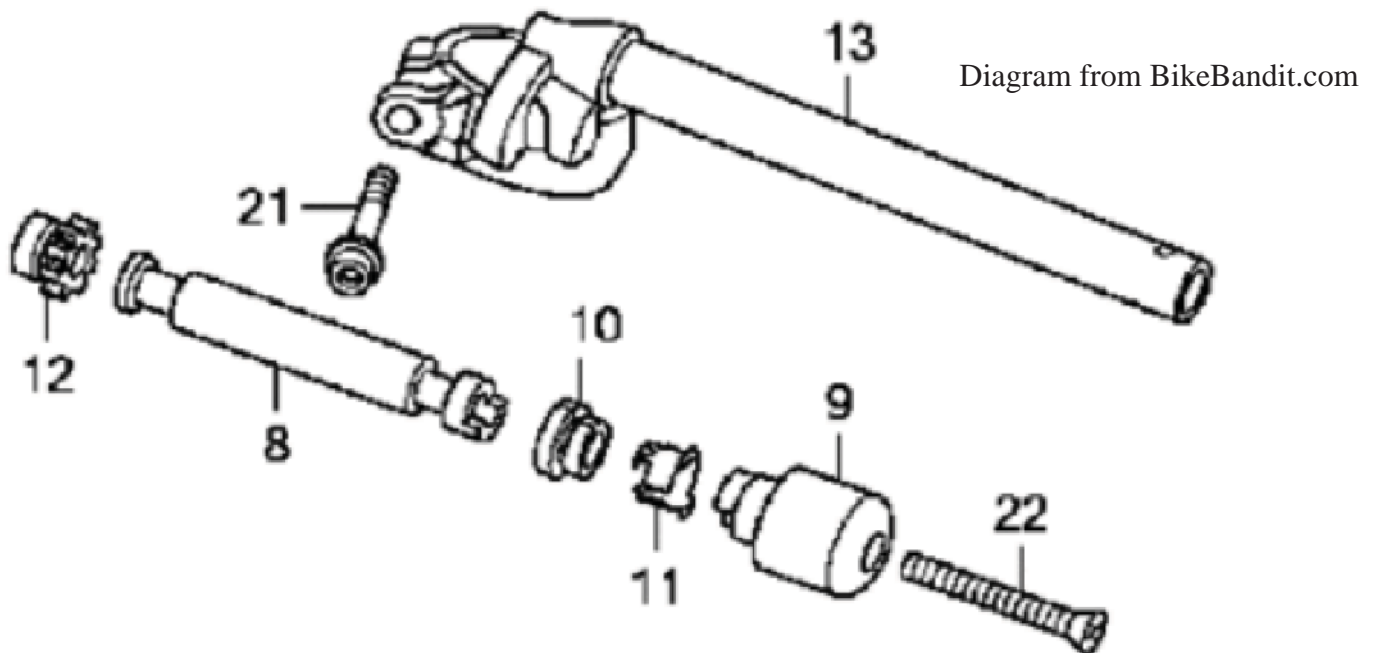
Failure to follow these guidelines can cause damage to the bars and the motorcycle, and may also void our warranty.



07 23 03 HGE



Diagram shows a stock CBR1000RR Bar Assembly. The damper assembly is made up of Numbers 8, 10, 11 and 12. The damper assembly must be removed and used in your HeliBars.



### Removing Damper Units from Stock Handlebar(s)

We recommend that you use some rubbing alcohol to help release the rubber bushings from the inside of the tube. Run some alcohol into the control locking pinhole and into the bar end, and distribute in all directions.

Carefully place the bar in a vise with soft jaws and a rag. Reinstall the damper weight and tighten, making sure the ridge on the weight is properly engaged with the corresponding ridge on the damper unit. Hold onto the weight with one hand. While pulling out and twisting, depress the two retaining tabs on either side one at a time until they move past their locating holes. Continue pulling and twisting until the damper comes out (Note: there is an "o" ring on the inner end of the damper shaft that can be rubbed off inside the tube when pulling). Just shake it out. Repeat this procedure for the other side.

Clean the damper rubbers and shafts, and reinstall into the Heli Bars. Use a bit of rubbing alcohol as a lubricant to ease installation. With the damper weight still attached, carefully start the first rubber bushing into the bar. Push and twist until the set of two bushings is ready to go in. Align the tabs on the retainer ring with the locating holes in the Heli Bar. Continue pushing in, making sure that the outer edge of the last bushing enters the tube evenly. Press in until the tabs enter the two holes. If necessary, pull back out a bit until the tabs are against the rear edges of the holes.

**CAUTION:** If the right-hand unit is installed too deeply, the damper weight will interfere with throttle operation. The threaded end of the damper unit will be about flush with the tube end, but the ridge that engages the weight will protrude.

Once each unit is installed, remove the damper weight.

