

INSTALLATION INSTRUCTIONS

2006-2010 Kawasaki ZX10R
TracStar™ Replacment Handlebars
P/N: TS04072-KA

2011-2012 Kawasaki ZX10R
TracStar™ Replacment Handlebars
P/N: TS04072-KB

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



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!



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.





2006-2012 Kawasaki ZX10R
TracStar™ Replacment Handlebars
Installation Instructions
P/N: TS04072

2011-2012: 1 1/2" Taller ~ 1/2" Rearward ~ 26" Wide
2008-2010: 1 3/4" Taller ~ 1/2" Rearward ~ 25 3/4" Wide
2006-2007: 1 1/2" Taller ~ 1/2" Rearward ~ 25 3/4" Wide**

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HAVE A QUALIFIED MECHANIC INSTALL YOUR HELIBARS®.**

The bars are clearly marked. Engraved with B00435L for the left bar and B00436R for the right bar

****PLEASE NOTE:** To gain the additional 1/4" rise on the 2006-2007 bike you will need to replace the stock steering damper bracket with a 2008 steering bracket that attaches to the top triple clamp. Kawasaki part number 11054-1903. This can be found at www.babbittsonline.com for under \$20.00.

The new TracStar is a direct bolt on replacement for the stock factory clip-ons on **2006-2012 ZX10**. No modifications are required for installation and all cables, hydraulic lines and wire looms remain in the stock locations.

- 1.) Remove bar end damper weights. Use an 8mm Hex drive to remove.
- 2.)
 - a. Remove the fork steering damper and mounts as a unit. This will aid in triple clamp removal. On **2011-2012** models remove the two button head cap screws holding the damper in place. Use a T-40 tamper proof Torx bit which has a hollow center. (**See PHOTO A**) Loosen and remove the two 6mm bolts (10mm Head) from the top triple clamp damper bracket. **See photo #1**. Loosen and remove the two 6mm bolts from the damper bracket in front of the fuel tank. **See photo #2**. Set steering damper/mounts assembly aside.
 - b. Loosen and remove the shouldered bolts then position the stock clip-ons to the bottom of the top triple clamp. Use a 5mm Hex socket. **See photo #3**. These screws will not be reused with the TracStar clip-ons. Store with stock clip-ons.
- 3.) Remove the top triple clamp. Loosen the two fork tube pinch bolts. It is not necessary to remove them, just make sure they're very loose. Loosen and remove the steering stem nut. For the **2006-2007 & 2011-2012** you will use a 36mm Hex socket and for the **2008-2010** use a 12mm Hex socket. Place the triple clamp on a rag in front of the fork tubes. It will be helpful to remove some of the bind between the fork tubes and the steering stem to remove the top triple clamp.
- 4.) On **2011-2012**, leave the reservoir on it's stock mount. On all others remove front brake reservoir from factory bracket. Loosen and remove bolt and nut. They will be re-used but the factory mount should be stored with the right handlebar. **See photo #4**

- 5.) Remove the right factory clip-on:
 - a. Remove the cap clamp that holds master cylinder to the bar. Remove from bar and rest on a rag.
 - b. Loosen the two screws that clamp the throttle housing enough to let it move freely by dislocating the positioning internal pin. Pushing the rubber boot off of the throttle housing helps. (See **PHOTO C**)
 - c. Loosen the two screws that hold the right control housing in place enough to dislocate the internal pin. Remove right bar from the fork tube and slide it out of the control housing and the throttle.
 - d. Loosen right bar fork tube pinch bolt. Use a 6mm hex drive. Slide up fork tube and withdraw the stock bar from throttle housing and start/kill switch housing.

- 6.) Install the right TracStar clip-on. (For 2006-2010 Models a reservoir mounting bracket is included).
 - a. Remove the screw, washer and the reservoir mount before installing. Set them aside for now. This is necessary because the mount blocks the TracStars' fork clamping pinch bolts.
 - b. Slide the control housing and the throttle housing onto the right TracStar clip-on until the throttle grip is flush with the end of the handlebar, place over the fork tube and slide it down so there is more than 1 ½" for the 2006-2007 model or 1 ¼" for the 2008 model of fork tube above the top of the TracStar fork clamp. This is just a rough measurement that will allow the triple clamp to be remounted without contacting the HeliBars. Leave the throttle housing loose for now. Reverse step 5c (above) to install. **PLEASE NOTE:** To gain the additional ¼" rise on the 2006-2007 bike you will need to replace the stock steering damper bracket with a 2008 steering bracket. This can be found at www.babbitts.com for under \$20.00.
 - c. Carefully re-mount front brake master cylinder so as not to scratch surface of bar tube. Notice the clamping cap has an up mark. Install both 6mm screws, but only lightly tighten the top screw only.

- 7.) Left side stock handlebar removal:
 - a. Remove clutch lever clamp mounting screws. Set on rag.

 - b. Remove the two screws that hold the left side control housing halves together.
 - c. Loosen left bar clamping pinch bolt and remove from the fork tube. Remove left grip (use a small screw driver under the grip and pour a small amount of rubbing alcohol into the space to break seal, then twist to remove).

- 8.) Install the left side TracStar HeliBar:
 - a. Slide down over the fork tube and leave over 1 ½" for the 2006-2007 model or 1 ¼" for the 2008 model of fork tube above bar clamp top surface. Install clutch lever and switch housing. On 2011-2012, use the forward hole which is closer to the fork tube. (See **PHOTO D**) **PLEASE NOTE:** To gain the additional ¼" rise on the 2006-2007 bike you will need to replace the stock steering damper bracket with a 2008 steering bracket. This can be found at www.babbitts.com for under \$20.00.
 - b. Position triple clamp over fork tubes and stem and carefully slide down until fully seated. It may be helpful to pull the bike over to the right on the side stand to take some of the bind out of the front end and align the forks and steering stem. Install the steering stem nut and lightly tighten. Torque the two triple clamp fork pinch bolts to 12 ft. lbs. Turn the forks carefully (because the bars are loose) to the full right steering stop. Torque the steering stem nut to 66 ft lbs. (90 newton metres).
 - c. Pull both left and right bars up until they contact the bottom of the top triple clamp. The TracStar clip-ons provide a bit of forward/back rotational adjustability. On 2011-2012 align the forward edge of the TracStar bar with the flat edge of the top triple clamp. This speeds up alignment on this model. (See **PHOTO E**)



- d. Torque the two TracStar fork clamp pinch bolts to 12 ft. lbs.
- 9.) **For 2006-2010 ONLY:** Install front brake reservoir:
- Position reservoir bracket provided as shown in photo #5. Install the factory bolt and lock nut and lightly tighten.
 - Position the reservoir bracket over the threaded mounting boss and remember to place the washer over the socket head cap screw before inserting into bracket. Refer to photo #6. Rotate the reservoir until the top cover is level (sitting on bike). Carefully tighten.
- 10.) Fine tune TracStar HeliBars:
- Adjust the front brake lever. It should be close to the stock angle when adjusted. Tighten the top screw first then the bottom screw.
 - Adjust clutch lever to match front brake lever and tighten. Install left grip with rubbing alcohol as lubricant. Allow time for the alcohol to dry or use compressed air. Leave a 1/8" gap between the grip and the left control housing.
 - Install damper weights and torque to 20 ft lbs.
 - Re-install steering damper and mounting brackets. Reverse step 2A & 2B. Torque to 7 ft. lbs.

Check all work performed and confirm that all Torque Specs on critical hardware have been verified. Double Check all controls for tightness. Go lock to lock and check for hand clearances between fuel tank and fairing. Start machine in neutral, go lock to lock and make sure that the RPMs remain at idle. Also ensure that the throttle returns to its stop in both positions. See CAUTIONS on Page 1.

!! 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

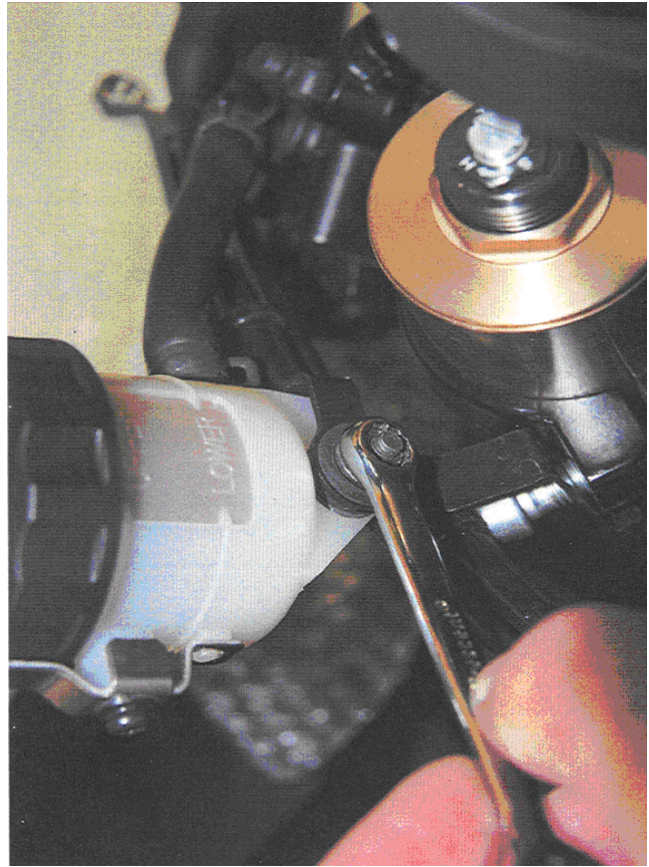


Photo # 4



Photo # 1

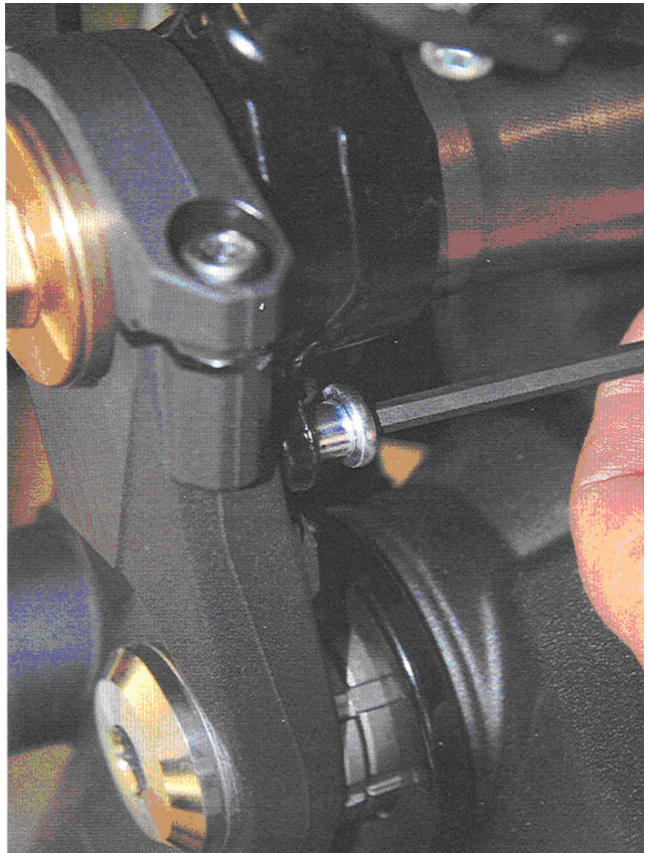


Photo # 3





Photo # 6



Photo # B



Photo # 5



Photo # A





Photo # D



Photo # C



Photo # E



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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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.

