



Handlebars for the long haul

TracStar™ HeliBars® for

2006 - 2008 Ducati 848 / 1098 / 1098S

Installation Instructions – Part # TS7706 (Page 1)

1" (25mm) taller * 3/4" (19mm) rearward * 1/2" (12.5mm) wider

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

HAVE A QUALIFIED MECHANIC INSTALL YOUR HELIBARS®.

PLEASE NOTE- BARS CLEARLY MARKED on the mounting end with TS7706-L for LEFT and TS7706-R for RIGHT

The left TracStar has a hole drilled through the bar for the left handgrip.

- 1.) Remove the top triple clamp. **Warning:** Do not attempt to loosen and remove the steering stem nut!
 - a.) Remove the steering damper from the frame mount. **See photo # 1.** Note the washer / spacer located under the ball joint. Use care not to lose the washer. Remove steering damper from it's triple clamp mount.
 - b.) Loosen the two triple clamp fork tube pinch bolts and the steering stem pinch bolt.
 - c.) Remove the triple clamp. Put the machine in 1st gear, place your shin against the front tire and apply a bit of back press to the wheel to remove the bind between the fork tubes and the steering stem. Wiggle the triple clamp a little side to side as you slide it up. It is recommended to temporarily loosen the stock clip-ons and slide them down the fork tubes a little over 1/4" to disengage the bar locating pins. This will ease the triple clamp removal. Temporarily retighten the stock clip-ons.

- 2.) Remove the right side controls and the stock clip ons. Note the locations of all the cables, hydraulic lines and control housing wire looms to assure they are positioned the same way when the TracStars are installed.
 - a.) Loosen and remove the two screws that clamp the front brake master cylinder to the right clip-on. Set the master cylinder on a rag and set down on the fairing. Loosen and remove the start / kill switch housing.
 - b.) Loosen the two screws that hold the two halves of the throttle housing together just enough so that the dowel pin can be withdrawn from its locating hole in the bar. It is not necessary to dismantle the throttle housing.
 - c.) Loosen the right clip-on fork tube pinch bolt, slide it up and off the fork tube and slide the throttle housing off the clip-on.
 - d.) Install the right TracStar by reversing steps A, B and C. Position the throttle cables so they run on top of the front brake hydraulic line. Start by sliding the throttle over the end of the TracStar then slide it down the fork tube about 1" and temporarily tighten the fork tube pinch bolt enough to keep the bar from sliding around. (continued)

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2d cont.) Engage the throttle housing dowel into its locating hole and tighten. Install the start / kill switch housing, engage the dowel and tighten. Install the front brake master cylinder. Notice that its clamping cap has an up arrow and install properly. Start both screws but tighten the top one only at this time. Loosen the TracStar fork tube pinch bolt and slide it down the fork tube leaving enough clearance for the triple clamp when it's reinstalled.

- 3.)
- a.) Remove the left side controls and clip-on. Start by loosening and removing the clutch master cylinder clamping cap. Set the master cylinder on a rag and rest on the fairing.
 - b.) Remove the two screws that hold the two halves of the left control housing together and remove it from the clip-on.
 - c.) To remove the left grip from the clip on, slide a small flat screw driver down between the inside edge of the grip and the clip-on tube. Drip a few drops of rubbing alcohol down the gap that the screw drivers made. Hold the clip-on with one hand and twist and pull the grip off. You will use a bit of alcohol to re-install the grip onto the left TracStar.
 - d.) Loosen the pinch bolt that clamps the left clip-on to the fork tube and remove.
 - e.) Reverse the previous steps to install the left TracStar. Install the left control housing dowel into the locating hole and tighten the screws. NOTE: On the 1098 models use the inner most (closest to the fork tube) locating hole on the left bar to locate the control housing. On the 848 models, use the outer most locating hole. Install the clutch master cylinder. Re-install the left grip. Slide the left TracStar down the tube enough to allow clearance of the top triple clamp when it's re-installed.
- 4.) Install the top triple clamp.
- a.) As with the removal of the triple clamp, reapply rearward pressure on the front wheel to take the bind out of the fork tubes and carefully slide the triple clamp down the fork tubes until it fully bottoms out on the steering stem nuts lower flange. Make sure that the TracStars are not keeping the triple clamp from fully seating.
 - b.) Torque the two triple clamp fork tube pinch bolts and the single steering stem pinch bolt to 12 ft. lbs.
 - c.) Loosen and slide the TracStar bars up until they contact the bottom of the triple clamp. Rotate the bars until the two slits align as shown in **photo # 2**. (left side shown) Temporarily tighten the TracStar fork tube pinch bolts. Carefully turn the bars all the way to the left and right steering stops and make sure that the left and right control housing buttons have clearance and do not contact the fuel tank. If more clearance is needed, rotate the bars forward and match the location of the two slits so both bar angles mirror eachother.
- NOTE:** The 1098 Ducati has an adjustable steering stop, (**see photo #3**) and not all production bikes are delivered with identical steering stop adjustments.
- d.) When tank clearance is confirmed, torque the two TracStar fork tube pinch bolts to 12 ft. lbs.
 - e.) Adjust the clutch and front brake levers to the desired angles and tighten the master cylinder caps starting with the upper screw first to 7 ft. lbs., followed by the lower screws.
- 5.) Reinstall the steering damper by reversing the disassembly process. Slide the damper body into the triple clamp mounted pivot clamp and position the largest diameter section of the body so it is visible on either side of the clamp. Tighten. Attached the damper arm shaft ball joint over the frame mount and make sure that the arm is rotated such that the mounting screw sits within the ball mount. Place the small spacer / washer over the frame mount with the small lip facing up. **See photo # 1**. Torque the screw to 7 ft. lbs.

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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.

!! 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 IN IMPROPER USE OF ANY HELIBARS.



Photo # 1



Photo # 2



Photo # 3