

INSTALLATION INSTRUCTIONS

HeliBars® Tour Performance® Adjustable Handlebar Bridge
2006+ Yamaha FJR1300 US & European

P/N: HR09079

***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!





HeliBars Tour Performance Adjustable Handlebar Bridge 2006+ Yamaha FJR1300 US & European Installation Instructions

1" Taller ~ 1 1/2-3" Rear Offset ~ 0-3" Wider

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

The Tour Performance adjustable handlebar bridge is intended to fit between the stock handlebars and the stock top triple clamp on all 2006 to 2013 FJR models. No additional aftermarket riser should be installed with the handlebar bridge as there will be no additional slack available in any of the cables and hydraulic line. Doing so could adversely effect it's safety and performance.

The installation of the Tour Performance bridge requires several alterations to be performed prior to removing the handlebars from the stock triple clamp.

- 1.) Remove wire looms, cables and hydraulic lines from the metal stay in front of the top triple clamp.
 - a. Cut the left and right side and remove cables, hydraulic lines and wire loom. **(Photo #1 & #2)**
 - b. Carefully cut the cable tie that gathers the right control housing wire loom with the ignition cable at the base of the ignition switch. Pull out the slack. **(Photo #3)**
 - c. Remove the screw (8mm Head) that holds the clutch hydraulic line to the left side of the steering head, pry apart the P clip and remove from the line. **(Photo #4 & #5)**

- 2.) Install front brake hydraulic line extension. Leave reservoir cover on.
 - a. Place shop rags on top of fuel tank and fairing top sides.
 - b. Place a rag directly under the master cylinder. Slide the rubber boot down the stock brake line to be used over bleeder bolt.
 - c. Loosen and remove hydraulic line banjo bolt from master cylinder. **(Photo #6 & #7)**
 - d. Place the bleeder banjo bolt provided into the banjo fitting of the stock line with a copper washer (supplied) on either side of the fitting as shown. **(Photo #8)**
 - e. Hold the hydraulic extension as shown in **(Photo #9)** with the banjo fitting angle facing up (on the left) and screw the bleeder banjo bolt into the AN3 fitting. Tighten.
 - f. Fit the stock (black) banjo bolt through the line extension upper banjo fitting with a copper washer on either side and re-attach to the master cylinder. Tighten. **(Photo #10A)** Tighten the lower AN3 fitting to

the stock line with 14mm & 12mm wrenches firmly. Lightly tighten the bleeder fitting with an 8mm wrench.
g. Remove the rubber cap from the bleeder. Slide the rubber boot up over the AN3 fitting. Carefully cut a 1/4" long slit in the center of the rubber boot and slide it over the bleeder. See **(Photo #10B)**.
h. Remove the reservoir cover and bleed the master cylinder of air through the bleeder valve at the AN3 fitting. Lightly but quickly tap the brake lever to dislodge trapped air bubbles. Adjust fluid level by adding DOT 4 brake fluid if needed. Re-install the cover and wipe away brake fluid from master cylinder and fittings. Tighten bleeder and install stock black rubber cover over the bleeder bolt by placing a hole in back-side as shown in **(Photo #26)**.

- 3.) Reposition throttle cables to the inside of the hydraulic lines.
 - a. Loosen and push the rubber boot down the throttle cables. **(Photo #11)**
 - b. Loosen and remove the two screws holding the two halves of the throttle housing together. **(Photo #12)**. Free the pull and push cables from the throttle sleeve, wind the cables down behind the fairing and bring them up the inside of the hydraulic lines. **(Photo #13)** Bring the cables up in front of the top triple clamp and re-assemble throttle housing.

- 4.) Gain additional slack from the left control housing wire loom.
 - a. Locate the forward plastic cable strap and pop it out of it's mounting hole on the fairing frame. **(Photo #14)** 2006-2013 Models DO NOT remove the rear most plastic strap from it's mount. Reach to the bottom of the rear strap, pull the small tab out while pushing up on the excess strap to loosen the pressure on the wire loom and pull the loom back towards the rider. 2014+ models the wire harness clamp, closet to the steering head needs to be completely loosened or removed.

- 5.) Remove the stock handle bar mounting plate/cable guide.
 - a. Remove the small cap head screws and covers at the stock handle bar base. **(Photo #15)**
 - b. Loosen and remove the L & R side M8 screws (6mm hex head).
 - c. Loosen and remove the 17mm hex head nuts. Set the handlebars on rags on the sides of the fairing.
 - d. Use a breaker bar and a 36mm socket to loosen the steering stem nut and remove it. NOTE: place a post-it over the stem nut before sliding the socket into place. This will eliminate scuffing and scratching the aluminum stem nut due to the high force required to loosen the nut. **(Photo #16)**
 - e. Loosen the L & Right fork tube pinch bolts but do not remove. **(Photo #17)**
 - f. Remove the top triple clamp. Stand in front of the fairing. Put your thigh against the front wheel and push back, reach around the fairing and grab the triple clamp and push back and the clamp will slide off because you've removed the bind that the machines weight puts on the steering stem. **(Photo #18)** Remove the factory bar mounting system.
 - g. Re-install the triple clamp the same way you just removed it. Make sure it is fully seated. The fork tube caps should be above the triple clamp slightly **(as seen in Photo #19)** Re-install the steering stem nut and lightly tighten. Torque the two fork tube pinch bolts to **18 ft. lbs.** Now torque the steering stem nut to **85 ft. lbs.**

- 6.) Install the Tour Performance adjustable handlebar bridge



- a. Hold the adapter as shown in **(Photo #19)** and start on the M12 standard bolts with washer into it's threaded mounting hole through the bottom of the top triple clamp. Leave loose and install the second standard bolt with washer. Leave loose.
 - b. Install both M8 x 35 socket head cap screws through the forward holes. **(Photo #20)** Install the M8 washer and the nylon lock nuts and torque to **14 ft. lbs. (Photo #21)**
 - c. Torque 12mm bolts to **28 ft. lbs. (Photo #22)**
- 7.) Re-install the handlebars onto the Tour Performance handlebar bridge adapter. **(Photo #23)**
- a. Place the right side handlebar on the adapter and engage the two dowels into their receiving slots and start one of the M12 bolts (with threaded riser) with an M12 washer through the bar and thread it down but do not fully tighten. Leave it loose for now. Repeat this step on the left side.
 - b. Install the two remaining M8 x 30 socket head caps and the standard nuts into position. **(Photo #24 & #25 for clarity)**
- 8.) Adjust bars to a comfortable angle. There are two small index marks at the base of each handlebar where it mounts onto the adapter. They are located in front and will help mirror left and right side adjustments. After settling on an angle. Torque the two small handlebar mount **M8** screws to **14 ft. lbs.** Torque the two **M12** bolts to **28 ft. lbs.**
- a. Replace the handlebar hardware covers, install small button head cap screws and tighten.
- 9.) Cable tie wire looms and front brake hydraulic line
- a. On the right side of the machine put one of the cable ties provided around the front brake line, the right control housing wire loom and attach them to the right side of the ignition switch mount. **(Photo #26)**
 - b. On the left side of the machine, use the 2nd cable tie to re-attach the right side control housing wire loom back to the ignition wire loom. Tighten tie and cut off excess. **(Photo #27)**
- 10.) Double check all work performed. Start machine outside, leave it in neutral and turn the handlebars all the way to the right steering stop then back all the way to the left steering stop. Make sure the machine remains at an idle. If the idle increases, re-adjust how the cables are positioned and refer to the photos.
- 11.) To adjust bars after installation use a 19mm and 6mm hex (Allen).

**!! CAUTION!! BARS MUST BE TORQUED TO
SPECIFIED VALUES.
THEY MUST NOT BE OVER TORQUED.
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

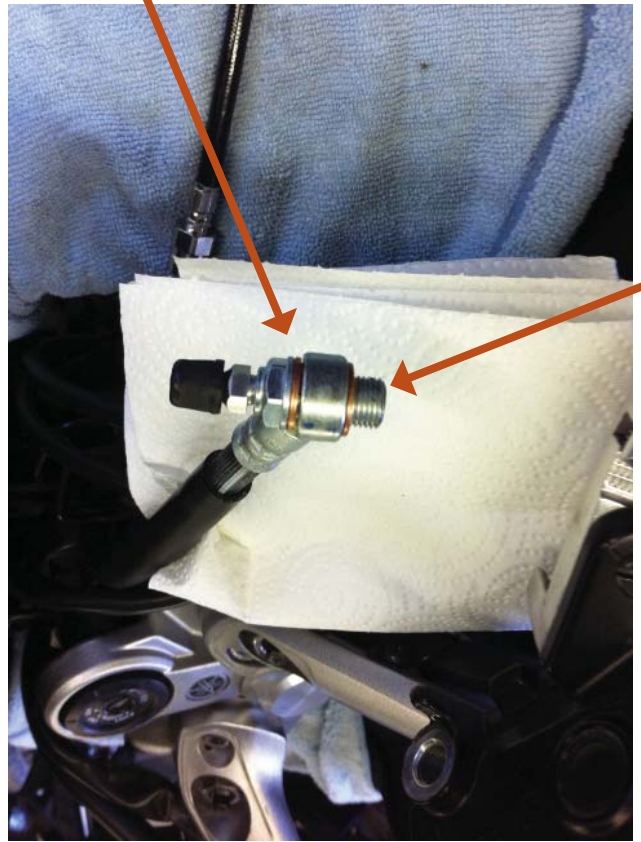


Photo # 8



Photo # 5



Photo # 7





Photo # 10A



Photo # 11



Photo # 9



Photo # 10B





Photo # 13



Photo # 15



Photo # 12



Photo # 14





Photo # 17



Photo # 19



Photo # 16



Photo # 18



Photo # 21



Photo # 23



Photo # 20

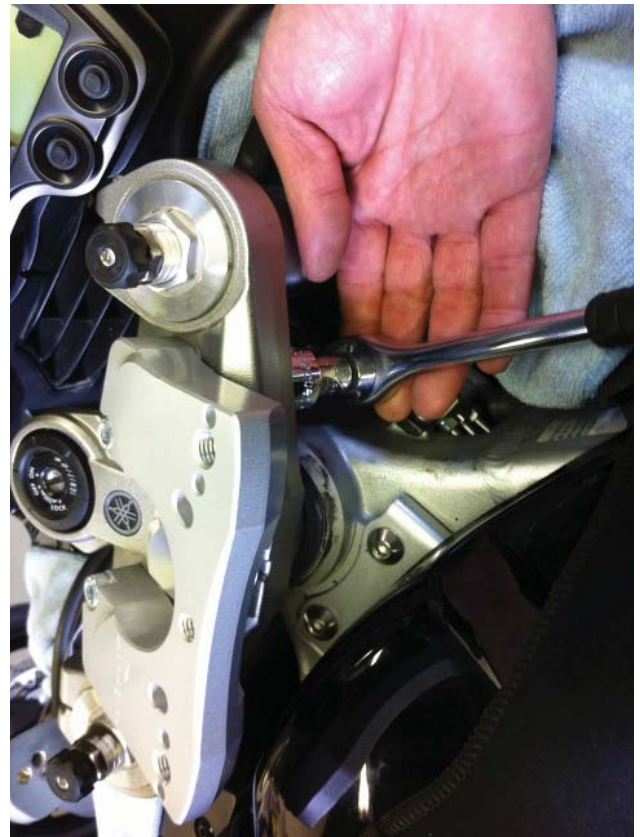


Photo # 22





Photo # 25



Photo # 27



Photo # 24



Photo # 26





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



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.

