

INSTALLATION INSTRUCTIONS

Horizon® AT Patented Multi Axis Adjustable Handlebar System for
2013-2015 BMW R1200GS/GSA

P/N: HRAT05101

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



Thank you for your HeliBars® purchase.

HeliBars are designed to increase your long distance comfort and improve the handling of your motorcycle, and we feel confident you will enjoy them. The Horizon AT is the most technologically advanced handlebar system to ever grace a motorcycle. Many safety features have been included in the design. It is of the utmost importance the bars are installed by a mechanic with good mechanical skills following the installation instructions provided.

HeliBars INSTALLATION

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

**!! 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!





**Horizon AT, Patented Multi Axis Adjustable Handlebar System for
2013-2015 BMW R1200GS/GSA
Installation Instructions**

Height Adjustment: 2-4" ~ Rear Offset Adjustment: 2-4" ~ Width: 30"

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

The Horizon AT system uses all factory hydraulic lines and cables with no modifications to any of the factory components.

Basic mechanics tools are required including Torx drives T8-T50 range, M6 and 8 Hex (allen) and a torque wrench. The use of the factory service manual would be helpful in removing body panels.

- 1.) Remove handguards, damper weights, spacers and screws. T25 torx for bracket and T50 torx for damper end. **(Photo #1)**
- 2.) Remove clutch lever mount cover on the left side, T25 torx. **(Photo #2)**
- 3.) Remove clutch lever mount and strap. Use a T30 torx bit. Rest the clutch master cylinder on a rag on the side of the fairing. **(Photo #3)**
- 4.) Peel back left grip (facing rider) and remove screw, T15 torx. Turn bars to full left steering stop and carefully slide left control housing/grip off handlebar. Place it on a rag with the clutch master cylinder. **(Photo #5)**
- 5.) Remove front brake master cylinder, T30 torx. Place a rag under it and let it rest on the side of the fairing. **(Photo #6)**
- 6.) Remove T8 torx screw from bottom of right control housing. Separate the two halves with your finger nails to release cover. Carefully slide cover off. Remove second T8 torx screw and slide top half of control housing aside. Remove mounting screw. Use a T15 torx screwdriver. Turn handlebars to full right stop and carefully slide throttle housing off handlebar. Place throttle housing on a rag with front brake master cylinder. **(Reference Photos 7-12)**

- 7.) Remove stock handlebar and any aftermarket risers. Use a T45 torx.
- 8.) Carefully feed the controls and master cylinders down in front of the forks, around the fork tubes and frame and slowly pull them up so the hydraulic lines/wire looms are now coming up behind the top triple clamp. **(Refer to Photos 13-15)**
- 9.) Install the lower assembly into the handlebar mounting clamp, install caps and screws. Adjust left or right to show equal amounts of knurled sleeves. Position the assembly back towards the rider at about a 40 degree angle. This is a good starting point. Tighten the forward two screws first followed by the rear two, torque to 18 ft. lbs. Place the hydraulic lines and wire looms over the riser tubes as shown. (This is imperative as the lines cannot be located here after the controls are mounted.) **(Refer to Photo #17 & #18)**
- 10.) Slide the left grip and control housing assembly onto the left handlebar tube. The left and right tubes are clearly marked. Remove the inner pinch bolt from the left handlebar pivot clamp. Engage handlebar tube fully into the clamping bore until the tube end is flush with the inner edge of the bore and insert pinch bolt, only lightly tighten at this time. **(Photo #19)**
- 11.) Peel back the left grip, rotate the tube to align mounting hole, insert screw and tighten with a T15 torx screw driver. Rotate the handlebar tube to position the left control housing into the desired position and tighten the two handlebar clamp pinch bolts to **14 ft. lbs.** Use a 6mm hex. **(Refer to Photo #4 & #19)**
- 12.) Mount the clutch master cylinder, adjust rotation angle and tighten. **(Photo #20)**
- 13.) Re-install left plastic cover with button to clutch strap, tighten. **(Photo #21)**
- 14.) Re-install left handguard, damper weight and hardware, tighten. **(Photo #22)**
- 15.) Repeat step 10 and place throttle assembly onto right handlebar tube, insert screw and tighten. Torque both pinch bolts to **14 ft. lbs.** Re-assemble throttle control housing covers and see step 6 for clarity. **(Refer to Photos #23-28)**
- 16.) Install front brake master cylinder, adjust rotation angle and tighten. **(Photo #29)** The end of the brake lever should be flush with the end of the grip. **(Photo #30)**
- 17.) Re-install right hand guard, damper weight and hardware, tighten. **(Photo #31)**
- 18.) Install the plastic plugs provided, 2 smaller cap head plugs in the pinch bolts and 1 larger plug in the open end of the handlebar tube. **(Photo #32)** Left side shown, repeat on right.
- 19.) Place one cable tie provided on the left and right handlebar lower mount assembly as shown. This is important to keep hydraulic lines/wire looms in the optimal location for lock to lock positioning. **(Photo #37 and #38)** Place a smaller cable tie around the right wire loom harness and clutch hydraulic line and trim excess. **(Photo #34)**
- 20.) Adjust Horizon AT bars.



- a. To adjust wrist angle forward or back, loosen pinch bolt located on pivot #1 as seen in **Photo #33**: Use a 6MM hex drive. Adjust bar to desired angle and torque pinch bolt to **14-16 ft. lbs.** Left side is shown.
- b. **Photo #34** shows the location of the index marks on top and a single stationary dot on the lower half. Count the dots on the left bar from left to right. Adjust the right side, matching the index marks and torque to **14-16 ft. lbs.**
- c. To adjust wrist angle up and down, loosen the left side larger pinch bolt with a 8MM hex located on the handlebar riser assembly shown in **Photo #35**. Adjust bar to desired angle then re-torque the screw to **28-32 ft. lbs.**
- d. **Photo #36** shows the index marks to mirror left and right sides. Use the slit machined in the clamp as the indicator mark and count the dots to match the opposite side.
- e. To make major reach adjustments, loosen the rear two handlebar mounting clamps, push bar forward or back to desired position and re-torque clamp pinch bolts to **18 ft. lbs.**

CAUTION: carefully turn bars to the left and right steering stops and confirm that the bars do not contact the fuel tank or the fairing/windshield.

- f. Before road testing, double check all pivots, including handlebar tube pinch bolts for proper torque.

**!! 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.

**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 # 6



Photo # 8



Photo # 5



Photo # 7



Photo # 10

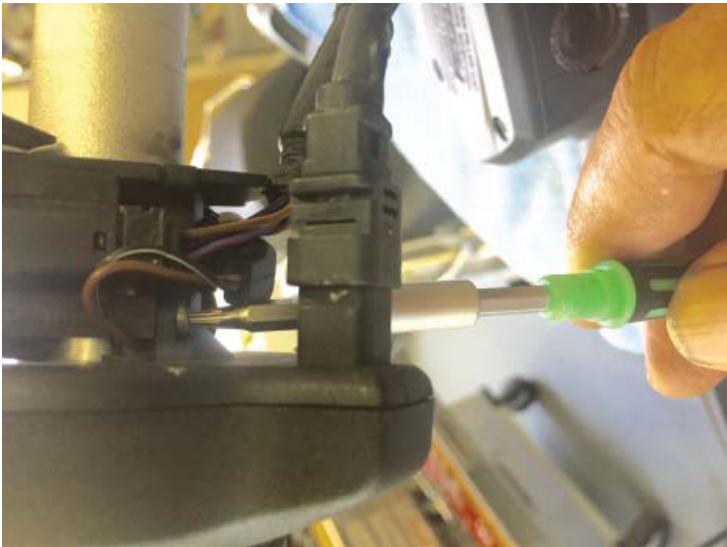


Photo # 12



Photo # 9



Photo # 11





Photo # 14



Photo # 16

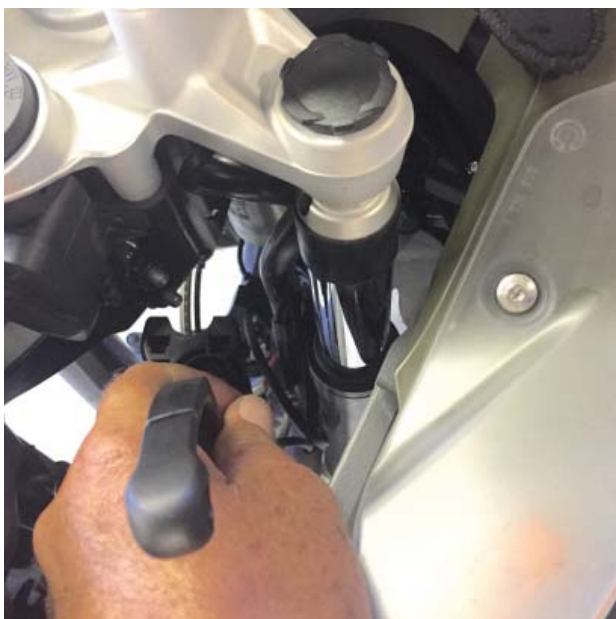


Photo # 13



Photo # 15

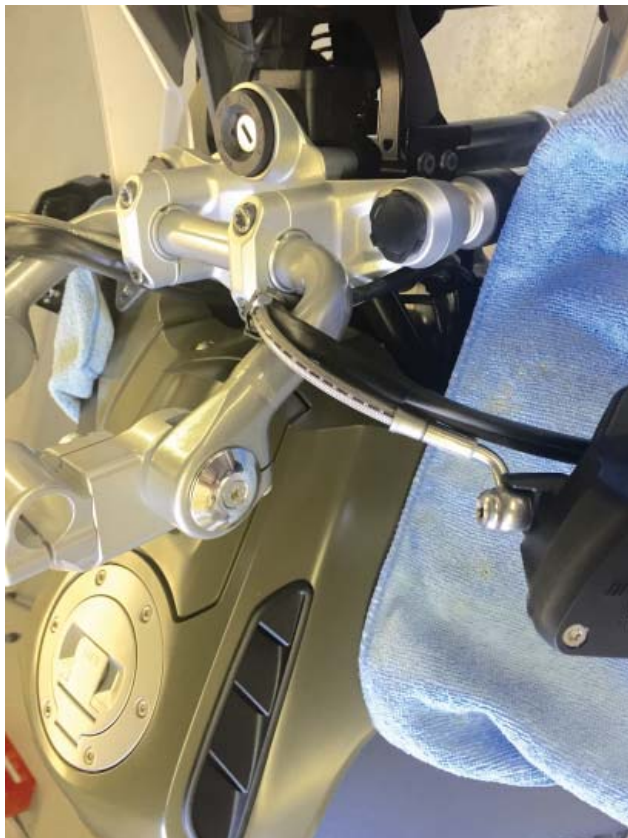


Photo # 18



Photo # 20



Photo # 17



Photo # 19





Photo # 22



Photo # 24



Photo # 21



Photo # 23



Photo # 26

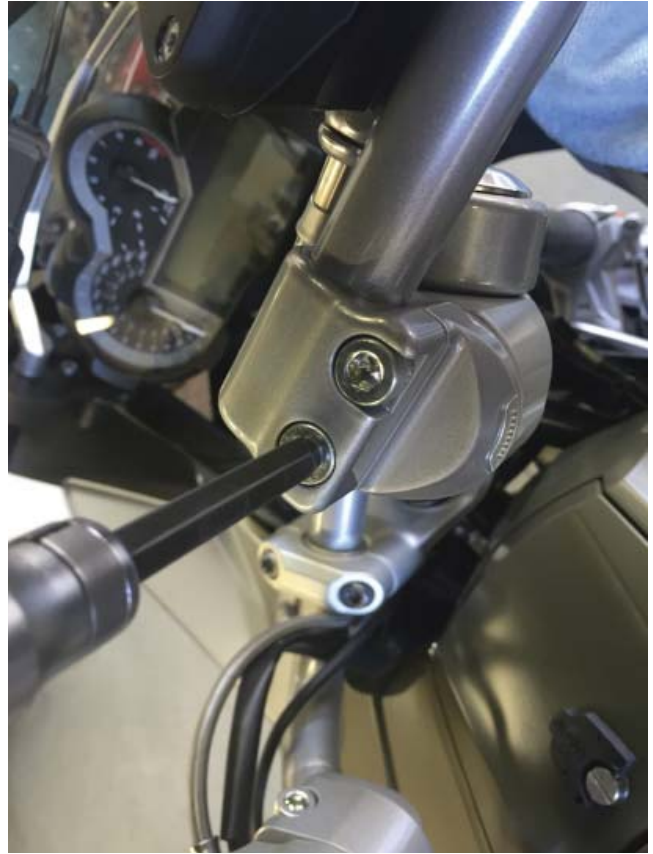


Photo # 28



Photo # 25



Photo # 27





Photo # 30



Photo # 32



Photo # 29



Photo # 31





Photo # 34



Photo # 36



Photo # 33



Photo # 35





Photo # 38



Photo # 37



Photo # 39





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



Trailer 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.

