# INSTALLATION INSTRUCTIONS

2017+ BMW R9T Racer

HeliBars Replacement Triple Clamp w/Built in Risers
Part # HRT05126

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

HELI BARS

MAINE MADE
AMERICA'S BEST

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.**

**!! 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 'Trailering 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!

**BMW R9T Racer 2017+**
**Installation Instructions – Part # HRT05126**

**3 1/2" (89mm) Taller, 4 1/4" (109mm) Rearward, Stock Width**

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

Tools Required:

- T25 Torx Screw Driver
- T27 Torx Screw Driver
- T40 Torx Socket
- T50 Torx Socket
- 19MM wrench
- Long Reach T8 Bit
- 36MM Socket
- Breaker Bar

**1. Remove stock top clamp and handlebar tubes**

a. Place a large shop towel over the fuel tank. Remove the screws from the back of the speedometer and tachometer. Use a T25 Torx screw driver. (**See Photo #1**)

b. Pull out the instruments, one at a time, locate connector, push small square tab in to release connector. (**See Photo #2 and #3**) Set gauges aside.

c. Pull connector and wire loom out of plastic mounting ring. Set ring aside. (**See Photo #4**)

d. Remove the metal clips that hold the instrument wiring harness in place. Pry it down with a spade screw driver. Use caution when handling this piece with your hands as it has sharp teeth. (**See Photo #5)** Push both wiring harnesses down through the holes in the bottom of the steel instrument housings.

e. Remove the bar end sliders (**Photo #6**) from the ends of the handlebar tubes. Use a T50 Torx screwdriver.

f. Remove the rubber straps holding the left and right side switch gear wire looms to the clutch and front brake hydraulic lines. (**See Photo #7**)

g. Loosen and remove the ignition cover. Pull out on the left and right lower edges and lift up. (**See Photo #8**). Set cover aside.

h. Loosen and remove the clutch master cylinder clamp screws. Use a T27 Torx Screw driver. (**See Photo #9**) Place a rag around the master cylinder and let it rest on the fairing lower.

i. Peel back the left grip, locate the mounting screw, loosen and remove. (**See Photo #10 and #11**)

j. Carefully rotate the handlebars all the way to the left steering stop. Rotate the grip, forward and back slightly as you pull it off of the bar tube. Use caution to not over stretch the small control housing wire loom. (**See Photo #12**) Allow left grip/control housing to rest on fairing lower.

k. Install handlebar removal tube, washer and bolt provided. Put a little grease or oil on threads to

lubricate. (**See Photo #13**) Using a 19 mm wrench, turn bolt clockwise until bar is withdrawn from top clamp bore. Place tape on bar and mark as left side.

l. Carefully rotate bars so the front wheel is straight. Locate the cable tie holding the front brake hydraulic line up against the steering head bracket. (**See Photo #14**) Carefully cut and remove cable tie.

m. Remove front brake master cylinder from right bar by loosening the two T27 Torx screws and remove from clamp. Refer back to (**Photo #9**) Place a rag around master cylinder and rest on lower fairing.

n. Using a long reach T8 bit, remove the screw from the throttle lower cover. (**See Photo #15**) Remove by pushing down on the rear half of lower cover, pivot forward and release front. (See Photo #16)

o. Remove T8 screw from the lower half of the throttle assembly (**See Photo #17**). Move top cover to expose mounting screw. Loosen and remove screw (**See Photo #18**).

p. Carefully remove throttle assembly from right bar. (**See Photo #19**) Refer back to step K, (**Photo #13**) and remove right bar from top clamp.

q. Using a T40 Torx bit, loosen and remove the two top clamp fork tube pinch bolts. (**Photo #20**)

r. Use a 36MM socket, Place a piece of paper over the steering stem nut and position the socket over the nut. (**See Photo #21**) Use a large breaker bar and loosen the nut counter clockwise. Remove nut and washer. (**Photo #22**)

s. Carefully remove top clamp up and off fork. Stand in front of the fairing, place one shin against the front wheel and apply a little back pressure to reduce binding in the front tube/steering stem. This will greatly simplify removal and installation of the HeliBar top clamp.

t. Remove the instrument mount from the stock triple clamp, position in place on the HeliBars top clamp, install using stock screws and tighten firmly. (**See Photo #23**)

u. Take the front brake master cylinder, carefully place it in front of the clutch master cylinder on the left side of the fairing. (**See Photo #24**)

**2. Install HeliBars SP Triple Clamp**

a. Carefully install the HeliBars SP Triple Clamp over the fork tubes and steering stem. They will not align so move back in front of the fairing, push back on the front wheel with one of your shins to align tubes/stem and reach around fairing and slide clamp all the way down into position. Install washer and nut and lightly snug the steering stem nut at this time with a 36MM socket. Remember to use a piece of paper to protect aluminum nut (**See Photo #25**)

b. Install the fork tube pinch bolts that were removed from the stock top clamp. (**Photo #20**), and torque both left and right sides to **14 ft lbs. (19NM**). (**See Photo #26**) Now torque the steering stem nut to **75 ft lbs. (100NM)**. Have a helper hold the front wheel if available. Otherwise, let fork carefully rotate to the right steering stop. (**See Photo #27**)

c. Install right handlebar tube into throttle assembly. (**Photo #28**) Rotate bar/housing, engage mounting screw and tighten. Fully engage bar into mounting bore. This may require a little wiggling forward and back. (**See Photo #29**)

d. Carefully put throttle housing top cover into place. (**See Photo #30**). Install screw using the T8 screwdriver and tighten. (**See Photo #31**)

e. Install lower cover by engaging forward edge first, holding wire loom rubber grommet in place and clicking cover up into place. Tighten screw. (**Photo #32**)

f. Carefully pull the left and right instrument wire looms up through the holes in the bottom of the instrument housings so they are positioned as seen in (**Photo #33**). Carefully reposition the wire looms

in the slots on the bottom of the instrument mount and re-install the metal clips. (**See Photo #34**)

g. Install the plastic spacer inside the right (tach) instrument housing and push the wire harness into place as shown in (**Photo #35**). Plug the tachometer connector back into place and insert the tach into the housing. (**See Photo #36**) Install mounting screw and tighten with a T25 Torx Screw Driver. (**See Photo #37**) Install the speedometer using the last 3 steps. Tighten mounting screws

h. Install bar mounting screw (previously removed from stock top clamp). Using the loctite provided, apply a small amount to half the threads (closest to the handlebar bore). Thread into place until it bottoms out. DO NOT tighten yet. (**See Photo # 38**)

i. Grab the front brake master cylinder and carefully move it into place. The brake lever must be located under the throttle cable. Install the clamp and mounting screws and make sure the up arrow is facing up. Hold the master cylinder mount up tight to the triple clamp riser. (**See Photo #39**) NOTE: The brake hydraulic line will be very stiff and initially resist it's new position. It will however, get used to it's new position and perform perfectly.

j. Adjust throttle housing rotation so the buttons are in a good location and the cable should be angling down slightly. (**See Photo #40**) While holding hand grip, torque mounting screw to **18 ft. lbs. (24 NM)** (**See Photo #41**) Adjust brake lever and tighten clamp screws with a T27 Torx. Slowly go to full Left steering stop and check that front brake reservoir cover does not contact windscreen. If cover contacts screen, loosen and rotate master cylinder down until there is clearance and re-tighten. (**See Photo #42 for reference**.)

k. Locate the left handlebar tube, slide the left hand grip/control housing into place, locate the mounting hole and install and tighten the mounting screw (**See Photo #43**) Slide the left handlebar assembly into it's mounting bore, install mounting screw, and lightly tighten. Install clutch master cylinder into place and install clamp and hardware. Maker sure up arrow is pointing up. (**See Photo #44**) The clutch hydraulic line will resist it's new position at first, but will adjust in short order. Make sure clutch master cylinder mount is tight up against handlebar riser mount. When the left bar tube and clutch master cylinder are correctly adjusted, the clutch lever will move freely below the high beam switch when completely depressed. (**See Photo #45**) When the left control housing is positioned correctly torque the left bar mounting screw to **18 ft lbs (24NM).** Tighten the clutch master cylinder mount. Go to full left and right steering stops and confirm nothing contacts the wind screen and that nothing binds. Make any adjustments needed and re-torque as needed.

l. Reinstall a rubber cable tie around the throttle cable and right control housing wire loom. !!CAUTION!! Make sure throttle cable does not get caught on instrument housing when bars are turned to full left and right stops. Adjust if needed. (**See Photo #46**) Install a second rubber cable tie to the clutch hydraulic line and the left control housing wire loom as shown in **Photo #47**.

# !! CAUTION!! HARDWARE 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 PRODUCT.**

Photo # 2

Photo # 4

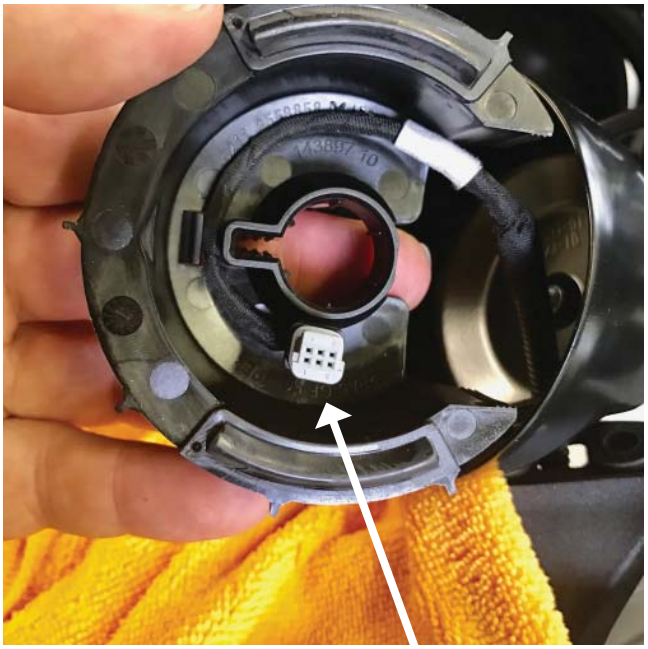

Photo # 1

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 # 40

Photo # 37

Photo # 39

Photo # 42


Photo # 44


Photo # 41

Photo # 43

Photo # 46



Photo # 45



Photo # 47

# IMPORTANT INFORMATION
# ABOUT POWDER COATED HELIBARS

HeliBars® are finished with a polyester powder coating. The polyester is recommended for outdoor use because of it's 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

HELI BARS

**~ 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**

# Trailering 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.**