



Handlebars for the long haul

2008-2010 Kawasaki Concours14

Installation Instructions –

Part #'s: HR04042, HR04042-NABS, HR04043, HR04043-NABS, HR04044 & HR04044-NABS
- 2" taller - 3/4" rearward

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

1.) Three minor alterations need to be made before the stock bars can be unbolted from the top triple clamp. These alterations will provide the necessary slack in the clutch hydraulic line, front brake hydraulic line and the two large wire looms running up to the left and right handlebar control housings.

a.) **On 2008, 2008 and 2010 NON-ABS:** Unbolt the metal wire guide that holds the clutch hydraulic line in place on the left side of the steering head. Flip the guide end for end keeping the offset to the outside (left) and place the clutch hydraulic line into the offset. Reinstall the two 6mm bolts (10mm heads) and torque to 7 ft. lbs. Make sure the clutch hydraulic line sits on top of the upper fairing mount bolt. **See photo # 1. On 2010 with Traction Control no modifications are required to the clutch hydraulic line other than re-mounting the junction block to the left riser (See Step 2C.)**

b.) Locate the left and right wire loom plastic guides mounted to the lower triple clamp. **See photo # 2** (left side shown). Pull up on the wire loom with one hand while you feed the loom through the plastic guide with your other hand. About 1/2" extra slack should be fine. If the plastic guide pops open, simply re-gather the looms together and snap the guide back together. Some adjustment may be necessary after install.

c.) **CAUTION:** Cover the fuel tank and the upper fairing sides with a towel / rag, etc. Carefully loosen the front brake banjo bolt located at the bottom of the front brake master cylinder just enough to rotate the line forward (roughly 1/2"). **See photo # 3.** This banjo bolt will loosen with a sudden snap and may move (loosen) more than you need. Keep your hands away from the brake lever as this may force brake fluid out around the banjo fitting. Move your hydraulic line as shown in photo # 3 and re-tighten the banjo bolt to 16 ft. lbs.

2.) Install one adapter at a time.

a.) Loosen the two 6mm bolts (10mm heads) that attach the clutch and the front brake hydraulic line square junction blocks to the front of the top triple clamp. Leave them loose for now.

b.) Loosen the three 8mm screws (6mm hex drive) that attaches the left bar to the triple clamp and remove them. Lift up and forward slightly, and place the left adapter over the threaded holes. Align the bar over the adapter mounting holes and use three of the 80 mm screws (provided) to attach. The left adapter should have the letter L as well as the part number (HR04042/HR04043/HR0404) readable from the saddle. Torque the three 8mm screws to 12 ft. lbs. (continued)



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c.) Align the clutch hydraulic line square junction block over the 6mm threaded hole provided on the forward surface of the left adapter. Thread in one of the stock bolts and torque to 7 ft. lbs. Make sure the clutch hydraulic line is positioned to the left of the ignition switch housing. The line will remain in this position on it's own. **See photo # 4 & 6** for clarity.

3.) Repeat step 2b on the right bar. Torque the three 8mm screws to 12 ft. lbs.

4.) **For all NON-ABS models** HeliBars® provides a billet aluminum relocation bracket to remount the front brake hydraulic line to the right side triple clamp mounting area. The bracket should be positioned such that the part number can be read from the front of the bike. Two button head stainless steel screws are provided. Use the shorter screw to attach the bracket to the stock threaded hole in the top triple clamp, but do not tighten it at this time. Use the longer (20mm) button head to attach the front brake hydraulic line square junction block to the outer, angled threaded hole of the remount bracket. **See photo # 5** for clarity. If the front brake hydraulic line takes any force to be positioned over the threaded hole in the remount bracket, this means that the front brake hydraulic line is not positioned properly. Loosen and re-adjust the line at the banjo fitting as described in step 1c. Re-torque.

5.) **For ABS Models including 2010**, attach the front brake hydraulic line square junction block directly to the right riser with the factory bolt. Adjust brake line as needed and torque. (The same as shown on the left riser in **Photo #6**)

6.) Start machine in neutral, swing bars to the left steering stop and then to the right stop. There should be no variation in RPM, and throttle should move smoothly and freely. Double check all work completed and that the install mirrors the images in the photos provided. After 250-300 miles, re-torque the six handlebar mounting screws to 12 ft. lbs. Check all other screws and bolts that were removed during installation for tightness.

For questions regarding installation please call 1-800-859-4642.

**!! CAUTION!! BARS MUST BE TORQUED TO SPECIFIED VALUES. THEY MUST NOT BE OVERTORQUED.
OVERTIGHTENED HARDWARE CAN LOSE INTEGRITY.**

**HELI MODIFIED, INC. ASSUMES NO LIABILITY FOR ANY INJURY OR LOSS OF PROPERTY WHICH MAY RESULT IN
IMPROPER USE OF ANY HELI BARS.**



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Photo # 1



Photo # 2



Photo # 3



Photo # 4



Photo # 5



Photo # 6

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