



Handlebars for the long haul

2010 Honda VFR1200R Interceptor

Installation Instructions – Part # HB01048
HB01048 - 2" Taller ~ 1" Rearward ~ 1" Wider

&

2010 Honda VFR1200DCT Interceptor

Installation Instructions – Part # HB01050
HB01050 – 1 ¾" Taller ~ 1" Rearward ~ 1" Wider

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

Place clean shop rags over the front half of the fuel tank and the sides of the fairing to protect painted surfaces.

- 1.) Remove both Left and Right damper weights from the end of the stock handlebars. (See **Photo #1**)
- 2.) Remove both Left and Right circlips from their grooves on the tops of the fork tubes. (See **Photo #2**)
- 3.) **A.** Loosen the clutch master cylinder clamp, remove and place the master cylinder on a rag. (See **Photo #3A**)
B. On DCT Models Lift up and engage parking brake. Loosen and remove upper and lower pinch bolts and remove cap from parking brake housing and remove unit from the stock left handlebar. Use a 4mm hex. (See **Photo #3B**)
- 4.) Loosen and remove the two screws that hold the left control housing to the left bar. Carefully separate the two halves and remove housing from bar. On DCT models, the longer screw is fitted to the top. (See **Photo #4**)
- 5.) Remove left handlebar by loosening the pinch bolt.
- 6.) Remove left grip. Slide a small screwdriver between the grip and the handlebar tube and drip some rubbing alcohol into the opening. Carefully wiggle the screw drive in deeper and start twisting the grip while holding the bar with your other hand. (See **Photo #5**)
- 7.) Remove front brake clamp from master cylinder and place master cylinder on rag. (Similar to **Photo #3A**)
- 8.) Loosen the two screws that clamp the throttle housing halves together enough to allow the locating pin to disengage from its locating hole. It is not necessary to disassemble the throttle housing.



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- 9.) Loosen the right handlebar pinch bolt, remove right bar from the fork tube and withdraw from throttle housing.
- 10.) **Removing Damper Units from Stock Handlebar(s)**

We recommend that you use some rubbing alcohol to help release the rubber bushings from the inside of the tube. Run some alcohol into the control locking pinhole and into the bar end, and distribute in all directions.

Carefully place the bar in a vise with soft jaws and a rag. Reinstall the damper weight and tighten, making sure the ridge on the weight is properly engaged with the corresponding ridge on the damper unit. Hold onto the weight with one hand. While pulling out and twisting, depress the two retaining tabs on either side one at a time until they move past their locating holes. Continue pulling and twisting until the damper comes out (Note: there is an "o" ring on the inner end of the damper shaft that can be rubbed off inside the tube when pulling). Just shake it out. Repeat this procedure for the other side.

Clean the damper rubbers and shafts, and reinstall into the Heli Bars. Use a bit of rubbing alcohol as a lubricant to ease installation. With the damper weight still attached, carefully start the first rubber bushing into the bar. Push and twist until the set of two bushings is ready to go in. Align the tabs on the retainer ring with the locating holes in the Heli Bar. Continue pushing in, making sure that the outer edge of the last bushing enters the tube evenly. Press in until the tabs enter the two holes. If necessary, pull back out a bit until the tabs are against the rear edges of the holes.

CAUTION: If the right-hand unit is installed too deeply, the damper weight will interfere with throttle operation. The threaded end of the damper unit will be about flush with the tube end, but the ridge that engages the weight will protrude. Once each unit is installed, remove the damper weight.



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(95-02 ST1100 Damper Assembly pictured for illustrative purposes)



- 11.) Before installing the right HeliBar, it will be necessary to reposition the throttle cables to the outside of the front brake master cylinder hydraulic line. (See **Photo #6** which shows the throttle cables in the new position.)
- A. Remove the two female spade connectors from the front brake master cylinder micro switch. This is pointed out in **Photo #6**.
 - B. Loosen the right top triple clamp pinch bolt and remove it along with the cable guide.
 - C. Flop the master cylinder and the throttle housing so the throttle cables are now positioned to the outside of the front brake hydraulic line.

Re-install right side top triple clamp pinch bolt and cable guide and make sure the brake hydraulic line and the right control housing (throttle) wire loom are back in the stock locations. **Torque to 14 ft. lbs.**

Note: Make sure throttle cables are not wound around the front brake hydraulic line.



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- 12.) Slide throttle housing onto the right HeliBar which has an R stamped on the bottom of the fork tube clamp area across from the part number.
- 13.) Slide the right HeliBar down the right fork tube until it contacts the triple clamp. Lightly tighten only at this time. Locate the positioning hole in the HeliBar with the throttle housing dowel and tighten throttle housing.
- 14.) Install the front brake master cylinder onto the right HeliBar. Make sure the clamps up arrow is facing properly. Use Caution not to mar the powder coat finish. There should be a 5/8" gap between the master cylinder clamp and the throttle control housing. Lightly tighten the master cylinder at this time. Install night damper weight.
- 15.) Slide the left HeliBar down over the left fork tube until it contacts the top triple clamp. Lightly tighten only at this time.
 - A. Install the left control housing onto the Left HeliBar, engage dowel into locating hole and tighten. On DCT models, the longer screw fits the top hole.
 - B. Install clutch master cylinder just like the front master cylinder and leave a 5/8" gap between the master cylinder mounting clamp and the left control housing. Make sure the clamp up arrow is facing properly. On DCT models, fit the parking brake by engaging the dowel into the hole on the handlebar tube, refit cap & screws and tighten upper pinch bolt first, then the lower screw.
 - C. Re-install left grip by applying grip glue or use a bit of alcohol on the inside and slide it into place. Do not push the grip too far as it will leave a large gap between the grip end and the damper weight.

NOTE: Grip will take several hours for the alcohol to evaporate or the glue to dry.

DANGER: Make sure grip is attached to bar tube and does not move before operating motorcycle.

- 16.) Adjust bars, brake and clutch lever angles. It may be necessary to make several bar adjustments to allow the forks to reach the full Left & Right steering stops.



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- A. Carefully go to full right steering stop. Adjust right bar so there is a minimum of 1/8" clearance between the starter lever switch and the fuel tank. Adjust right HeliBar as needed and torque the fork tube pinch bolt to **14 ft. lbs.**
- B. Carefully go to full left steering stop and check for throttle cable elbow fairing clearance. (See **Photo #8**) It may be necessary to adjust the upper (pull) throttle cable elbow down to create fairing clearance. Pull back rubber, loosen lock nut and rotate the cable down and re-tighten. Adjust as needed to generate clearance. It may be necessary to adjust both cable down slightly. Re-tighten and move rubber cover back into place. (See **Photo #9**)
- C. Adjust brake lever as low as is comfortable to lesson pull on front brake hydraulic line. Lever positions higher (flatter) than stock are not possible due to limited slack in the stock brake hydraulic line. Torque master cylinder bolts to **7 ft lbs.** Starting with the top screw first.
- 17.) Follow steps **15A** through **15C** and adjust left bar so there is a minimum of 1/8" between the blinker switch and the fuel tank. Torque clutch master cylinder clamp screws to **9 ft. lbs.** Torque left HeliBar fork tube clamp pinch bolt to **14 ft. lbs.**

DOUBLE CHECK ALL WORK PERFORMED.

CAUTION: BEFORE RIDING MOTORCYCLE. START MACHINE IN NEUTRAL AND GO TO FULL LEFT AND RIGHT STEERING STOP POSITIONS AND MAKE SURE IDLE REMAINS CONSTANT.

!! 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 HELI BARS.



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PHOTO #1



PHOTO #2



PHOTO #3A



PHOTO #3B



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PHOTO #4



PHOTO #5



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Female Spade Connectors

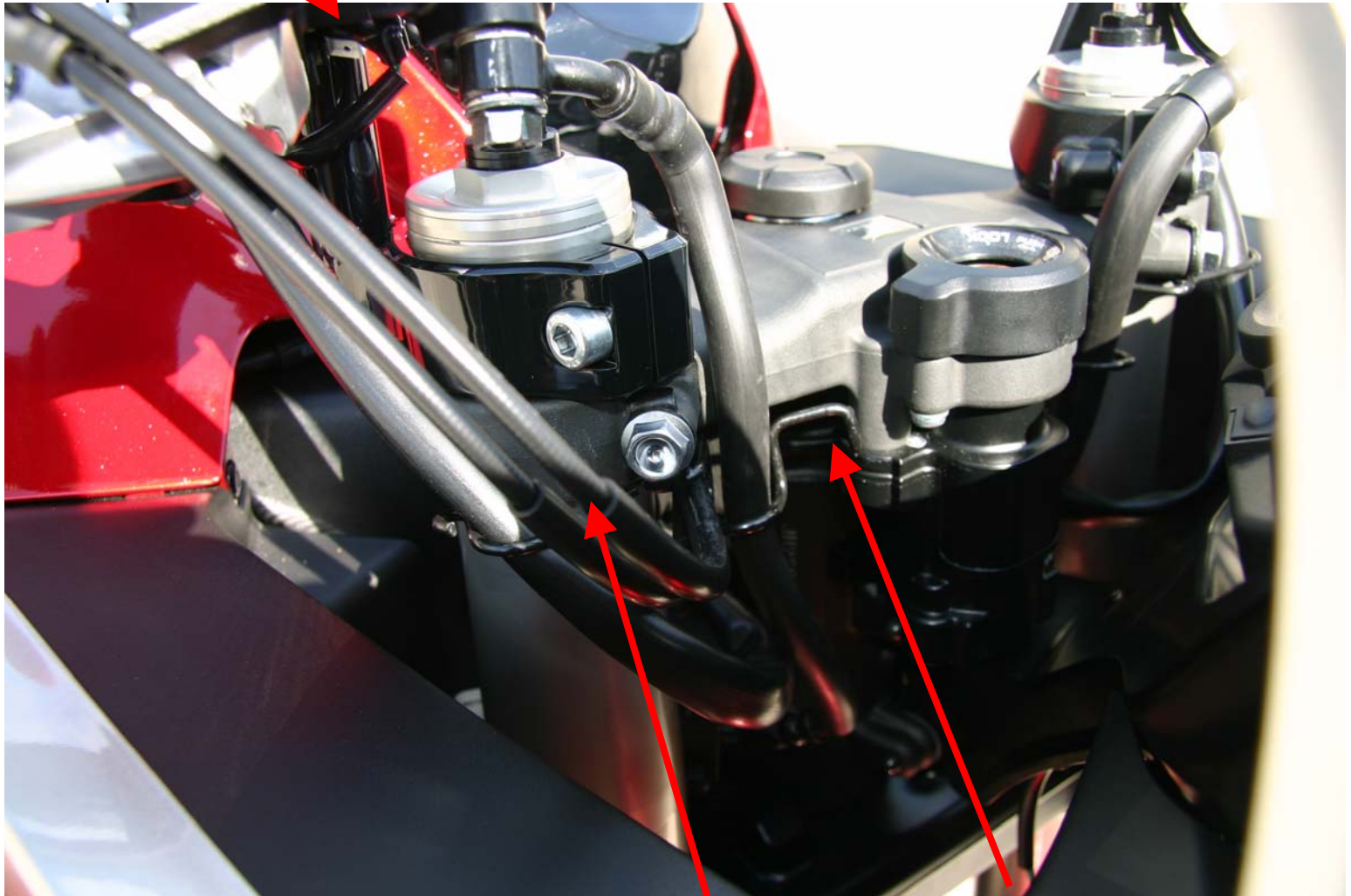


PHOTO #6

New Location

Stock Location



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PHOTO #7



PHOTO #8



PHOTO #9