



*Handlebars for the long haul*

## **Horizon-ES Handlebars for Harley® Electra Glide Standard,® Classic,® Ultra Classic,® and Street Glide® All Patents Pending**

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

The Horizon-ES handlebars are delivered with all the rotating components installed at the factory. This simplifies installation; however, none of the rotating components are torqued to spec. Once, the bars and all controls are installed and adjusted to the customers' preference the rotating components will need to be torqued to spec.

Follow the manufacturer's recommendation for handlebar removal/installation using the factory service manual.

For 2007 and earlier Electra Glides a flexible SS front hydraulic brake line is required. We recommend HD **part # 45510-04** which fits Road Kings and Road Glides. These lines work best and allows full adjustability of the Horizon handlebars. Some minor rotational adjustment of the upper banjo fitting is required to get a proper fit at the front brake master cylinder.

For 2008 and later models the factory brake lines are retained and do not require replacement.

**It is recommended that the fuel tank and front fender be covered with a protective layer.**

- 1.) Remove fairing (front cover.)
- 2.) Remove ignition knob.
- 3.) Remove rear fork cover (ignition) On 2007 and earlier models, drain the front brake system and remove the stock front brake lines.
- 4.) Remove all controls and the stock handlebars. See **photo #1**. **Important:** On 2008 models and newer the front brake hydraulic line banjo fitting at the master cylinder must be rotated forward slightly. See **photo B**: Loosen the banjo bolt just enough so the line can be rotated forward, retighten. Some adjustment may be necessary after Horizon Bars are installed. On 2008 and newer models, locate the throttle-by wire Molex connector, remove the connector pins using the Molex tool and withdraw from the stock handlebar. Note the location of the wires by color. See **photo #2 and #3**.
- 5.) If the Stock clutch cable is to be used, it must be removed from the stock location in the fairing and reposition to come up behind the frame down tubes and up to the left bar riser. See **photo# 4**. Harley sells longer clutch cables if the stock appearance is desirable. A 4" over should work find for most adjustment ranges.

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6.) Install the Horizon-ES bars in the factory fork clamps and tighten just enough to keep bars in place. See **photo #5** for reference. On 2007 and earlier models, the throttle cables need to be repositioned. Remove cables from the throttle housing. Use caution to not lose the two brass cable bosses. Carefully pull the cables through the fairing. Feed the cables behind the fairing sheet metal frame and back through the fairing in the stock hole. Re-install back into the throttle housing. Install new front brake line.

7.) Install the throttle and right control housing onto the right bar. The right bar has the small radial groove facing the rider with the controls wire slot facing down. Remove the inner socket head cap screw from the upper handlebar clamp, carefully insert bar until the screw captures the handle bars groove. See **photo #6**. Lightly tighten. Carefully install the front brake master cylinder. Use caution to not damage the front brake micro switch plunger that operates the rear brake light.

On 2008 and newer models, additional slack is needed for the brake line to reach the front brake master cylinder. On the right side of the steering head, carefully cut the cable tie that holds the ABS brake lines to the mounting bracket. Move the brake lines so that the lower brake line now sets in the upper bracket groove. See **photo #7**. Install a new cable tie.

Tighten right control housing and master cylinder. Leave a small gap between the master cylinder and the upper handlebar clamp. Notice that the wiring harness for the 2008 and newer Throttle-by-wire is installed into the right handlebar and is exiting from the bar lower slot. Cover any bare wires with shrink tube and reconnect Molex connector to the throttle-by-wire harness. Plug back into it's connector.

8.) Install left bar and all controls. Use caution and install the cap screw into the left handlebar radial groove just as with the right bar. Make sure the control housing wire loom is placed up into the bar tube slot. Do not pinch the wires with the clutch lever clamp.

9.) With all controls in place and all the rotating joints lightly tightened, adjust bars to the desired position. Go to full left and right steering stops and make sure there is adequate clearance around the fuel tank console.

10.) Install the two black plastic caps into the inside ends of the left and right handlebar tubes.

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After all adjustments are made, torque the following:

1. Handlebar mounting clamps (on the top triple clamp) to 16 ft lbs. See **photo #1**
2. See **photo A** Torque 10mm screw to 30 ft. lbs. a 8mm hex drive is required.
3. See **photo A** Torque 8mm screw to 12 ft lbs. a 6mm hex drive is required.
4. See **photo A** Torque the two handle bar pinch bolts (M8) to 12 ft lbs. Install 4 chrome covers supplied in these screws.

**Double check all hardware for proper tightness including all controls.**

5. Reinstall all fairing components.

**!! 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 FROM IMPROPER USE OF PRODUCT.**

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