

INSTALLATION INSTRUCTIONS

Horizon® ST Installation Instructions
2008-2011 Concours14 ABS & Non-ABS

P/N: HST04058 Standard Version

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



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.**

IF WE HAVE NOT INCLUDED SPECIFIC INSTRUCTIONS FOR YOUR MOTORCYCLE, THEN THE INSTALLATION IS SIMPLY A REVERSAL OF THE DISASSEMBLY PROCESS. **NOTE THE LOCATION OF LINES AND CABLES. BE SURE TO CLEAN THE FORK TUBES BEFORE INSTALLATION!!

!! 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 ST Installation Instructions

2008-2011 Concours14 ABS & Non-ABS

P/N: HST04058

Height: +2.5 to 4.5 inches ~ Set-back: up to 6 inches ~ Width: 27" to 28.5

Installations of this handlebar system utilizes a handlebar clamping adapter which attaches to the forks top triple clamp and replaces both left and right handlebars.

Several alterations need to be performed before the stock left and right factory handlebars and all controls are dis-assembled. Both the front brake and hydraulic clutch lines will receive extension lines and the throttle cables will be moved from the front of the top triple clamp to the rear.

1. Remove both bar end damper weights. Use a 6mm hex.
2. Gain more slack in the left and right control housing wire looms by releasing the plastic stays at the lower triple-clamp area. The wire looms are the plastic covered wire that go from left and right control housing on the handlebars, down the sides of the fork tubes and join the bikes wiring system within the fairing.
3. Install the clutch and front brake hydraulic line extenders.

CAUTION: Brake Fluid is caustic and will damage paint and plastic surfaces.

Protect all of these surfaces when working with brake fluid.

- a. Start by placing work rags on the fuel tank and fairing sides.
- b. Place extra rags directly under the master cylinder hydraulic banjo fittings and bolts. Leave clutch and front brake master cylinder reservoir covers in place. Do not remove.
- c. Remove the front brake hydraulic line banjo bolt from the bottom of the master cylinder. (See **Photo #1**) Very little brake fluid will be lost. Remove both washers from the banjo fitting as they often stick in place.
- d. Reference to drawing for placement of hydraulic line extenders. Attach the female fitting to stock line banjo. Two sealing washers will be used. The banjo bolt supplied (with bleeder) is inserted into the bottom of the stock banjo as in **Photo #2**. Use two of the washers supplied and place them on both sides of the stock lines banjo fitting. Notice the position of the 40 degree banjo fitting in **Photo #2**. Make sure it stays in this position so it fits the master cylinder properly. Confirm there's a washer between each mating surface. Tighten banjo bolt while keeping fittings straight in line. Use a long **9/16** box end wrench to hold the fitting and torque the pinch bolt to **12 ft. lbs.** use a **12 mm socket**.

Position the 40 degree banjo fitting with the stock banjo bolt and two washers supplied to the threaded hold on the bottom of the clutch master cylinder and tighten (See **Photo #1**). There will now be a lot of extra hydraulic line so just let the excess hang by the fairing. The fitting should face straight forward as seated on the bike. Torque the banjo bolt to **12 ft. lbs.**

4. Repeat steps 3A to 3E for the clutch (left) side.
5. Remove all controls from the left and right handlebars and remove stock handlebars. Remove the grip from the left bar with a thin spade (flat) screwdriver and rubbing alcohol. Carefully slide the screw driver blade under the grip, against the handlebar tube and pour some alcohol in the space beside the screwdriver. Early non heated grips are fairly easy. After there is enough alcohol under the grip start twisting until the glue releases and remove it from the bar. Heated grips are a bit more time consuming because of their more rigid nature and the strength of the glue. It takes repeated attempts with the screw driver and alcohol to remove them. Take caution to not injure yourself. The use of a small shank screwdriver is a must.
6. Clean the top triple clamp and install the handlebar clamp adapter as shown in **Photo #3**. Use 4 of the 30 mm screws provided and torque them to **14ft lbs.** Use a **6 mm hex drive**.
7. Install Horizon ST riser assembly. Position knurled lower bar into clamp adapter with the riser radius sweeping up and back. Adjust the bar so it sits evenly left to right and hold risers at about 45 degree back towards the rider, install cover with the last 4 M8 screws and tighten the rear 2 screws first, followed by the forward two. Do not torque the 4 screws at this time but make sure they are tight enough to keep bar from swiveling. **See photo #4.**
8. Disassemble the throttle housing and detach throttle cables from throttle sleeve. This requires loosening the cable adjusters. On models with heated grips, remove the plastic shield held in place with a single screw. Remove the two throttle cables from the steel guide in front of the top triple clamp and bring them up the back side of the top triple clamp. Make sure the throttle cables are free from hydraulic lines and wire looms. Re-assemble throttle cables to housing.
9. Remove the aluminum safety caps from the left and right handlebar tube assemblies. See drawing for location of safety cap. Slide the throttle assembly onto the right bar and into position so the locating pin engages the locating hole. Tighten.
10.
 - a. Mount the right bar pivot stub into the right side upper clamp, re-install one of the safety caps and screw and tighten.
 - b. Mount the kill switch by engaging the locating pin into the locating hole and tighten.
 - c. Mount the front brake master cylinder. Make sure the up marks show proper orientation and tighten clamp. Tighten upper bolt first.
 - d. Tighten handlebar pinch bolt after adjusting bar angle. See adjustment/torque spec drawing.
11. Mount the left bar in the same manner as above.
 - a. Mount controls and clutch master cylinder.
 - b. Re-install left grip. Use grip glue or similar contact cement.
 - c. Tighten left bar clamp pinch bolt after adjustment. See adjustment/torque spec drawing



12. Install damper weights.

13. Attach a cable tie to hold throttle cables in place to the outside of the right fork tube. Make sure the cable tie is placed around the wire cable guide where the throttle cables used to rest but do **NOT** over tighten. The throttle cables should rest against the top triple clamp but **NOT** held tightly against the right fork tube.

14. Adjust bars up and down and forward and back to the desired angles and torque the upper bar pivot pinch bolts to **14 ft. lbs.** using a **6mm hex socket**. After adjusting bars up and down torque the two larger pinch bolts to **24 ft. lbs.** using an **8mm hex drive**.

15. After all adjusting is complete, torque all pivots.

a. Torque the lower handlebar clamp adapter cover screws (4) to **14 ft. lbs** use a **6mm hex**.

b. Torque the 2 up/down pivot pinch bolts to **24 ft. lbs.** - use a **8mm hex**.

c. Torque the 2 forward / back pinch bolts to **14 ft. lbs.** – use a **6mm hex**.

d. Tighten 2 safety cover screws located at the bottom of the upper handlebar pivot clamp (forward / back).

e. Check all controls for tightness and confirm.

f. Remove the front brake master cylinder cover. Bleed the top bleeder first located on the master cylinder followed by the bleeder located on the extension line lower banjo bolt. When all air is removed and proper master cylinder function returns, add DOT 4 fluid as needed and re-install covers. Make sure all bleeder valves are tightened and rubber caps are reinstalled. Clean up any brake fluid around bleeders, etc.

16. Attach cable ties to the hydraulic clutch and front brake lines as shown in **Photo #6**. Place the crimped steel part of the banjo fitting close to the riser tube without it touching the tube. Now place wire loom over hydraulic line fittings and attach with two small cable ties See **Photo #7**.

17. Start engine in neutral and let engine idle. Turn bars to full left and right steering stops. Idle should be unaffected by fork rotation, with no increase in RPM at any point.

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Photo # 2



Photo # 4



Photo # 1



Photo # 3





Photo # 5B



Photo # 7

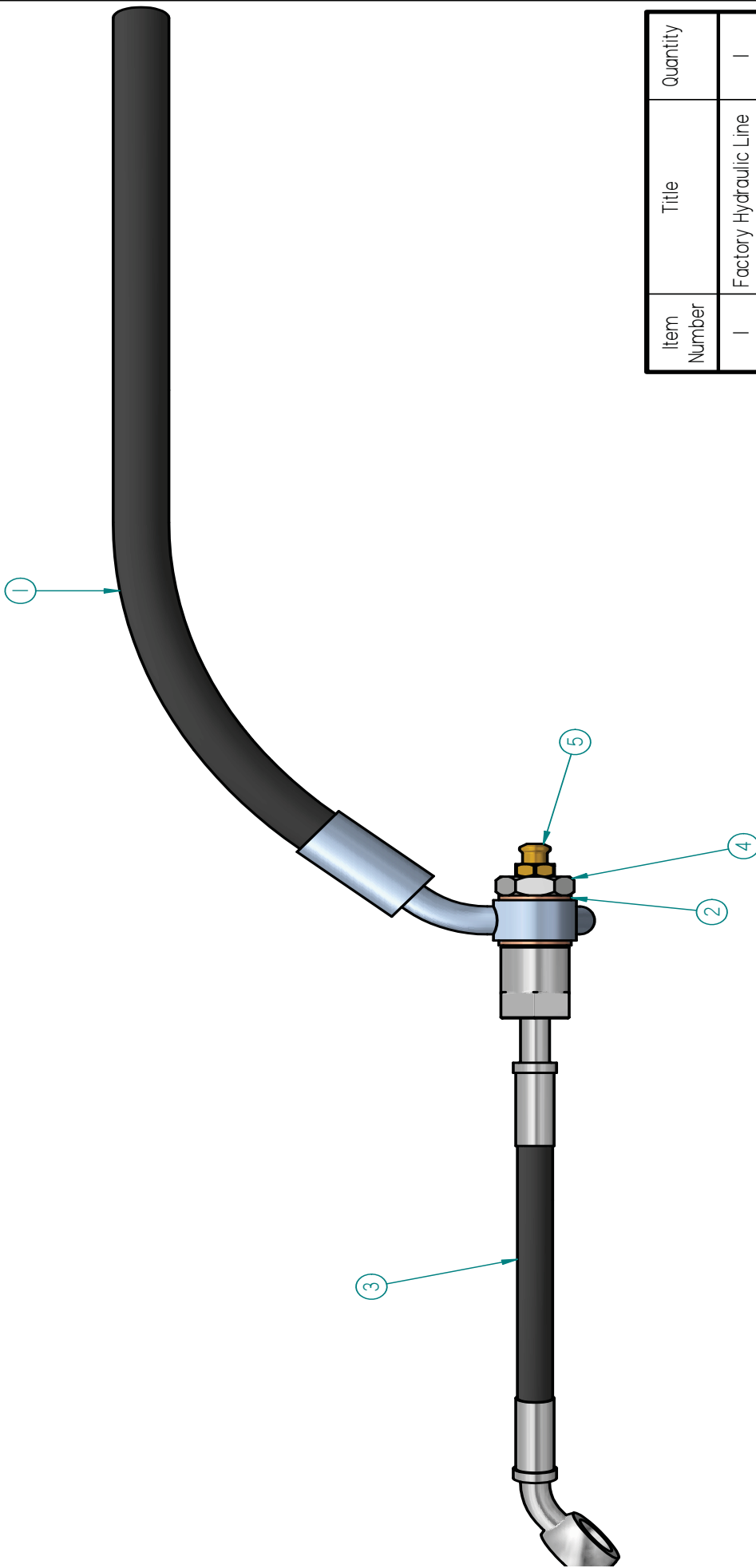


Photo # 5A



Photo # 6





Item Number	Title	Quantity
1	Factory Hydraulic Line	1
2	Crush Washer	2
3	Hydraulic Line Extension	1
4	Banjo Bolt	1
5	Bleeder Valve	1

HELIBARS

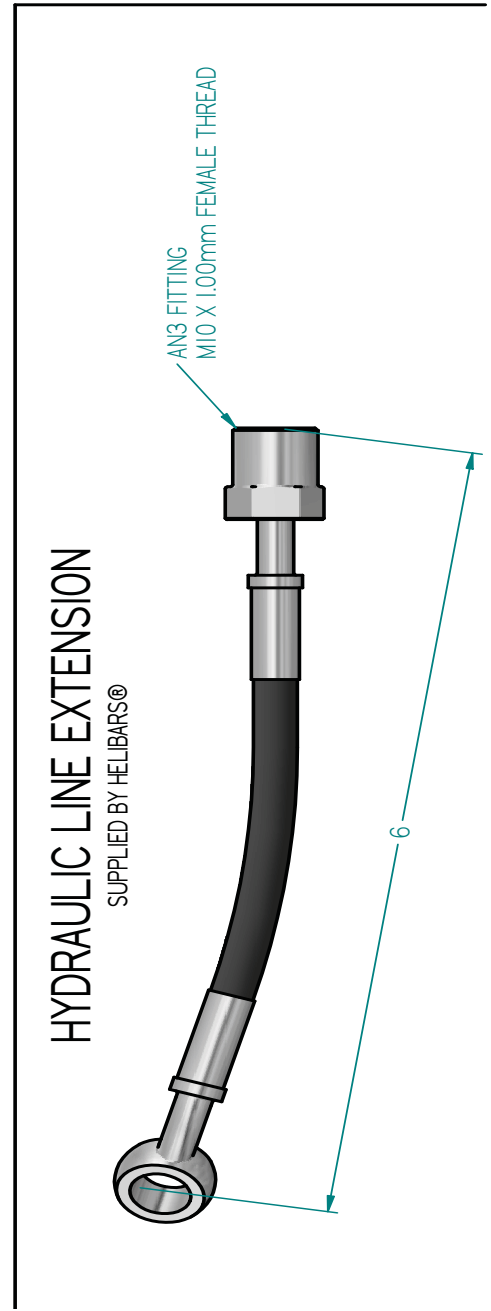
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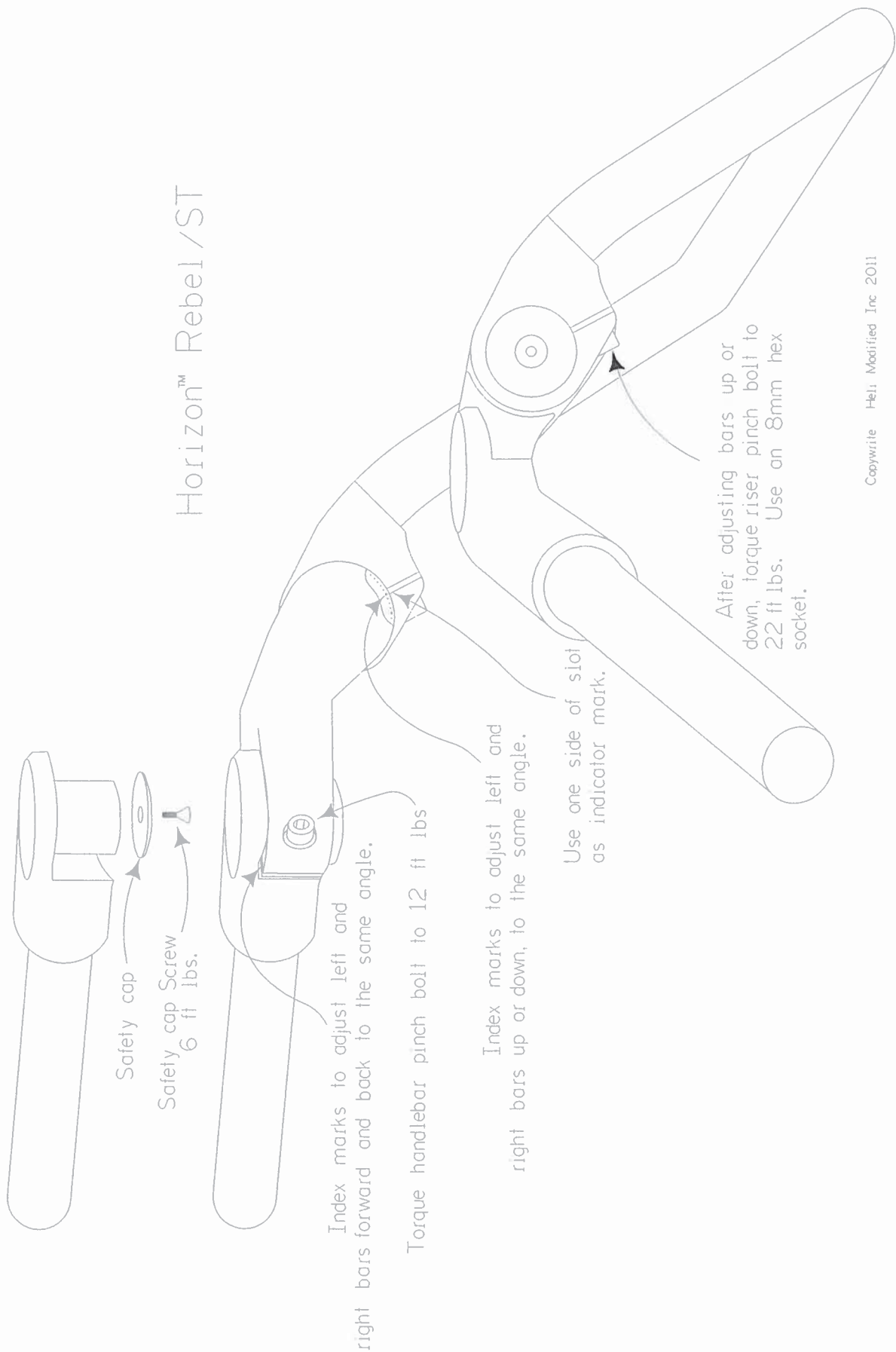
SIZE: DWG NO: B, TBD

REV: A

DRAWN BY: Tom

DATE: 06/30/11





Trailing 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.

