



Handlebars for the long haul

HeliBars® Installation Instructions for the
Honda VFR800 (1998-2001)

* 1 1/8" taller – 1 1/2" more rearward – Part # HB01004 *

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

Please note that your VFR800 HeliBars are clearly marked with an L & R on the bottom of the clamping lug to differentiate between the left and right bar.

1. Before stock bars can be removed, it is necessary to rotate the clutch and front brake hydraulic lines forward at the master cylinders. To do this, you must first remove the aluminum tabs that positively locate the hydraulic lines at the banjo fittings. This can be accomplished by the careful use of a hand-held hacksaw blade, or a Dremel tool with a small cut-off blade (Dremel #426 1 1/4" fiberglass reinforced cut-off wheel suggested). Take your time. On the clutch master cylinder, only the forward tab need be removed.

NOTE: If this modification is not performed prior to removing the stock bars, it will not be possible to mount the master cylinders to the HeliBars.

2. After the tabs are removed, loosen the banjo bolts just enough to rotate the hydraulic lines forward 1 inch on the front brake (right) side and 3/8" on the clutch (left) side, measured at the lower end of the steel banjo fitting. After installation, you may have to make minor adjustments depending on the angle the levers are rotated to. **!!REMEMBER TO RETIGHTEN!!**

3. Installation is simply a reversal of the disassembly process. (Be sure the fork tubes are cleaned before installation.)

4. Remove the damper units from the stock bars. Carefully place the factory clip on bar tube in a vise with soft jaws and a rag. Carefully pour a bit of rubbing alcohol into the control housing locating hole in the handlebar tube. Reinstall the damper weight and tighten. Hold onto the damper weight with one hand. While pulling out and twisting, depress the two tabs one at a time, until they move past their locating holes. Continue pulling and twisting until the damper unit comes out. Repeat procedure on the other stock bar. Clean the damper rubbers and damper units. Reinstall the units into the HeliBars. We recommend that you use a bit of rubbing alcohol as a lubricant to reinstall the units. With the damper weight still attached to the damper unit, carefully start the first rubber bushings into the HeliBar. Push and twist until the second set of bushings are ready to install.

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4. (Cont.) Align the two tabs with the two holes in the HeliBar. Press them into the HeliBar making sure the entire edge of the outer bushing is entering the tube, and press in until the tab enters the two holes. Pull back out until the bars are against the rear edge of the holes. CAUTION: If the damper units are installed too deeply, the damper weight will interfere with the throttle housing.
5. The throttle cables need to be moved behind the right fork tube and must remain on top of the right controls wire loom and the ignition switch wire loom. The simplest method to relocate these cables is to remove the top triple clamp. REMEMBER TO RE-TORQUE TO MANUFACTURER'S SPECS!
6. After installation, but before torquing bars, move bars lock to lock and check clearance of cables, hydraulic lines, wires, fairing, and fuel tank.
7. Torque the two 8mm socket head cap screws to 12 ft. lbs.,(144 in. lbs.) (requires a 6mm hex).

!! 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 HELIBARS.

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