



Handlebars for the long haul

HeliBars® Roadster Handlebar Relocation Adapter for the Can-Am Spyder® All Patents Pending

**WARNING: IMPROPER INSTALLATION COULD RESULT IN SERIOUS INJURY OR DEATH.
HAVE A QUALIFIED MECHANIC INSTALL YOUR HANDLEBAR RELOCATION ADAPTER.**

HeliBars Roadster is designed to work with the standard handlebar clamp. The BRP one inch taller bar clamp can be used however, there is little to no slack left in the handlebar control wire looms. We recommend using the standard bar clamp for best overall performance and fit.

Caution: Installation with the Corbin fairing requires that the standard bar clamp is used. The bar will contact the Corbin fairing if used with the BRP 1" over riser clamp.

Caution: During installation we suggest covering the area under the handlebars to catch any fallen hardware. It can be nearly impossible to retrieve.

NOTE: We suggest installing the optional power assembly **part# SA00207UN** at the time of riser installation for easier access to necessary areas of the Spyder.

We do not recommend the use of any thread lock compound as the adaptor is fabricated from an aluminum alloy.

1.
 - a. Remove the clutch master cylinder from the left side of the handlebars. Set it down on a rag.
 - b. Remove the plastic lower bar cover. See **photo #1**. There are two bolts with 10mm hex heads and washers in the back (closest to the rider) and 4 bolts with 8mm hex heads (along the forward half.) A shallow ratchet and sockets are required as clearance is tight.
2. Unbolt the ignition from its top cover mounting plate:
 - a. Remove the left and right cables from their mounts. See **photo #2**.
 - b. Unbolt the two screws that mount the ignition housing and remove them and the mounting strap. See **photos #3 & #4**.
3.
 - a. Push the ignition housing up into the hole and angle it in the top cover to get a better grip on the plastic cover and remove it with a counter clockwise turn. See **photos #5 & #6**.
 - b. Remove the aluminum top cover by removing the final 2 bolts see **photo #7**. On the Spyder automatic shift model, loosen both left control housing screws and slide them out to release the top cover see **photo #17**.
4. Remove the handlebar top clamp. Use a 6mm hex. These socket head screws will not be reused. See **photo #8**.
5. Place the 3" x 7/8" steel tube (with plastic end caps) in clamp where the stock bars were mounted. See **photo #9**.

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6. Remove the ignition cover from the front of the Roadster adapter. Remove the cover only, not the bracket it attaches to. Place the Roadster adapter over the 3" x 7/8" steel tube and install the two - M8 x 40mm and one - M8 x 45mm socket head screws provided, finger tighten. The M8 x 45mm socket head screw shown in photo 10 is being tightened by the ratchet. Make sure the tube is even on both sides of the adapter. Torque the two forward screws first to 14 ft lbs. and then the single rear screw to 10 ft lbs. See **photo #10**. It is very important to torque the two forward screws first. Do not mount the ignition to its mounting plate at this time.
7. Mount the handlebars onto the Roadster adapter. See **photo #11**.
 - a. Remove screws from adapter as shipped.
 - b. Place a rag over the end of the adapter and lift the bars up and over the end and into place. You will need to rotate the bar to gain maximum cable slack to get it over the adapter.
 - c. Place the clamp over the bars and lightly tighten the forward two screws first. Start the 3rd rear screw but do not fully seat it yet.
 - d. Adjust bars left or right to make sure they are symmetrical. This is important to get the upper and lower cover to fit correctly. Tighten the two top clamp bolts only at this time just enough to keep the bars in place but loose enough so they can be adjusted.
 - e. Place the top handlebar cover over the handlebars and thread in one of the forward 2 bolts that attach the cover to the bar clamp. This will help find the one and only spot where the two covers will sandwich the bar correctly. Leave the bolt loose enough so that the cover can be rotated Left and Right.
 - f. Put the lower cover into place by spreading the rear half and sliding it over the Roadster adapter and under the top cover. Place the right side into the black plastic sleeve. Hold the lower cover in place with one hand in front and one in back. The lower cover should meet the upper cover evenly front and back. If there is a gap in the back then the bars are rotated too far forward. Rotate the bars forward or back until the covers fit properly. The covers are adjusted correctly, when the front lower section of the lower cover tightly contacts the front of the Roadster adapter.
 - g. Carefully remove the lower and upper cover without disturbing the adjusted handlebar position. This may take several attempts. With the bars in the proper location torque the two forward handlebar clamp screws to 14 ft. lbs. then torque the single rear screw to 10 ft. lbs.
8. Install the upper handlebar cover. **NOTE:** If the optional power assembly ignition replacement cover is being mounted, install it at this time. See **Optional Power Assembly Installation instructions**. Start one of the forward 6mm (with 10mm head) screws that holds the top cover to the handlebar clamp. Install the second forward screw and leave both finger tight.
9. Before the lower plastic cover is installed, carefully trim a small section of the forward-lower edge. See **photo #12** Trim a section approximately 3/4 inches wide and 1/8 inch deep. You can see in the photo that the cut is even with the molding line.
10. Install the lower plastic cover
 - a. Position under the top cover, insert the right side into the plastic trim sleeve by the right handlebar control housing and hold in place.
 - b. Install and hand tighten the rear two 6mm bolts & washers. (10mm heads)
 - c. Install and hand tighten the 4 bolts (8mm heads.)

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- d. Tighten all hardware that holds the bottom plastic cover to the top cover. Do not forget the two 6mm bolts (10mm head) that fasten the top cover directly to the bar clamp. There is a total of 8 pieces of hardware that hold the two covers together.
- e. Re-install the clutch master cylinder, adjust lever angle and tighten.
- 11. Install the ignition to its new mounting plate. Reference **photos #2, 3 & 4**. Hold the threaded strap with the larger hole in the middle behind the ignition mounting bracket. Thread the bolts in to the threaded strap sandwiching the mounting plate. Torque the two 6mm bolts (10mm head) to 8 ft. lbs. Re-attach the two cables (trunk and seat) that were removed for ignition disassembly.
- 12. Remove the plastic “U” clip that holds the wire against the ignition body. See **photo #13**. This clip must be removed to enable the new ignition cover to fit properly.
- 13. Install the ignition cover and attach with the two 6mm button head screws provided. The cover will only fit one way, with the ignition hole up. Tighten the two 6mm button heads with a 4mm hex wrench. Install the ignition black plastic trim cover in reverse order of its disassembly. Push over the dowels and turn clockwise.
- 14. Install the black plastic plug provided in the hole that previously surrounded the ignition switch. The fit is snug, which helps keep it in place. Use a plastic hammer to carefully tap the plug in.
- 15. Cable/wire slack is needed for the new bar position. Several things need to be adjusted/modified to create some additional free play in the control housing wire looms (the wires coming from the handlebar switches.)
 - a. See **photo #15**. Open the trunk and remove the plastic cover located below the fairing. Push the top connect with your fingers to the right to disengage it from its holder. Push it up under the fairing. See **photo #16**. Do the same to the lowest connector and let it rest where it is.
 - b. There is a cable tie that holds one of the wire loom to the side of the frame on the right side of the steering head. Cut this cable tie to gain more slack. It is best to remove the body panel that runs from the saddle to the sides of the fairing to gain access to this cable tie. Cut and remove cable tie and re-install body panel.
- 16. Final adjustments:
 - a. Slowly move the handlebars to the left and right stops. One of the throttle cables may move out from under its cable guide this is ok and should not be put back under the guide.
 - b. Double check all cables, wire looms and clutch hydraulic line for adequate slack and make minor adjustments as needed.

!! 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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Photo #1



Photo #2



Photo #3



Photo #4



Photo #5



Photo #6

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Photo #7



Photo #8



Photo #9



Photo #10



Photo #11



Photo #12

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Photo #13



Photo #14



Photo #15



Photo #16



Photo #17

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