



*Handlebars for the long haul*

## **2004-2005 GSXR600 / 750**

**Installation Instructions – Part # TS03007 (Page 1)**

**1 ½" taller \* 1" rearward \* 1 ½" wider**

---

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

Please note that the bars are clearly marked. Engraved with L for the left bar and R for the right bar.

1.) The front brake hydraulic line banjo fitting needs to be rotated forward (roughly 15 degrees) at the master cylinder to allow fork tube clearance and to provide additional slack. Before removing the stock clip-ons, note the location of all cables, wire looms and hydraulic lines. It is a good idea to take digital photos for reference.

Remove the bar end damper weights. See **photo #1** for component design. Loosen the screw and push it in, then wiggle the damper to remove. Remove the bolt that holds the front brake reservoir bracket in place on the right bar. Remove the throttle cable wire stay mounted on top of the reservoir bracket and set aside. Remove the front brake master cylinder hydraulic line banjo fitting locator stop. First loosen the two screws holding the two halves of the throttle housing together enough to disengage the locating pin (lower half) and rotate housing rearward. Loosen the front brake master cylinder clamp bolts, rotate the master cylinder back (counter clockwise) as far as possible and temporarily retighten the two pinch bolts. You will need to loosen and remove the front brake hydraulic line stay located on the lower triple clamp to gain enough slack to rotate the master cylinder. This stay will NOT be reused. See **photo # 5**. Now there will be room to remove a portion of the hydraulic line locating stop. Carefully use a Dremel tool with a cut off wheel attached as seen in **photo # 2**. Make sure to remove enough to allow the banjo fitting to pass below it without interference. Now loosen the banjo bolt (do not touch the front brake lever at this time) at the front brake master cylinder just enough to allow the banjo fitting to be rotated forward as shown in **photo # 3**. Retighten banjo bolt.

2.) Remove the top triple clamp.

- a.) Remove the control housing from the left bar. Loosen the clutch bar clamp pinch bolt and stock clip-on pinchbolts.
- b.) Loosen and remove the steering stem nut. Use a 32mm socket.
- c.) Loosen the two top fork tube pinch bolts. It is not necessary to remove them.
- d.) Put the machine in first gear. Roll the bike backward to remove the slack and rest the machine on its side stand.
- e.) Rest one of your shins against the front tire and apply a little rearward pressure to remove the bind in the triple clamps. Reach your hands around the fairing and grab the top triple clamp and wiggle it off. Remove the left clip-on at the same time. This task is greatly aided by placing a bit of backward pressure during removal. Use the same technique to re-install.

3.) Remove all controls from the stock bars. Leave the reservoir bracket attached the reservoir on the front brake. Do not disassemble the throttle housing. Withdraw stock bar from the throttle assembly.

(Continued)



*Handlebars for the long haul*

## **2004-2005 GSXR600 / 750**

### **Installation Instructions – Part # TS03007 (Page 2)**

#### **To Remove and Re-use the left grip:**

- a.) Start a thin screwdriver down between the grip and the bar tube. Drip a little rubbing alcohol into the gap and carefully work the screwdriver a bit deeper.
- b.) Grab the grip with one hand and the bar with the other and twist the grip until it slides off.
- c.) Remove the clutch lever from the left clip-on. The grip glue may cause some resistance.

#### **4.) Install the right HeliBar:**

- a.) Slide the throttle housing over the HeliBar tube and temporarily position it up against the bar clamp.

Rotate the bar for maximum cable/wire slack and place it over the right fork tube and let the bar slide down on the fork tube.

- b.) Find the locating hole in the right HeliBar tube, press the two throttle housing halves together, tighten the 2 screws.

#### **5.) Install the left HeliBar:**

- a.) Repeat the procedure used to install the right bar. Slide the clutch lever onto the left HeliBar tube, slide it down the tube enough to gain slack and install over the fork tube.

- 6.) Re-install the top triple clamp. With both left and right HeliBars slid over the fork tubes, re-position the top triple clamp over the steering stem.

Apply the same technique used to remove the top triple clamp. Make sure it is fully seated and re-install the large steering stem washer and nut. It is necessary to keep the left HeliBar up against the triple clamp as it is slid down over the fork tubes.

- a.) Lightly tighten the stem nut.
- b.) Torque the 2 top triple clamp fork pinch bolts to 16 ft. lbs.
- c.) Torque the steering stem nut to 65 ft. lbs. Use a 32mm socket.

#### **7. Assemble HeliBars:**

- a.) Slide the left and right HeliBars all the way up and be certain the positioning / anti-rotation pins engage into the holes in the bottom of the top triple clamp as per the factory design. Push the bars forward to bottom out the locating pins.

- b.) Torque the HeliBar fork tube clamp pinch bolts to 12 ft. lbs.

- c.) Install the remaining components onto the HeliBars (master cylinders, left control housing, etc)

d.) Position the front brake reservoir over the threaded hole on the right Heli Bar, follow by the throttle cable stay and install the original M6 bolt, tighten. It may be necessary to gently rotate the reservoir feed tube backwards as it enters the master cylinder to gain a bit of slack. Place the throttle cables back into the cable stay. **See photo # 4.**

(Continued)



*Handlebars for the long haul*

**2004-2005 GSXR600 / 750**

**Installation Instructions – Part # TS03007 (Page 3)**

e.) Re-install the left grip. Use a bit of rubbing alcohol as a lubricant and position the grip with a small bit of clearance away from the left control housing. Dry out the alcohol with compressed air or let the machine sit overnight. Do Not operate the motorcycle with alcohol remaining under the left grip as the grip can rotate unexpectedly.(Continued)

f.) Adjust levers to the desired angle and tighten clamps.

RIGHT SIDE: Re-adjust the front brake banjo fitting if it is contacting the fork tube.

g.) Re-install the damper weights. Tighten. Use the cable ties (provided) to attach the front brake hydraulic line to the fork tube. **See photo # 6.**

**DOUBLE CHECK ALL WORK. CHECK TORQUE AND TIGHTNESS OF ALL HARDWARE.**

**Check all controls for tightness. Start machine and in neutral, go lock to lock and make sure the throttle cables move freely and that the RPM's do not increase.**

**!! 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.**

(Continued)



*Handlebars for the long haul*

**2004-2005 GSXR600 / 750**  
Installation Instructions – Part # TS03007 (Page 4)



**PHOTO #1**



**PHOTO #2**



**PHOTO #3**



**PHOTO #4**



**PHOTO #5**



**PHOTO #6**