



Handlebars for the long haul

2005-2009 Suzuki GSXR1000 Installation Instructions – Part # TS03036 (Page 1)

1 5/8" taller ~ 1" rearward ~ 1 1/2" Wider

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

NOTE: 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.

- A.** Remove the bar end damper weights. See **photo #4** for component placement.
- B.** Remove the top triple clamp.
1. Loosen and remove the steering stem nut. Use a 36mm socket.
 2. Loosen the two top fork tube pinch bolts. It is not necessary to remove them.
 3. Put the machine in first gear. Roll the bike backward to remove the slack and rest the machine on its side stand.
 4. 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. This task is greatly aided by placing a bit of backward pressure during removal. Use the same technique to re-install.
- C.** Remove all controls from the stock bars. Do not disassemble the throttle housing. Loosen the two screws holding the two halves together enough to disengage the locating pin and withdraw stock bar from the throttle assembly.
- To Remove and Re-use the left grip:
1. Place the damper weight end of the left clip-on on a work surface with the fork clamp end facing up.
 2. 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.
 3. Grab the grip with one hand and the bar with the other and twist the grip until it slides off.
- D.** Install the right HeliBar.
1. Slide the throttle housing over the HeliBar tube and temporarily position it up against the bar clamp. See **photo #1**. 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.
 2. Find the locating hole in the right HeliBar tube, engage the locating dowel and press the two throttle housing halves together. Tighten the 2 screws.



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E. Install the left Heli Bar (see **photo #2**).

1. Repeat the procedure used to install the right bar. Slide the clutch lever onto the left HeliBar tube, slide it all the way down the bar tube and install over the fork tube. On **2007 and later models** with hydraulic clutches, slide the left TracStar bar over the left fork tube so only 1/2 inch of the fork tube is showing. Do not mount the clutch master cylinder at this time. See **photo #7**.
2. Also on **2007 and later models**, it will be necessary to cut and remove the cable tie holding the left control housing wire loom to the clutch hydraulic line. This provides needed slack. See **photo #8** that shows the cable tie removed.

F. Re-install the top triple clamp. Refer to **photo #3**. On **2007 and later models** refer to **photo #6**. Because of the ignitions proximity to the left fork tube and the larger size of the TracStars' clamping lugs the ignition will not slide past the bars clamp. With the Left TracStar mounted slightly lower than the fork tube top surface, slide the Triple Clamp into position and install over fork tubes and steering stem and allow the left clip-on to slide down with the triple clamp.

With both left and right HeliBars slid down the fork tube, 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.

1. Lightly tighten the stem nut.
2. Torque the 2 top triple clamp fork pinch bolts to 16 ft. lbs.
3. Torque the steering stem nut to 65 ft. lbs. Use a 36mm socket.

G. Assemble HeliBars.

1. Slide the left and right HeliBars all the way up and be certain the positioning / anti-rotation dogs engage into the holes in the bottom of the top triple clamp as per the factory design. Pull the bars back before tightening for maximum comfort and to remove pin clearance.
2. Torque the HeliBar fork tube clamp pinch bolts to 12 ft. lbs.
3. Install the remaining components onto the HeliBars (master cylinders, left control housing, etc.).
4. Position the front brake reservoir over the threaded boss on the right HeliBar, install the original M6 bolt and 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.
5. 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.



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6. Adjust levers to the desired angle and tighten clamps.

RIGHT SIDE: Make sure that the wire loom going to the right control housing is not positioned under the front brake hydraulic line. This will reduce the amount of downward angle adjustment. The wire loom should be positioned to the outside of the hydraulic line (see **photo #5**).

7. Re-install the damper weights. Be sure to engage the two dogs into the weight. Tighten.

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.**



PHOTO #1



PHOTO #2



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PHOTO #3



PHOTO #4



PHOTO #5



PHOTO #6



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PHOTO #7



PHOTO #8