



*Handlebars for the long haul*

## **2009 BMW K1300R**

**Installation Instructions - Part # TS05035**

**1 ¼" taller – ¾" rear offset - 1 ½" wider at 27.5"**

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

**NOTE: Torque bits are required to remove all screws.**

Installation of the K1300R TracStar™ bars is simply a reversal of the disassembly process. The left and right control housings are a bit complex with small screws and covers. Use caution when re-assembling housing. Remember you are tightening screws into plastic. Do **NOT** over tighten during re-assembly. The factory service manual would be a good idea.

### **A) To remove left handlebar:**

1. Remove bar end weights.
2. Cut small cable ties holding wire loom from left control housing (**Photo 1**)- one under the handlebar anti-rotation bracket and the other attaching the wire loom to the underside of the top triple clamp. Do the same on the right side.
3. Remove the clutch master cylinder from the left bar.
4. Remove left bar from the top triple clamp by loosening the two clamping screws. Only the inner most screw needs to be removed to withdraw the stock bar. This will greatly simplify control housing disassembly and removal from the stock bar. Remove the anti rotation bracket holding screw located under the top triple clamp. (See **Photo 2**). Use a T8 long nose Torx to remove lower cover. Remove small cover first. See **Photo 3** for reference. **Photo 3** is shown with housing mounted on the left TracStar. Bar is inverted for ease of re-assembly.
5. Remove the screw and nut holding the left grip in place. Peel back the grip to gain access. See **Photo 4**.

### **B) To remove right handlebar:**

1. Remove bar end damper weight.
2. Remove cable ties as per step A2.
3. Remove front brake master cylinder from the bar.
4. Remove anti rotation bracket holding screw located under the top triple clamp.
5. Loosen the two screws clamping the right bar to the triple clamp. Only the innermost screw needs to be removed to withdraw the stock bar. This will allow stock bar to be rotated to ease throttle and control housing disassembly.
6. Use **Photo 5, 6 and 7** to assist in disassembling/assembling throttle housing and throttle.
7. Remove throttle upper half (one screw.)
8. Remove one Torx screw holding upper half.
9. Remove final screw and nut. See **Photo 5**.



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### **C) Installation of the HeliBars:**

1. Installation is simply a reversal of steps A & B.
2. The left TracStar has a small L machined into its nose along with the HeliBar logo
3. Install left and right TracStar HeliBars as per the original layout. Slide left grip and throttle grip over the ends of the bars before the bars are inserted into the top triple clamp.
4. Take care when screwing the control housings together. Make sure the wire looms are correctly positioned.
5. Install the damper weights.
6. It is necessary to rotate the front brake hydraulic line banjo fitting to the outside of the machine (clockwise looking down from the saddle) at the master cylinder.  
Loosen the banjo bolt just enough to rotate the fitting so it rests against the outside positioning tab. This moves the line forward slightly and keeps it from hanging up on the ignition housing when the bars are turned to the left and then forward again. (See **PHOTO 6**). Re-tighten banjo bolt.
7. Loosen the clutch banjo bolt and rotate the clutch hydraulic line clockwise until it contacts the stop. This extra slack is required. Re-tighten.

### **D Positioning TracStars and torque pinch bolts:**

Although the HeliBars for the K1300S can be rotated forward and back in the triple clamp mount, very little of this rotation is usable due to the effect it has on lever angle.

1. Make sure the inner pinch bolts engage into the radius slots cut into the mounting shaft when the bars are installed into the triple clamp.
2. Rotate the bars to obtain the best lever angle and torque the four 6mm pinch bolts (2 per side) to 10ft lbs. Re-attach the left and right control housing wire looms to the bosses on the bottom of the top triple clamp (See **PHOTO 1**).
3. If the clutch hydraulic line pulls tight when the handlebars are rotated to the left side steering stop, remove the cable tie holding the line to the right side fairing frame.

**CAUTION:** After installation is complete, start the machine and with the bike in neutral go to left lock and then to right lock and confirm that the RPMs do not change and that the front brake hydraulic line does not catch on the ignition housing.

**!! 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 FROM IMPROPER INSTALLATION OR USE OF ANY HELIBARS.**

Heli Modified ~ PO Box 638, 20 Industrial Way ~ Cornish, ME 04020  
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**Photo #1**



**Photo #2**



**Photo #3**



**Photo #4**

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**Photo #5**



**Photo #6**



**Photo #7**



**Photo #8**

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**Photo #9**