



Handlebars for the long haul

2006-2008 GSXR600 / 750
Installation Instructions – Part # TS3750
2" taller * 1" rearward * 1.5" wider

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

*PLEASE NOTE-BARS ARE CLEARLY MARKED;
LUGS ETCHED WITH TS3750L FOR LEFT AND TS3750R FOR RIGHT*

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 #1** for component design. Loosen the screw and push it in, then wiggle the damper to remove.

B. Remove the top triple clamp. It will be necessary to remove the left clip-on at the same time.

1. Remove the control housing from the left bar. Loosen the clutch bar clamp pinch bolt and stock clip-on pinchbolts.
2. Loosen and remove the steering stem nut. Use a 36mm socket.
3. Remove the throttle cables from the metal stay (see **photo #2**).
4. Loosen the two top fork tube pinch bolts. It is not necessary to remove them.
5. Put the machine in first gear. Roll the bike backward to remove the slack and rest the machine on its side stand.
6. 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.

C. Remove all controls from the stock bars. Leave the reservoir bracket attached to the reservoir on the front brake. 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. 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.
2. Grab the grip with one hand and the bar with the other and twist the grip until it slides off.
3. Remove the clutch lever from the left clip-on. The grip glue may cause some resistance.



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D. Install the right HeliBar: (bars are etched TS3750L and TS3750R on the lugs)

1. 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.
2. Find the locating hole in the right HeliBar tube, press the two throttle housing halves together, and tighten the 2 screws. On 2008 models notice that the throttle housing will be rotated to a different position compared to stock.

E. Install the left HeliBar: (bars are etched TS3750L and TS3750R on the lugs)

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.

F. Re-install the top triple clamp. NOTE: Do not position the throttle cables back in the metal stay as per stock. Let them hang loose. The factory metal throttle cable stay can make triple clamp install difficult. 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.

1. Lightly tighten the stem nut.
2. Do not put the throttle cables back into the metal cable stay (refer to **photo #2**). The cables should be located behind the clutch cable. (Refer to **photo # 4**)
3. Torque the 2 top triple clamp fork pinch bolts to 16 ft. lbs.
4. 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.
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). It will be necessary to gently bend the front brake hydraulic line metal stay to the right. See **photo #3** for more slack. On 2008 models, remove the front brake hydraulic bracket from the lower triple clamp and cable tie the brake line to the right fork tube to gain additional slack.



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4. Position the front brake reservoir over the threaded hole on the right Heli Bar, 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. The rubber feed tube grommet will allow repositioning.
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.
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 lever angle adjustment. The wire loom should be positioned to the outside of the hydraulic line.
7. Re-install the damper weights. Be sure to engage the two dogs into the weight. Tighten. Adjust the position of the right damper weight in or out to allow free movement of the throttle housing.

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.

Hel Modified, Inc. PO Box 635 - 20 Industrial Way - Cornish, Maine 04020
www.helibars.com



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May 25, 2007



PHOTO #1

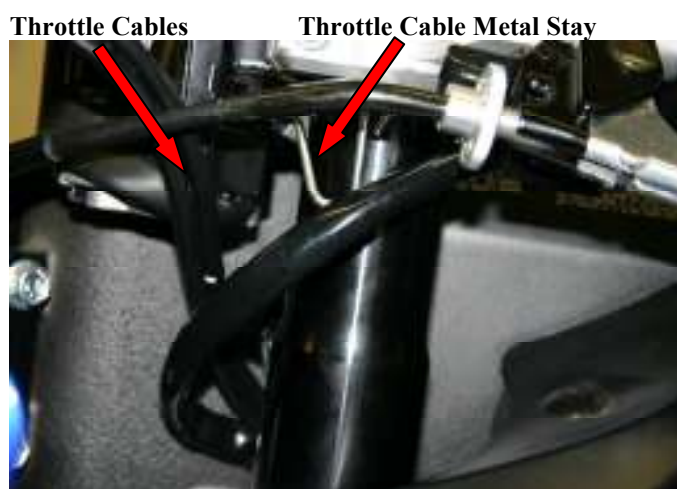


PHOTO #2



PHOTO #3



PHOTO #4