

INSTALLATION INSTRUCTIONS

2006-2013 Suzuki GSXR 600/750
TracStar™ Replacment Handlebars

P/N: TS03088

***IMPORTANT:
PLEASE GIVE CUSTOMER ENCLOSED INFORMATION!***



Thank you for your purchase of our HeliBars®. They are designed to increase your long distance comfort and improve the handling of your sport motorcycle, and we feel confident you will enjoy them.

Your HeliBars are designed to fit your motorcycle with little to no modifications needed to your stock cables and hydraulic lines. In order to achieve this fit, we do not simply increase the height at the fork tube/triple clamp area. If we were to mirror the angle of your stock handlebars, the HeliBars would not fit and clear your stock equipment, and lock to lock steering clearance would be impossible.

If you hold up the HeliBars and compare it to your stock handlebar, the difference may not be readily evident. One test we can suggest is to take your stock handlebar, and the corresponding HeliBars, and set them both on a flat surface. You can see the angle difference. Then install the left HeliBars, following the instructions. Walk around the front of your bike and look through the windshield. You should see a noticeable difference between your stock handlebar and the HeliBars. Finish the installation, and try them out. We think you'll like them!

HeliBars INSTALLATION

**IMPROPER INSTALLATION COULD RESULT IN SERIOUS INJURY OR DEATH.
HAVE A QUALIFIED MECHANIC INSTALL YOUR HeliBars.**

IF WE HAVE NOT INCLUDED SPECIFIC INSTRUCTIONS FOR YOUR MOTORCYCLE, THEN THE INSTALLATION IS SIMPLY A REVERSAL OF THE DISASSEMBLY PROCESS. **NOTE THE LOCATION OF LINES AND CABLES. BE SURE TO CLEAN THE FORK TUBES BEFORE INSTALLATION!!

!! CAUTION !! MAKE SURE THE HeliBars ARE FULLY SEATED. TIGHTEN BAR END DAMPER WEIGHTS FIRMLY. AFTER INSTALLATION, MOVE BARS LOCK TO LOCK AND CHECK CLEARANCE OF: 1.CABLES 2. HYDRAULIC LINES 3.WIRES 4.FAIRING 5.FUEL TANK. TORQUE ALL HARDWARE TO MANUFACTURER'S SPECIFICATIONS.

IF YOU HAVE INSTALLATION QUESTIONS, 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.



WARRANTY / RETURN POLICY

We make every effort to build a quality product so you can fully enjoy your riding experience. Thank you for your order.

HeliBars® may be returned for defects in materials and workmanship within one year from the date of shipment to the original purchaser, in which event the purchaser may receive a replacement set of HeliBars.

If within thirty (30) days of the shipping date you are not satisfied for any reason, you can return the HeliBars. Return policy is valid for original purchaser only. If HeliBars are purchased from a vendor other than Heli Modified, Inc., customer must contact vendor where purchased regarding returns. Refund will be extended to original purchaser only. There are no other warranties which extend beyond this.

Conditions of this 30 day return policy:

1. Bars must not be used as a tie down point. (See attached 'Trailer Instructions').
2. Bars cannot be damaged, dented, or altered in any way.
3. Bars cannot be overtorqued.
4. Refund will be for product purchase price only, and credited to original purchaser only.
5. Product must be returned with all original equipment, documents and in original packaging. There must be no physical damage caused by the customer or by carrier.
6. A Return Authorization Number must be obtained from us before you return the product.

We reserve the right to charge a re-stocking fee of up to 25% if the above criteria are not met.

THERE ARE NO FURTHER EXPRESS OR IMPLIED WARRANTIES INCLUDING, BUT NOT LIMITED TO, IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. By accepting this product, the consumer agrees to arbitrate and litigate any controversy in the State of Maine, and under the laws of the State of Maine.

HELI MODIFIED INC. ASSUMES NO LIABILITY FOR ANY INJURY OR LOSS OF PROPERTY WHICH RESULT FROM IMPROPER INSTALLATION OR USE OF ANY HELI BARS. ALL HELI MODIFIED, INC. PRODUCTS SHOULD BE INSTALLED BY A QUALIFIED MECHANIC. IMPROPER INSTALLATION MAY CAUSE DEATH OR INJURY.

Ride Safe and Enjoy!





2006-2013 Suzuki GSXR 600/750
TracStar™ Replacment Handlebars

P/N: TS03088

2” Taller ~ 1” Rearward ~ 1 1/2” 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 LEFT AND 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.

D. Install the right HeliBar: 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:

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.

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.

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Metal Stay

Throttle Cable



Photo # 2



Photo # 4



Photo # 1



Photo # 3



IMPORTANT INFORMATION ABOUT POWDER COATED HELIBARS

HeliBars® are finished with a polyester powder coating. The polyester is recommended for outdoor use because of its excellent UV resistant quality; if we were to use an epoxy it would tend to fade and chalk pretty quickly when exposed to sunlight and UV rays.

Care must be taken during installation because the finish can be scratched by the sharp surfaces of the controls and master cylinder clamps. When mounting the master cylinders to bars, do not let them move around the bars with the caps loose. Mount them in the proper position and hand tighten the screws until final adjustments are made; in this way you will lessen the possibility of scratching.

NOTE: Powder coat finish is not indestructible, there are chemicals which may react negatively when applied to finish. Brake fluid may cause deterioration of the finish. We do not recommend the use of acetone or similar chemicals for cleaning purposes. We would recommend the use of an over-the-counter adhesive remover (such as Goo Gone) for the removal of any extraneous material. Please read labels directions for any cleaning/polishing product before use. If you have any questions regarding the use of any over-counter-products with the HeliBars, please call us before applying them to the powder coated finish.

If care is taken during installation, your HeliBars will continue to look as good as when they were new. They will look great for years to come with a bit of wax and careful cleaning. Thank you for your purchase, ride safe and enjoy!

Sincerely,

Harry Eddy, President



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Trailing with HeliBars®

HeliBars clip ons and handlebars must not be used as the primary holding points for tie downs while trailering. *As with your stock bars* applying extreme force to the ends of the bars can bend the bars or rotate them on their mounts.

Use a wheel chock and pull the machine down and forward using soft ties or similar, attached to the lower triple clamp.

Bars should only be used as secondary attachment points to steady the motorcycle from lateral sway.

Failure to follow these guidelines can cause damage to the bars and the motorcycle, and may also void our warranty.

