



Handlebars for the long haul

2007-2008 Honda CBR 600RR

Installation Instructions – (Page 1)

1 3/4" taller * 5/8" more rearward * 3/4" wider * Part # TS1701

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

DANGER: Heli Bars are designed to safely increase your riding comfort; however it is imperative that these instructions be followed to ensure correct installation. Failure to follow these instructions could result in improper installation and create a dangerous control situation. If you have any questions about installation call Heli Modified, Inc. at 1-800-859-4642. This installation requires the use of a torque wrench that covers a torque range of 8 ft. lbs.

Before stock bars can be removed, it is necessary to rotate the front brake line clockwise at the master cylinders. Loosen the banjo bolt at the front brake master cylinder just enough so the fitting can be rotated. Position the banjo fitting so the hydraulic line rests against the right fork tube. Cover the fairing with a rag as some hydraulic fluid may leak. Retighten the banjo bolt.

NOTE: If this modification is not performed prior to removing the stock bars, it will not be possible to mount the master cylinders to the Heli Bars.

Installation is simply a reversal of the disassembly process.

- 1.) Remove the damper units from the stock bars. Use a large Phillips screw driver to loosen the screws, and hold the damper weight from revolving. **See photo # 1.** Sears sells this nifty tool – and if you don't have one, get one. There is a bit of loctite on the threads and it will take a good amount of force to loosen the screw. Loosen the fork steering stabilizer arm attached to the back of the top triple clamp on the left side. Use two 10mm wrenches. Use caution not to lose the small washer located on top of the mounting tab. **See photo # 2.** Gently move (push) the steering damper arm back towards the tank to ease the bar swap. Loosen and remove the two screws holding the steering stabilizer cover. **See photo # 3.** Use a 5mm hex.
- 2.) Loosen the steering stem nut, remove it and the washer. Use a 30mm socket. The black plastic cover will come off when the nut is removed. Loosen the two triple clamp pinch bolts. **See photo # 4 & 5.** Loosen and remove both pinch bolts on the right side and let the throttle cable and clutch cable stay hanging in place. **See photo # 6.** Remove triple clamp from the fork tubes and place it on a rag in front of the fork tubes.
- 3.) Disassemble controls on the left and right bars and remove the stock clip ons. (Continued)

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4.) Install the TracStar clip ons and slide them down the fork tubes until they stop. Re-install controls as per the stock placement. Reuse the stock right side pinch bolt to clamp the right TracStar in place as per stock. **See photo # 6.** Re-install the top triple clamp and make sure both left and right clip on positioning dogs engage into the proper holes in the bottom of the triple clamp. Use caution to keep the throttle cables from getting pinched between the triple clamp nut and the bar clamp. It may be necessary to readjust the front brake hydraulic line to provide fairing clearance and additional slack. Reinstall the two screws that attach the steering damper cover. **See photo # 3.** Reinstall steering damper arm and tighten. **See photo # 2.** Make sure the triple clamp is fully seated on the steering stem. Lightly tighten the steering stem nut. Tighten the two fork tube pinch bolts to 12 ft. lbs. and the steering stem nut to 65 ft. lbs. Do not forget the steering stem washer. Torque the TracStar fork tube pinch bolt to 12 ft. lbs.

5.) Reinstall damper weights. It's a good idea to use a little Blue Loctite. Tighten.

6.) After installation, but before torquing bars, carefully move the bars lock to lock and check clearance of cables, hydraulic lines, wires, fairing, and fuel tank. Once the bars are adjusted properly leaving enough room for your hand on full left and right lock positions, torque the left and right Heli Bar clamp pinch bolts to 12 ft. lbs.

ADDITIONAL INSTALLATION NOTES:

a.) If the front brake hydraulic line fitting is rotated too far clockwise, it will interfere with the start / kill switch housing connector. If a lower brake lever position is desired, it may be necessary to carefully remove the wire stop attached to the banjo fitting with a Dremel tool fitted with a cut off wheel. A replacement front stainless steel brake line would also likely solve this clearance issue.

b.) Due to the new flatter angle of the TracStar clip ons, the front brake reservoir has been rotated and is no longer level. Although the front brakes will function properly, the ascetics will be improved if the mounting bracket is carefully re-angled. Remove the reservoir bracket and place the end that mounts the reservoir in a vise with soft jaws and carefully bend this end up slightly. It may take several times and fittings to get it right. Do not bend the end of the bracket where it mounts to the front brake master cylinder as this will create a clearance issue with the fairing. Go lock to lock and make sure sufficient clearance is allowed.

**!! 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 HELI BARS.**

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Photo 1



Photo 4



Photo 2



Photo 5



Photo 3



Photo 6