



## INSTALLATION INSTRUCTIONS

Suzuki V-Strom1050 2020+ Handlebar Riser  
Part No: **HR03187**



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.

## HELIBARS INSTALLATION

Improper installation could result in serious injury or death. Have a qualified mechanic install your HeliBars.

\*Note the location of lines and cables.



**CAUTION:** Make sure the HeliBars tour performance riser is fully seated. Move bars carefully 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.

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 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!

## SUZUKI V-STROM 1050 2020+ HANDLEBAR RISER

1" (25mm) taller than stock

1.5" (38mm) closer to rider

### Required Tools

- Torque wrench
- 17mm wrench
- 6mm hex
- Long 1/4" socket

1. Move the wire harnesses and hydraulic lines behind the top triple clamp. The only wiring that will remain in the stock locations is the left heated grip lead and the ignition lead.

A. Remove the rubber cable ties from the left side bundle (**See Photo #1**). Cut one cable tie from left bundle (**See Photo #2**).

B. To untangle the wire looms and clutch the hydraulic line on the left side, remove the left mirror using a 17mm wrench. Swing the left-hand guard down (**See Photos #3 & #4**).

C. Carefully wiggle and pull off both micro switch leads in front of the clutch master cylinder (**See Photo #5**).

D. Remove both screws from the left side control housing – (**See Photo #6**).

E. Remove both bolts from the clutch master cylinder, using an 8mm socket (**See Photo #7**). Set the master cylinder on protected fuel tank, remove the left control housing and set on the fuel tank. (**See Photo #8**) shows the clutch hydraulic hose in front of the heated grip lead. We need to move the hydraulic line behind the grip lead.

F. Grab the master cylinder, and place the lever end between the handlebar and the grip lead (**See Photo #9**). Pull the master cylinder up and rest on the fuel tank – the master cylinder hydraulic line is now behind the grip lead (**See Photo #10**).

G. Remount the left control housing, make sure the locating dowel engages with the hole, and tighten. Remount the master cylinder, adjust the lever angle, and tighten. BE SURE the cap arrow is facing up. Carefully plug in micro switch connectors (**See Photo #11**). Reinstall the left mirror, adjust angle and tighten (**See Photo #12**). (**See Photo #13**) clearly shows the heated left grip wire harness now in front of all other lines.

H. One more alteration needs to be performed before the remaining lines are moved behind the top triple clamp. Remove the right side cable / hydraulic line stay by removing the bolt from the bottom of the triple clamp (**See Photo #14**). The easiest way to remove is with a long extension and an 8mm socket (**See Photos #15 & #16**).

NOTE: DO NOT USE A FORK STAND FOR THE NEXT STEP. USE THE SIDE STAND.

I. Carefully remove plastic caps. A utility knife makes it easy (**See Photo #17**). Cut lower cable tie on right side bundle (**See Photo #18**). DO NOT remove the upper tie.

J. Loosen both upper fork tube pinch bolts several turns but do not remove (**See Photo #19**).

NOTE: The enlistment of an assistant at this time would greatly simplify the next few steps.

Loosen the handlebar mounting clamp and remove 4 screws. Place a rag under the handlebar and rest in front of the triple clamp (**See Photo #20**). Temporarily hold bars in place with cable ties attached to the windshield mounts if no assistant is available. Stand in front of the machine and with the front wheel between your legs loosen the steering stem nut with a breaker bar (**See Photo #21**). Wiggle up the triple clamp until it is free from the stem and fork tube (**See Photo #22**). Lift the triple clamp, move the left side lines over and behind the left fork tube then repeat this process on the right side. Make sure the left side heated grip line remains in front (**See Photo #23**). Rest bar assembly on the fuel tank.

Make sure the machine is in first gear. Walk in front of machine and place one of your shins against the front wheel and apply a little rearward pressure while wiggling top clamp back down into place. When fork tube and steering stem align the triple clamp will slide down and bottom out. Slide it down evenly. Put washer over steering stem and thread nut down. Lightly tighten only at this time **(See Photo #24)**. Torque the 2 upper fork tube pinch bolts to 17 ft lbs. with a 6mm hex – refer to **(See Photo #19)**. Torque steering stem nut to 66 ft lbs **(See Photo #25)**.

K. Clean the tops of the stock risers, place Tour Performance riser in place and install the 4 screws provided. Starting with the forward 2 screws torque them to 17 ft lbs., then torque the rear 2 screws to 17 ft lbs. also **(See Photo #26)**.

1. Move the wire harnesses and hydraulic lines behind the top triple clamp. The only wiring that will remain in the stock locations is the left heated grip lead and the ignition lead.

L. Lift the handlebar assembly into place and install the cover with factory hardware. Align bar left or right as needed and rotate into position. Starting with the forward 2 screws torque to 17 ft lbs., followed by the rear **(See Photo #27)**.

M. Apply one of the provided cable ties around the right fork tube and the bundle. Tighten and remove excess **(See Photo #28)**. Repeat on the left side.

N. Re-attach 2 rubber cables ties on left side **(See Photo #29)**.

O. Loosen banjo bolt on brake master cylinder, push line rearward until its rubber tube contacts bar. Torque to 12 ft lbs. **(See Photos #30 & #31)**. **(See Photo #32)**. Shows completed install.

For questions regarding installation please call 1-800-859-4642.

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Photo 1



Photo 2



Photo 3



Photo 4





Photo 5



Photo 6



Photo 7



Photo 8

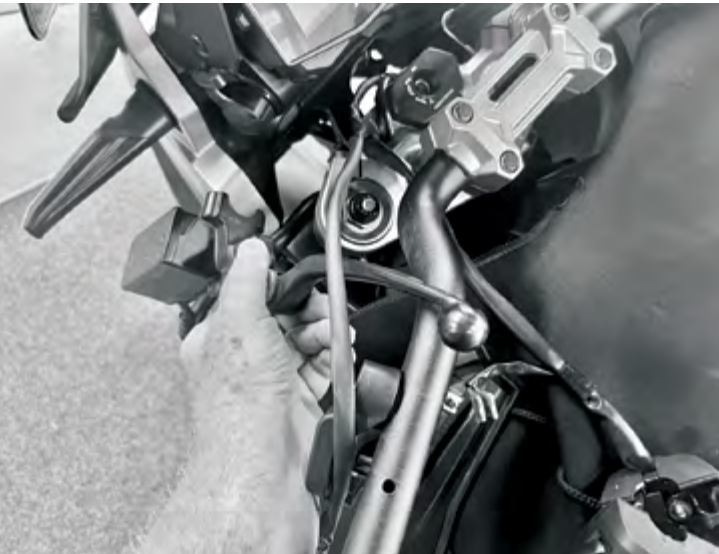


Photo 9

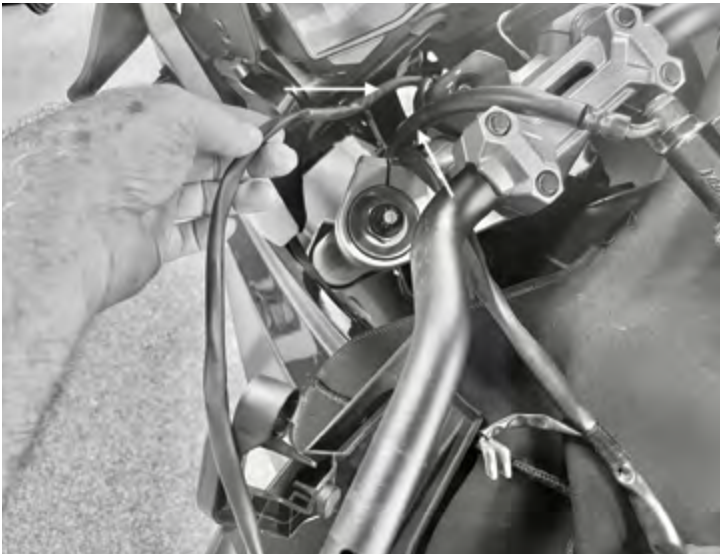


Photo 10



Photo 11



Photo 12





Photo 13



Photo 14



Photo 15



Photo 16





Photo 17



Photo 18



Photo 19



Photo 20



Photo 21



Photo 22



Photo 23



Photo 24





Photo 25



Photo 26



Photo 27



Photo 28



Photo 29



Photo 30



Photo 31



Photo 32



## 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-the-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

## TRAILERING 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.

