

CONVERTIBARS™



Riders Copy

Installation Instructions And More

*These Instructions are NOT bike Specific
Find "Bike Specific Install Notes" at*

www.ConvertiBARS.com



Professional Mechanics

Be sure that you have the
“Bike Specific Installation Notes”
found on our website
and

1. You are expected to read these instructions and watch the CD-Rom video prior to your first install.
2. Your customer is expecting a 2 hour install for the base kit
3. More than 2 hours for the base kit is considered training.
4. The customer understands that longer lines will add time.
5. If the advertised rise is not achieved, and or lines stretch or bind excessively, and or the handlebars hit components on the motorcycle such that damage could occur, the installation has been done incorrectly and you must contact ConvertiBARS™ for support prior to returning.

It’s imperative that you understand the above items and discuss the costs and time of the installation with the customer, prior to beginning.

Call our 24/7 support line *before giving up.*
800-513-2440

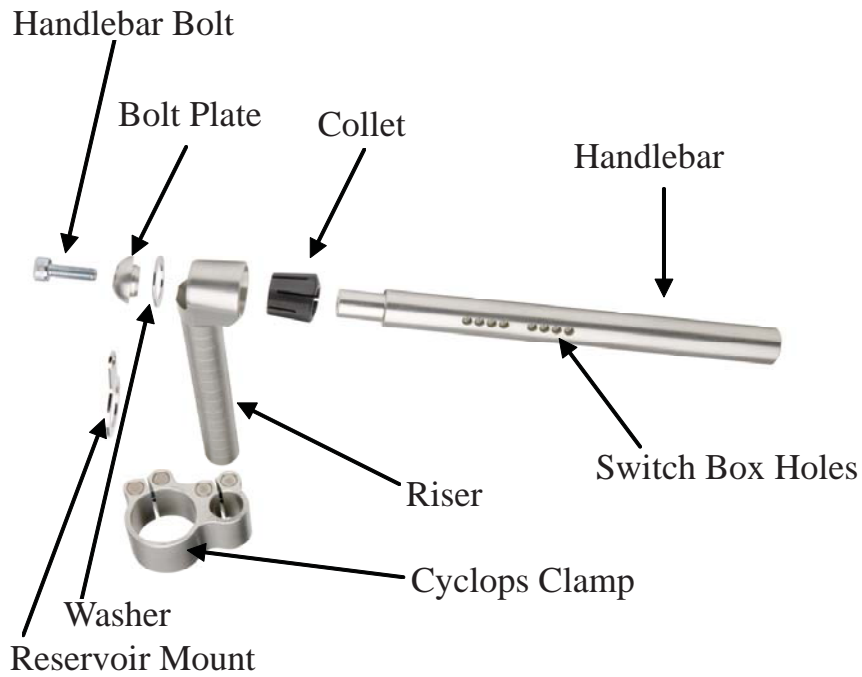
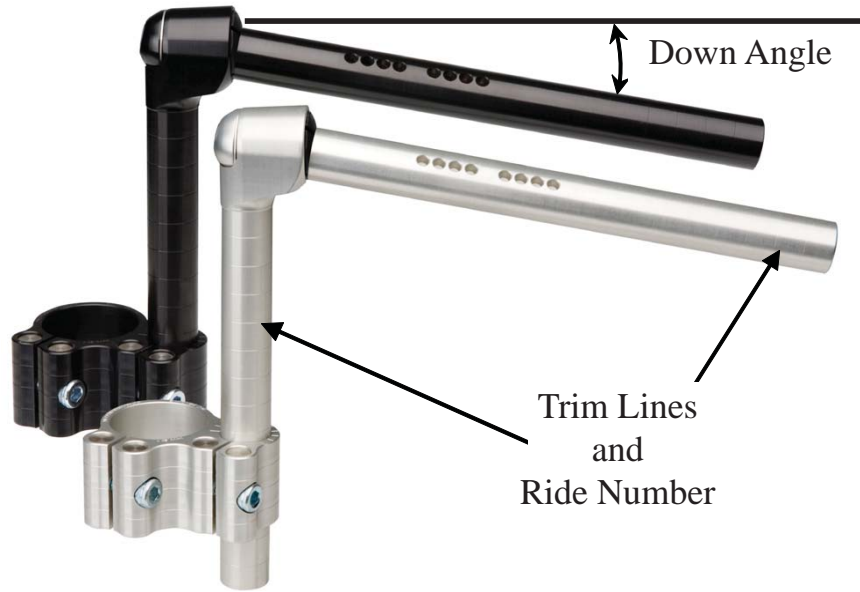
After installation,
Be sure the rider has a copy of these instructions.
There are important warnings and positioning notes the rider needs to know.

Recommended Tools

1. Phillips and Standard Screw drivers
2. Pipe Cutter(for trimming handlebar and riser pipes)
3. Large socket tool for center bearing nut
4. Metric Socket Set
(Do NOT use socket wrench to tighten Cyclops Clamps or Handlebar bolt.)
5. Metric Wrench set
6. Offset pliers
7. Bench Vice
8. Metric Allen wrench set
9. Liquid soap(for removing the left grip)
10. Mini-Vac (Vacuum system for bleeding hydraulic lines)

Base/Universal Kit

Components and Terminology



Longer Lines

Depending on your particular motorcycle and the rise you would like to achieve, you may need or want to have longer lines.

Refer to the bike specific install notes for recommendations

www.convertibars.com

To purchase longer lines

(Contact ConvertiBARS™ or)

(www.Spieglerusa.com for longer Hydraulic lines)

(and **www.MotionPro.com** for longer cable lines)

(Outside the USA, you will need to find other suppliers)

Caution

ConvertiBARS™ is not responsible for any lines it does not make. All warranties and claims are honored by the respective manufactures. Most custom lines are not returnable. Be sure the lengths and fittings you specify are correct. Lines that are too long or too short will bind and cause an unsafe condition.

How are longer “Hydraulic” lines made?

Remaking or adding length to hydraulic lines is not possible therefore, new longer lines will need to be made.

How are longer “Cable” lines made?

Scenario 1. The cable company stocks your end fittings.

Solution: Have them make new longer lines.

Scenario 2. The cable company does not stock the end fittings.

Solution: Send your lines to the cable company; they will make new longer lines reusing the end fittings on your cables.

How Much Longer Do My Lines Need To Be?

(Follow these steps closely)

1. Remove levers and throttle
(keep lines attached to the levers and throttle)
2. Put the handlebars as high as you will ever want them.
(See instructions for positioning)
3. Ensure the routing of the line is OK and there will be no binding/stretching with the wheel at the steering stops
4. Holding the levers and throttle up, measure how much
Longer the lines will need to be for the levers and throttle to reach the mount with the wheel at the steering stops.

Tips

Brake lines: 1” longer = 1” added rise

Clutch/Throttle Lines: 1” longer = 2” of added rise)

(The above tips are not exact, they are only estimates)

(Your measurements may vary)

How To Order Longer Lines?

(You **MUST** provide the following information to the line)
(Companies when ordering custom lines)

(Companies making the lines will **NOT**)
(be able to give you advice on lengths or end fittings)

Cable Lines:

New Line length = Stock + _____ inches (or millimeters)
(cable lines always use stock end fittings)

Hydraulic Lines:

New Line length = Stock + _____ inches (or millimeters)

And

Top Banjo Fitting Bend Angle Needs to be..

_____ Degree angle bend away
(As looking through the banjo bolt hole)

AND

_____ Degree angle bend to the Left or Right side
(As looking through the banjo bolt hole with fitting bent away)

Important

Bottom banjo fittings usually use the stock bend.

Ensure top banjo fitting has the best bend for clearance
when the bars are both as far down and as far up,
as they can be.

Warning!

The use of ConvertiBARS™ could cause
SERIOUS INJURY or DEATH!

ConvertiBARS™ or its affiliates will NOT be responsible for any misuse or improper use or installation of this product. This product has not been presented for D.O.T. certification. Always check with your local Department of Motor Vehicles before modifying any aspect of your motorcycle.

It is your responsibility to ensure the safe installation of the kit, and the safe use of a ConvertiBARS™ equipped motorcycle. The properly installed ConvertiBARS™ equipped motorcycle will operate as the motorcycle manufacture intended, with full range of steering motion, handlebars secure enough for any riding condition, no stretched or binding lines, and no unintended throttle advance. If you are unable to install this kit properly and or use this kit in a safe manner, the kit should not be installed or used, and should be returned to the manufacture.

It is also your responsibility to notify anyone riding your ConvertiBARS™ equipped motorcycle, that it is so equipped, and that the rider is responsible for ensuring that the handlebars are secure enough for any kind of riding and for ensuring that the motorcycle will operate as the manufacture intended, including being able to turn the wheel from stop to stop without damaging anything on the motorcycle. Furthermore, there should be no throttle advance, binding or stretching of any lines in any steering position. If any of these or other unsafe situations exist, the ConvertiBARS™ installation was not performed correctly, the motorcycle is not safe to ride, and the motorcycle should not be ridden until these things have been remedied.

Before Every Ride:

Ensure that the ConvertiBARS™ are secure enough for any kind of riding condition and ensure that you have full stop to stop turning ability with no lines pinching, stretching, or causing throttle advance.

Recommended Torque Settings

The following are recommended torque settings. Ensure all parts are clean and dry before tightening, and do not exceed torque settings or the system could fail causing serious injury or death.

18-20 ftlbs of torque on the Cyclops Clamp Bolts

(**Must use greased washers on all Cyclops Clamp Bolts**)

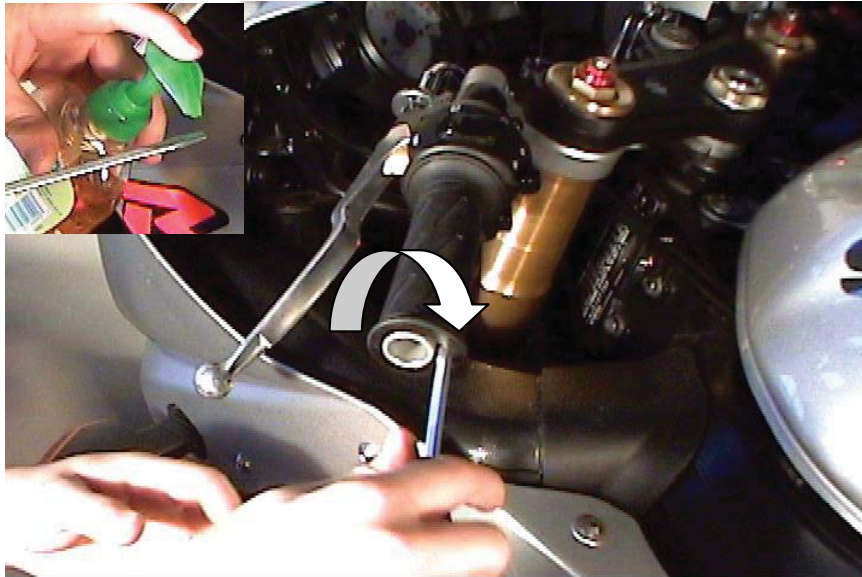
13-15 ftlbs of torque on handlebar bolt

Installation

Step 1. Remove left and right bar ends



Step 2. Remove left grip
(Hint: use liquid soap on a screwdriver)



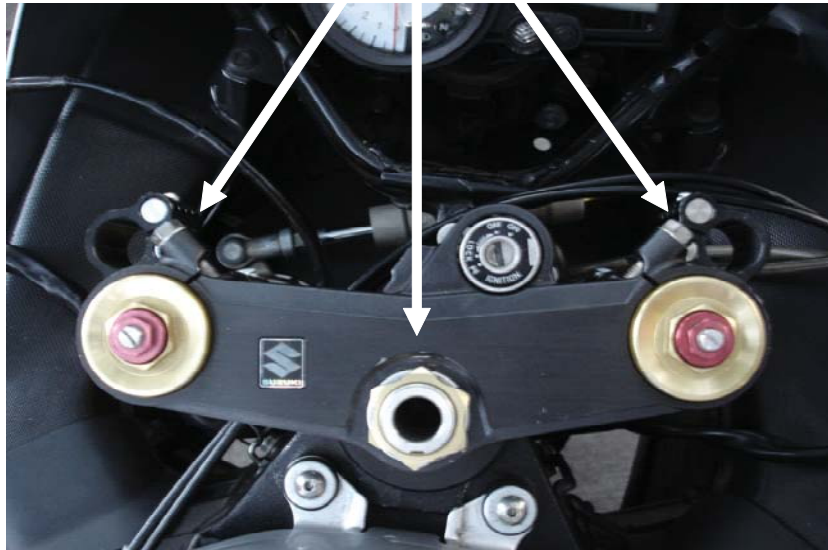
Step 3. Loosen the brake and clutch levers
On both handlebars



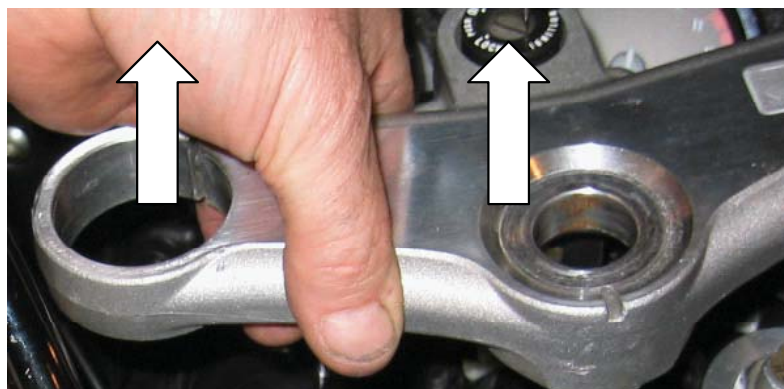
Step 4. Loosen handlebars from forks and remove reservoir



Step 5. If the installation requires installing under the triple clamp, loosen and or remove the two triple clamp pinch bolts and one main nut. Unbolt reservoir if mounted to handlebar



Step 6. Lift and wiggle to remove triple clamp



Step 7. Remove handlebars from the forks and from the switch boxes, brake and clutch levers



Step 8. Loosen 2 screws on each switch box and remove both switch boxes from the handlebars.
(The throttle assembly is attached to the right switch box and will come off the handlebar together with the switch box)
(You do not need to remove the screws, just loosen them)



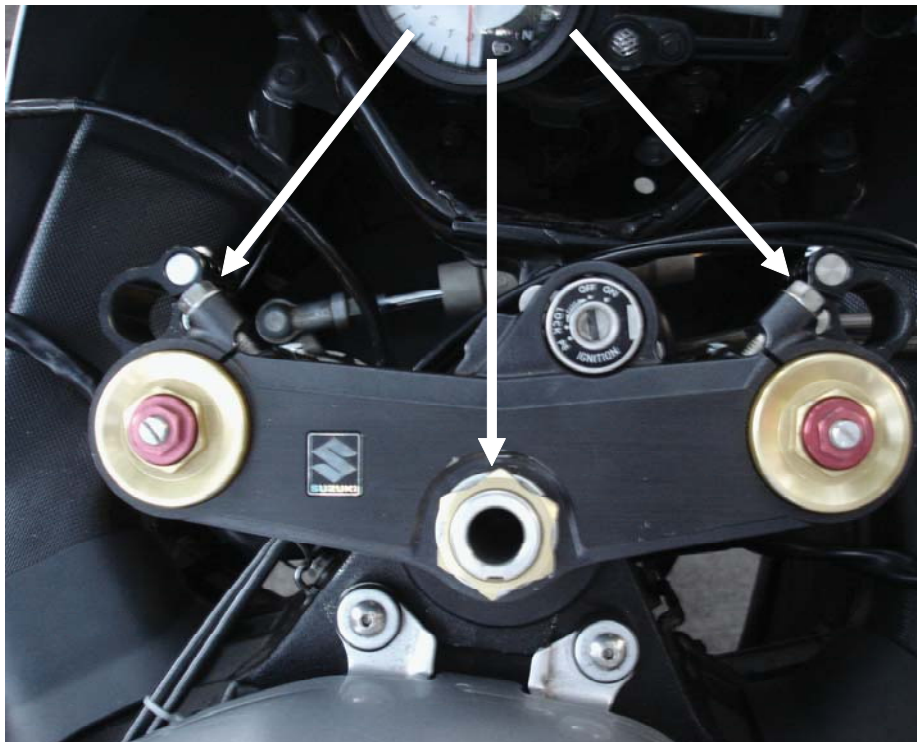
Step 9. Install the Cyclops clamps as in photo.
Mounting the clamp flipped over is optional.



Step 10. Only if needed, reroute the lines to maximize their range of travel. Some lines may not need to be re-routed



Step 11. Reinstall triple clamp and tighten all three



Handlebar Preparation
Step 12

Contact us if you need an extra washer or reservoir mount.



You MUST always use the Washer or Reservoir Mount here

Your Ride Number is also the trim number and is counted from the top down.

If using the reservoir mount, attach the reservoir(s) to the mounts using the stock hardware if possible.

Important Hint:

If the tab on the reservoir mount needs to be bent, assemble the handlebar and tighten the assembly with the reservoir mount in place, before bending.



Many installations will require trimming the riser. Do not trim the riser until you are sure of the length. And always use a pipe cutter

After trimming the riser to the desired length. install the riser plug.



See Bike "Specific Install Notes" for recommended trim lengths.

Step 13. With the riser separated from the handlebar, insert the ConvertiBARS™ risers into the Cyclops clamps



Step 14. Choose a switch box locating hole and Install the left & right switch boxes, brake lever, clutch lever, and throttle controls on the ConvertiBARS™ handlebars. The pre drilled holes are design to fit most motorcycles, however you may need to drill a new hole or enlarge an existing hole, If the holes to not accommodate your motorcycle



Hint!!!

Do not trim the handlebar length until you are sure of the length. You can ride with excess bar length until you are sure of the trim length

Step 15. Bolt the handlebar together using the washer or reservoir mount



WARNING!

You **MUST** use either the washer or reservoir mount when assembling the Handlebars. If not the system could fail



VERY IMPORTANT

In any down angle selected, The Collet and Bolt Plate **MUST** always Be in alignment with each other!



Step 16.
Re-install the Bar-Ends using the stock or kit hardware



Congratulations

The install is complete

And

Now you are ready to position ConvertiBARS™ for the first time

Positioning ConvertiBARS™

IMPORTANT NOTE:

When changing the position of ConvertiBARS™,
Always use these 4 steps
in the following order.

1. Set handlebar down angle
 2. Turn the wheel until it hits the steering stop
 3. Position & tighten the Clamp on the fork nearest the tank
 4. Position & tighten the Clamp on handlebar nearest the tank
- Repeat with the other side**

NOTE:

If you follow these steps, you will **NEVER** have
tank/frame interference issues.

Set the Down Angle

The handlebar is indexed to 8,4,0,-4,-8 degrees of down angle

1. Loosen the bolt until the bolt head is clear of bolt plate



2. With a firm grasp, grip and flex the handlebar up and down until the collet pops out



3. Lightly push the collet back in and rotate the lever/handlebar in the opposite direction of desired position



4. Pull handlebar/collet out and Rotate the Lever, Handlebar, Collet, Bolt plate together to a new position (collet and bolt plate must align)



5. Push collet inside riser head



6. Tighten Bolt and adjust brake/clutch lever position



Set the “Down and foreword”

1. Turn the wheel to the steering stop
2. Rotate the Cyclops clamp so the riser is in front of the fork (approx. 10 and 2 O’Clock Positions)
3. Tighten Cyclops clamp on the fork first, (The clamps should be rotated so the riser pipe is in front) (of the forks to avoid the intake ducts or fairing side pieces)



4. Push the handlebars down as far as possible
5. Then tighten the Cyclops clamp on handlebar riser. **Use two fingers for spacing/tank clearance.** **Do all this at the steering stop!!!!!!**



6. Repeat with other side
Once tight, ensure stop to stop turning

Set the “up-aft position”

1. Turn wheel to the steering stop
2. Rotate the Cyclops clamp so it's 1mm from the tank/frame.
(approx. 7 and 5 O'Clock Positions)
3. Tighten Cyclops clamp on the fork only



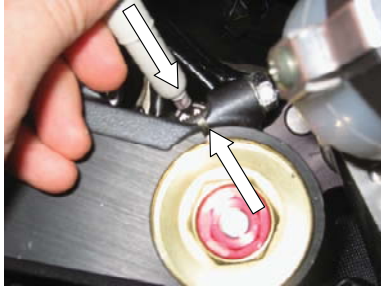
4. Lift the handlebars up as far as possible
5. Then tighten the Cyclops clamp on handlebar riser.
Use two fingers for spacing/tank clearance.
Do all this at the steering stop!!!!!!



6. Repeat with other side
Once tight, ensure stop to stop turning

Hints and Tips

Use the seams on the Cyclops clamps and triple clamp for alignment, and mark your favorite positions so repeating them is fast and easy.



Only if absolutely needed, use fairing spacer pack or other lifting components to lift fairing for more handlebar rise. We do NOT recommend altering the factory steering stops.

Trimming the Handlebar or Riser-bar:

Important things to know BEFORE you trim the handlebar

- A. Always use a pipe cutter, never use a hack saw
- B. Round the cut edges so they are not sharp
- C. Do not apply heavy pressure when cutting.
- D. Be sure that all your controls will fit before cutting.
- E. Do not trim the riser pipe until you are

sure of the amount to trim. Trimming the riser piece is only needed for clearance of the intake ducts or fairing side pieces. Be sure you have correctly positioned the



clamps to get the most of ConvertiBARS™ before trimming.

Consult the “Bike Specific Install Notes” on the website for the recommended “Trim Number” and other details.

Installing Brake Line Bands and Under-clips (optional)

If you install longer hydraulic lines, do NOT zip tie them. Use the Hydraulic Line bands. The bands hold securely yet allow the lines to flex with out damage



Install the optional under clips by pushing the Cyclops clamps up against the underside of the triple clamp and tighten with offset pliers. To remove, press down on one side.

CONVERTIBARS™



What's Your Ride
Number?