



Installation Instructions And More

These instructions are NOT bike specific



Select Your Riding Position

STOP

Be sure you have the “Bike Specific Installation Sheet”

Located at

www.convertibars.com/fityourbike

**If There is no
Bike Specific Installation Sheet
On The Website
This is NOT a Confirmed Installation
And we do NOT guarantee the fitment**

If you are a professional Mechanic

**And this is your first installation, be sure that you have the
“Bike Specific Installation Sheet”**

1. You are expected to read & watch the directions
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 to the time.
5. If the advertised rise is not achieved, the installation has been done **incorrectly**, and you must contact ConvertiBARS for support prior to returning kit.

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

If you have problems, call our 24-7 support line before giving up.

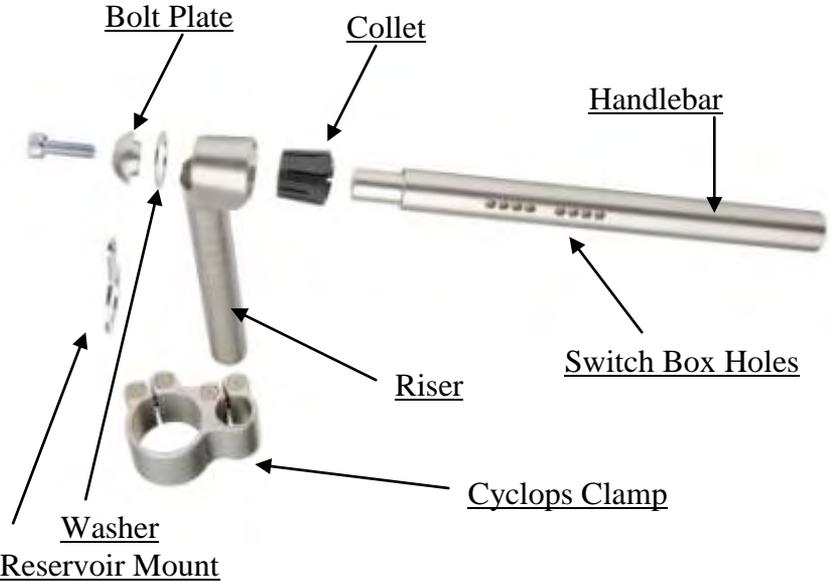
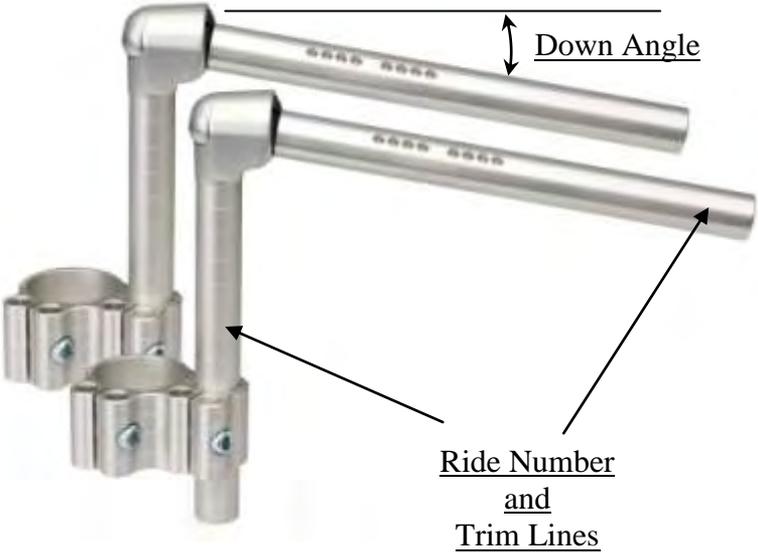
651-789-1002

After installation,

Please be sure the rider has a copy of these instructions, it has important positioning notes the rider needs to know.

Base/Universal Kit Components and Terminology

VG-4 Handlebar



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 ConvertiBARS 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, and no pinched, 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. Furthermore, there should be no throttle advance, binding of lines, or tight lines of any kind 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.

Warranty/Return Policy

Warranty

ConvertiBARS may be returned for defects in materials and workmanship within 5 years from the date of original shipment, in which event, the purchaser may receive a replacement ConvertiBARS kit and or replacement of the individual components that are deemed defective.

Decisions regarding defective parts and replacement parts are at the sole discretion of Invex Corp. and or the owner of ConvertiBARS at the time of the warranty claim.

Return Policy

If within thirty (30) days of the shipping date, you are not satisfied for any reason, you can return the ConvertiBARS for a refund of the product purchase price only.

There are no other warranties which extend beyond this.

Conditions of the Warranty and Return policy

1. The product cannot be damaged or altered.
2. Hydraulic lines must not have had fluid in them
3. Refund will be for purchase price only
4. A return authorization number must be expressly obtained from ConvertiBARS before you may return the product.

Please call us for the authorization number at
1-800-513-2440.

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 Minnesota, and under the laws of the State of Minnesota.

Longer Cable and Hydraulic Lines

(In the USA, Contact ConvertiBARS 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. Be sure the lengths and fittings you specify are correct. Lines that are too long or too short will bind and or stretch, causing an unsafe condition.

Also, most custom lines are not returnable.

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 your end fittings.

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

How are longer Hydraulic lines made?

Remaking or adding length to hydraulic lines is not possible; new longer lines will be needed to be made.

How Much Longer Do My Lines Need To Be?

(Follow these steps closely)

1. Remove all cables/lines from the handlebars (keep them 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 or stretching in any handlebar position
4. Holding the line up, measure how much longer the line will need to be to reach its mount/handlebar.

Tips

Brake lines: 1" longer = 1" added rise

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

(The above tips are not exact measurements, 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 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

New Top Fitting = Stock fitting

OR

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

AND

_____ Degree angle bend face to the side
(As looking through the banjo bolt hole)

Important

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

Recommended Tools-Kit Installation

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
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)

Installation Instructions

We recommend installing longer lines before beginning.
(Lubricate all cables lines before installing)

Step 1. Remove left and right bar ends



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



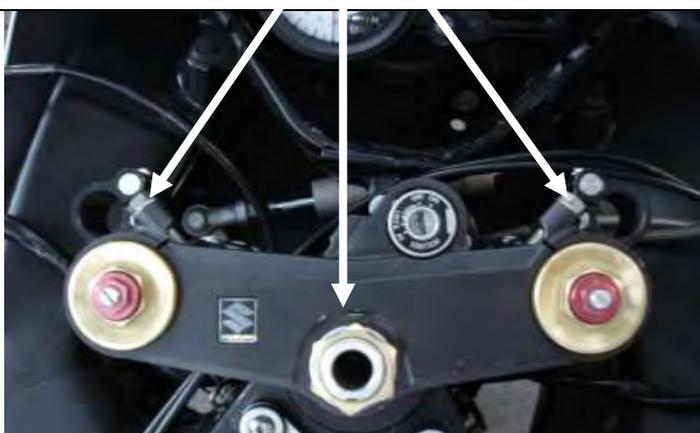
Step 3. Loosen the
brake and clutch levers
On both handlebars



Step 4. Loosen 2 screws on each switch box.
Hint: You do not need to remove the screws



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



Step 9. Only if needed, reroute the lines to maximize their range of travel. Some lines may not need to be re-routed



Step 10. Reinstall triple clamp and tighten all three



VG-4 Handlebar Preparation

Step 11

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

See Bike Specific
Installation notes for
recommended trim
lengths.

Ride Number

0

1

2

3

4

5

6



Attach the reservoir(s) to the
reservoir(s) mounts. Use
stock hardware if possible.

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.

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

Hint: Press plug into the riser by placing it on
the floor. Do not hammer it or the plug will
fail.

Step 12. With the riser separated from the handlebar, insert the ConvertiBARS risers into the Cyclops clamps



Step 13. 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 predrilled holes are design to fit most motorcycles, however you may need to drill a new hole if the holes to not accommodate your motorcycle



Step 14. Bolt the handlebar together using the washer or reservoir mount



WARNING!
You must use either the washer or reservoir mount. If not the system could fail



Step 15. Re-install the Bar-Ends using the stock or kit hardware

YOU ARE NOW READY TO POSITION THE ConvertiBARS

IMPORTANT NOTE:

When changing the position of ConvertiBARS,
Always use these 4 steps

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

Positioning ConvertiBARS

Changing the down angle of the handlebar
The indexed down angles are 8 ,4 ,0 , -4, -8 degrees

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



2. Rotate Lever/Handlebar



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



4. Rotate Lever/Handlebar, collet, and bolt plate together to a new indexed position



5. Push collet inside riser head



6. Tighten Bolt



To set the “Down and foreword”

First, set the down angle of the handlebars, then
Turn the wheel to the steering stop
Rotate the Cyclops clamps as far foreword as possible and
push the handlebars down as far as possible
(Riser pipe should be in front of the forks if possible)



Tighten Cyclops clamp on the fork first,
Then tighten the Cyclops clamp on handlebar riser.
Use two fingers for spacing/tank clearance.
Do all this at the steering stop.



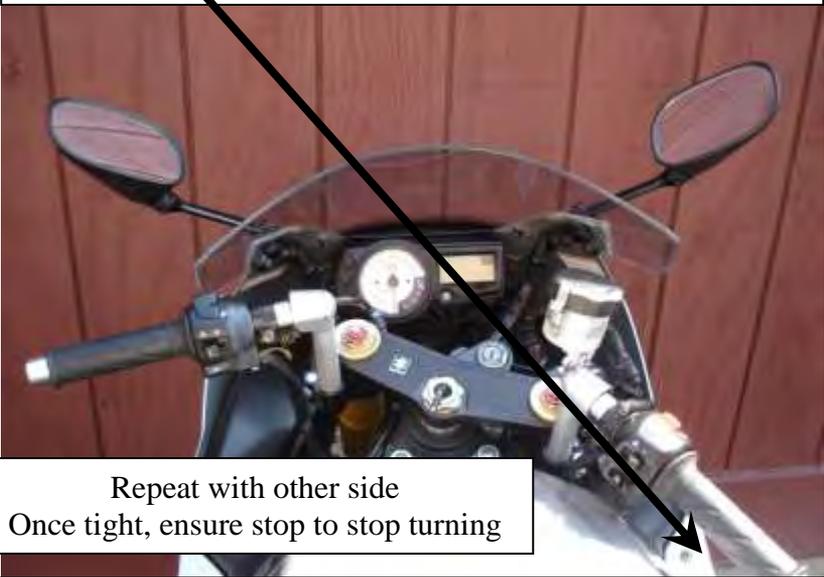
Repeat with other side
Once tight, ensure stop to stop turning

To set the “up-aft position”

First, set the down angle of the handlebars,
Next turn wheel to the steering stop
Rotate the Cyclops clamps as far back as possible
(approx. 7 and 5 O’clock Positions)
Lift the handlebars up as far as possible



Tighten Cyclops clamp on the fork first,
Then tighten the Cyclops clamp on handlebar riser.
Use two fingers for spacing/tank clearance.
Do all this at the steering stop.



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

**Tighten everything down, bleed the hydraulic lines
and triple check all the bolts and nuts**

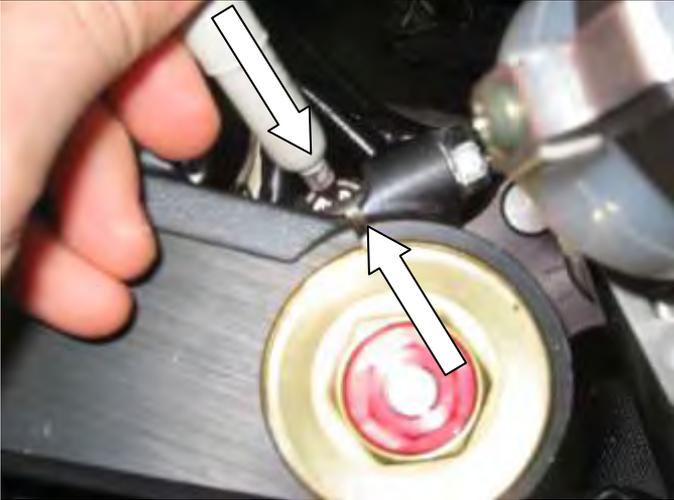
Hints/Tips

Converting TIPS

Always keep one side tight while converting the other side.

Use 1, 2, or 3 fingers as a spacer between the tank and handlebar to ensure the same alignment on both sides and to ensure proper tank clearance.

Use seams and on the Cyclops clamps and triple clamp for alignment and mark the positions so repeating these locations are fast and easy



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

Hints and Tips

Trimming a handlebar: Before you trim a handlebar, here are some important things to know

- 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. If you do, you could bend the pipe out of round.

How Much Rise? = Trim Number?



- D. Trimming the handlebar pipe: Before you trim the handlebar pipe, be sure that all your controls will fit on the shorter handlebar.

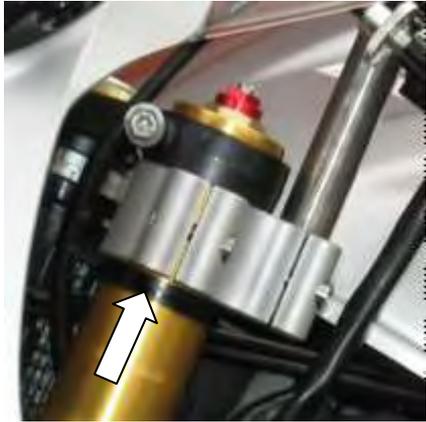
6.0" Riser = Trim Number 10
How Long Should Your Riser Be?

- E. Trimming the riser pipe:

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 you trim the riser, also Consult the "Bike Specific Installation Sheets" for more details on how much of the riser to trim. "Trim Number"

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 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.

Fairing and Tank Interference

When Positioning ConvertiBARS, you always begin at the steering stop and space the handlebars off the tank, so tank clearance should never be an issue. However, the fairing may restrict rise. Note that fairing/windshield contact is ok, as long as you can reach the steering stops with out damaging anything.



What's Your Ride Number?

www.ConvertiBARS.com