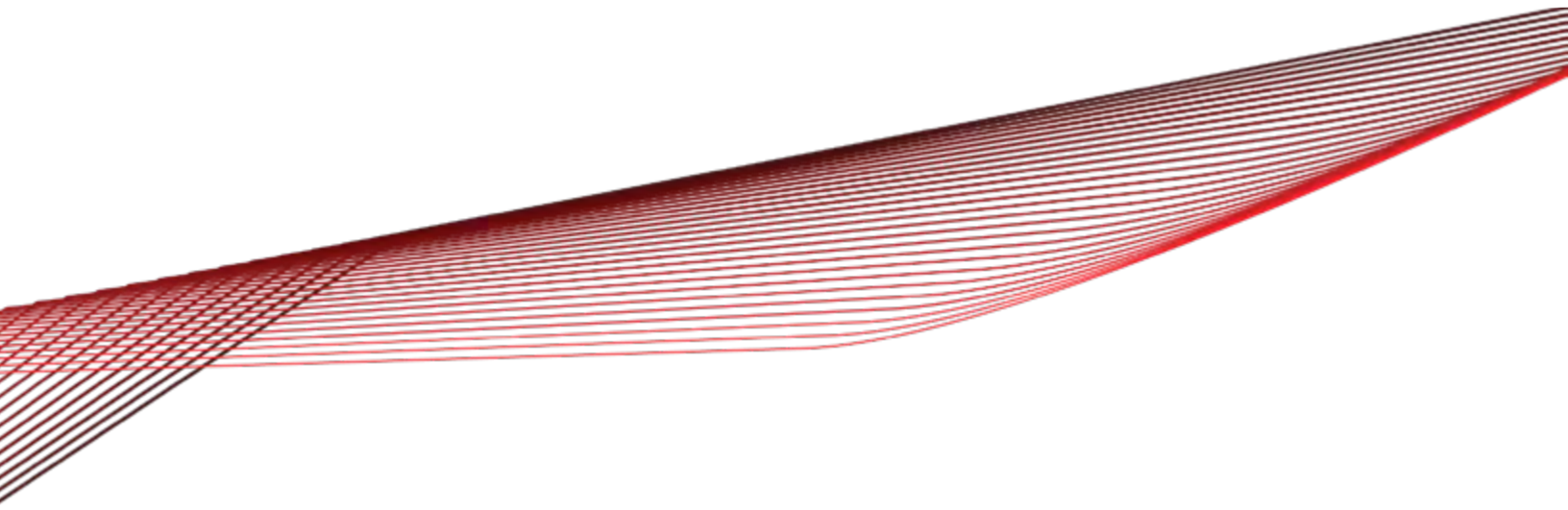
HEL BARS

Comfort Without Compromise

# INSTALLATION INSTRUCTIONS

Honda Rebel 1100 2021+ Handlebar Risers

Part No: **HST01186-STD, HST01186-DCT**



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.

## 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 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 'Trailering 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!

## HONDA REBEL 1100 2021+ HANDLEBAR RISERS HST01186-STD, HST01186-DCT

- Up to 2 ½" taller
- 6" closer to rider
- Wrist angles adjustable

**Required Tools:**

- 5MM hex
- Torque wrench (ft-lbs)
- 14mm open end wrench
- 12mm box end wrench
- 4mm hex

Optional: HeliBars grip removal tool for Hondaline heated grips – part #LST Tool Kit price $30.00

Note: NOTE: Model specific instructions are ***BOLD, ITALICIZED and UNDERLINED***

Overview: A hydraulic line extension is going to be added between the front brake master cylinder and its upper hydraulic line. All necessary components included. A longer clutch cable is provided for stakjmndard 6 SPEED models (only with Part #HST01186-STD.) If bike has a fairing you need to remove it and its mount.

**Instructions:**

1. Cover fuel tank and front fender with protective material to reduce the likelihood of finish damage from falling parts or tools.

2. Remove left & right bar end damper weights. Use a 5mm hex **(See Photo #1).**

3. Remove the 2 screws that mount the sun visor to the instrument housing and remove it **(See Photo #2).**

4. Release left & right control housing wire looms from all handlebar clips **(See Photo #3)**.

5. Remove 2 covers on the right side below the fuel tank and behind the forks **(See Photo #4).**

6. Install the front brake hydraulic line extension. Leave the reservoir cover in place; do not remove at this time. DO NOT depress brake lever during this procedure. Cover the area below the master cylinder with rags to catch any fluid spills.

   A. Disconnect hydraulic banjo fitting at the master cylinder, remove both washers and banjo bolt. Install bleeder bolt and 2 of the copper washers provided on either side of the fitting **(See Photo #5).**

   B. Thread the hydraulic line extension onto the bleeder bolt. Snug the bleeder bolt after positioning the opposite banjo fitting angling up **(See Photo #6).**

   C. Attach extension to the master cylinder using the factory banjo bolt. Place the last 2 copper washers on either side of the banjo fitting and thread it into the master cylinder. Rotate the fitting all the way up until it contacts the stop. Torque to 12 ft-lbs **(See Photo #7A)**. Tighten the opposite end using a 14mm open end and a 12mm box end wrench. Tighten firmly and keep lower stock hydraulic line from rotating. Lightly tighten the bleeder so it doesn't leak. DO NOT over tighten as it easily strips. Remove connectors on master cylinder. Take a photo to distinguish upper and lower connectors (upper connectors are larger) **(See Photo #7B).**

   D. Remove master cylinder from bar by removing clamp **(See Photo #8)**. Carefully place master cylinder on fuel tank with hydraulic line to the outside of the handlebar- **(See Photo #9).**

7. Remove clutch cable from clutch lever **(See Photo #10A)**. Bottom out the adjuster and the lock rim and align slots, so they both face forward, remove cable. On DCT- set the parking brake lever and remove mount from handlebar **(See Photo #10B)**. Use a 4mm hex to remove mounting screws. Remove 2 wire connectors. Loosen the lock nut that keeps the cable elbow from turning on the bottom of the lever **(See Photo #10C)**.

8. Remove the clutch lever mount from the handlebar and disconnect the 4 connectors. Notice that the upper connectors are larger than the lower ones **(See Photo #11)**.

9. Remove the 2 screws holding the left control housing to the handlebar. Remove from bar **(See Photo #12)**.

10. Remove left grip with compressed air. NOTE: If Hondaline heated grips are installed, the only way to remove the left grip and re-use it is with HeliBar heated grip removal tool for 7/8" bars- Part # LST Tool Kit, purchased separately.

11. Remove screws from the forward half of the throttle housing **(See Photo #13).**

12. Detach and let the rear half hang down as shown in **(See Photo #14)**. Remove screw holding locating strap in place, and store screw so you can easily find it.

13. Remove the 2 bolts holding the instrument panel to the bar clamp covers. **(See Photo #15)**.

14. Pull up and back slightly on the instrument housing, release the rubber boot from the housing **(See Photo #16)**. Locate the release tab on the forward facing side of the connector and release. **(See Photo #17)**. Press on the tab to release. Let the instrument housing hang down in front of the fork. Wrap in a rag.

15. Remove the handlebar mounting caps and screws **(See Photo #18)**.

16. Withdraw handlebar from throttle housing **(See Photo #19)** and set aside.

17. Systematically remove all connectors from the metal bracket they're attached to:

    A. First separate all joined connectors **(See Photo #20)**. Move the tab below the tape (right side arrow) so it releases. Once the first one is released the remainder will be easier.

    B. Cut enough of the tape and peel it back to expose the release tab **(See Photo #21A)**. When all connectors are removed from metal bracket, set instrument housing aside. Carefully cut the gray tape to release wire loom folded over connector. This will create more slack **(See Photos #21B & C).**

18. Remove clutch cable **(6-SPEED only)**:

    A. Remove cable bracket after loosening lock nuts. Remove cable end from clutch arm. Remove outer lock nut and remove 6mm bolts holding bracket to engine case. Remove cable from bracket **(See Photos #22A & 22B)**.

    B. Carefully pull clutch cable back through 2 eyelets on frame **(See Photos #23A & 23B)**. Withdraw cable from frame then install longer cable provided in reverse. **(See Photo #23C)** for details and place cable behind ABS brake lines as you move the cable towards the first eyelet. Continue up through the second eyelet. Re-install lower bracket and attach cable to arm.

19. **DCT only**- Move the parking brake cable from its stock location (below and in front of cover):

    A. Remove cover by pulling outward on top and bottom **(See Photo #23D)**.

    B. Pull rubber boot back, press in on tab and wiggle connector out **(See Photo #23E)**.

Pull parking brake cable out from behind connector and position it next to frame tube. Pull the extra slack forward by grabbing and pulling the parking brake assembly. Re-connect connector and boot **(See Photo #23F)**. Leave cable tie loose until side cover is mounted **(See Photo #23G)** After pulling all slack forward tighten cable tie and trim end. Parking brake cable should stay between cover and frame tube **(See Photo #23H)**.

NOTE: Moving the parking brake cable not only creates the additional slack needed but also makes the cable operate more smoothly with less kinks. Make sure cables (clutch and parking) are behind all wire harnesses except left harness. **(See Photo #23I)** shows the DCT wiring. **(See Photo #23J)** shows small harness to the left (as viewed) of upper cable eyelet. It will remain behind the clutch cable.

20. Place Horizon handlebar lower assembly into the handlebar mounts and center left to right **(See Photo #24)**. Make sure fuel tank is covered with protective material.

21. Put the left & right caps in place with their screws. Make sure instrument mounts are facing forward. Adjust riser so it's angled back at roughly 45°to the rider. Snug the screws only at this time starting with the forward two **(See Photo #25)**. Carefully rotate front wheel all the way to left steering stop and right steering stop and make sure there is clearance between fuel tank and bars **(See Photo #26)**. Make sure there's at least ¼" clearance. We will make final adjustments after grips and controls are installed. Instrumentation will be mounted after adjustments are made.

22. Install right side handlebar tube and controls:

    A. Locate right side bar tube (they are labeled).

    B. Insert right bar tube into throttle sleeve. Align the dowel and locating hole strap into place and tighten **(See Photo #27)**.

    C. Align the throttle housing halves, install the screws and tighten **(See Photo #28)**.

    D. Loosen outside bar clamp pinch bolt and remove inner screw before inserting right handlebar tube **(See Photo #29)**.

E. Insert right bar with a slight twisting motion until its end is flush with the clamp. Insert inner pinch bolt, rotate bar until control housing buttons are at the correct angle **(See Photo #30)**. Tighten the 2 bar tube pinch bolts to 14 ft-lbs.

F. Grab the front brake master cylinder, hold it close to where it will mount on the bar and connect the 2 forward micro switch connectors. They have a small amount of white paint on them. The larger of the 2 connectors goes on the top **(See Photo #31)**. Install the 2 inner connectors, larger one on top.

G. Hold master cylinder in place, install cap and hardware and snug top screw first. Adjust brake lever up or down and torque the top screw then the bottom screw to 14 ft-lbs **(See Photo #32)**.

H. Install right damper weight and torque to 7 ft-lbs.

23. Install left bar tube and controls:

A. Line up the left control housing dowel into the hole on the left bar tube and tighten the 2 screws. Refer back to **(See Photo #12)**.

B. Mount the bar tube into the left bar upper clamp as per the right side. Refer back to **(See Photos #29 & 30)**. Torque bar pinch bolts to 14 ft-lbs.

C. For DCT - mount parking brake to bar tube, engage dowel pin and tighten screws starting with the upper screw first. The wire harness from the control housing is a little snug **(See Photo #33)**. Attach wire connectors to micro switch.

D. For 6-SPEED – Mount clutch lever assembly to bar, adjust lever angle and tighten. Attach wire connectors to micro switch.

E. Install left grip. Use a spray on adhesive which will act as a lubricant when applied. Quickly slide grip into place but do not compress it against control housing. Slide it in and when it contacts housing stop pushing. It is also acceptable to use rubbing alcohol as a lubricant. You will flood the inside of the grip and slide it into place. When it dries the rubber grip will stick to the powder coat finish **(See Photo #34)**.

F. Install left bar end damper weight. Torque to 7 ft-lbs. **(See Photo #35)**.

G. Adjust parking brake cable so it's rubber boot does not contact bar riser tube. Leave at least 1/8" inch gap and snug lock nut with a 14mm wrench. **(See Photo #36)**. Black arrow shows lock nut location and white arrow shows clearance gap.

24. Adjust handlebar forward or back for reach by loosening the mounting clamps. Carefully go to full right and left steering stops and make sure there is adequate clearance to the fuel tank. Torque mounting cap screws to 18 ft-lbs **(See Photo #37)**.

25. Re-mount instrument console:

A. Plug in main connector and push it in until you hear a click. You will need to pull back rubber boot to accomplish this. Re-connect rubber boot. **(See Photo #38)**. Re-connect small connector, lower white arrow **(See Photo #38)**.

B. Make sure all connectors are plugged back together. Re-tape those that have been cut and un-taped.

C. Remount instrument cluster using the 2 black button head screws and torque to 7 ft-lbs. Place left side harness connector behind metal stay – see white arrow on **(See Photo #39)**.

D. Using one of the narrow cable ties provided attach the top connector to the middle metal stay **(See Photo #40)**. Place the cable tie through the square hole and around connector harness, pull snug and trim. Attach lower connector to the tab below with a cable tie and trim.

E. Remount cover to instrument housing **(See Photo #41)**. Place the wider cable tie provided around the brake hydraulic line as shown. Try to keep the metal portion from contacting riser tube. Place 3 more cable ties as shown, one above front brake cable tie and 2 on the left side. Keep harnesses to the outside of the risers.

26. Bleed front brake master cylinder from the bleeder banjo bolt only **(See Photo #42)**. Do not attempt to bleed from the front caliper on ABS system as it's not necessary and will only complicate the process. Make sure the bleeder (8mm wrench) is snug. Do not Overtighten! Procedure as follows A to F below:

A. Leave reservoir cover in place at this time.

B. Turn handlebars all the way to the left steering stop. This puts they hydraulic line extension and the master cylinder at a perfect angle to allow air to travel back to the reservoir.

C. With your fingers tap the front of the brake lever pushing it back slightly each time. Do this for 5 seconds, wait several seconds and repeat. After about a half dozen cycles press the brake lever in then release quickly. Keep repeating this process until you feel the brake lever travel reduce, meaning the master is starting to pressurize.

D. Loosen then very lightly tighten banjo bleeder. Remove rubber cap. Press in brake lever with light force. With your free hand hold an 8mm box wrench and a paper towel over the bleeder valve, loosen and then lightly re-tighten bleeder valve. Repeat several times until brake returns to full charge. Tighten bleeder but remember it has small fine threads and will strip easily. Wipe brake fluid from bleeder and remount rubber cap.

E. Return bars to center position. Keep tank and area under master cylinder covered. Remove master cylinder reservoir cover, floating plastic baffle and set aside. Add fluid if needed but rarely is that necessary. Put baffle back and install reservoir cover and tighten screws lightly. Remember that you are tightening on rubber.

F. Double check all pivot pinch bolts from proper torque settings.

**To adjust clutch cable on <u>6-SPEED STANDARD MODEL:</u>**

A. At the lower adjuster (on top of the transmission) adjust the nut closest to the engine cylinders so there are several threads showing on the elbow. Tighten both nuts.

B. Adjust the upper adjuster but make sure to leave a bit of free play, e.g. 1/8" to 1/4". This is very important to maximizing clutch life.

Photo 1

Photo 2

Photo 3

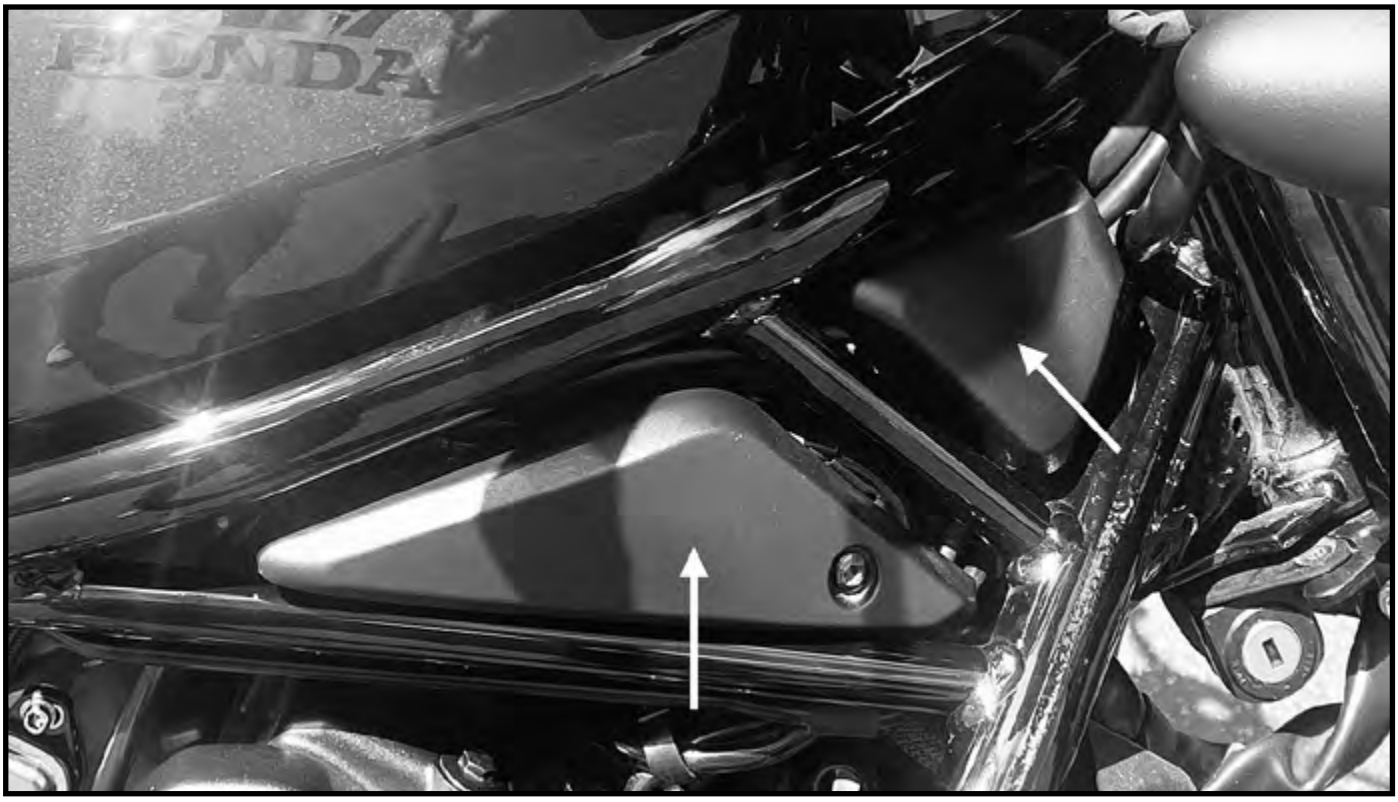


Photo 4

Photo 5

Photo 6

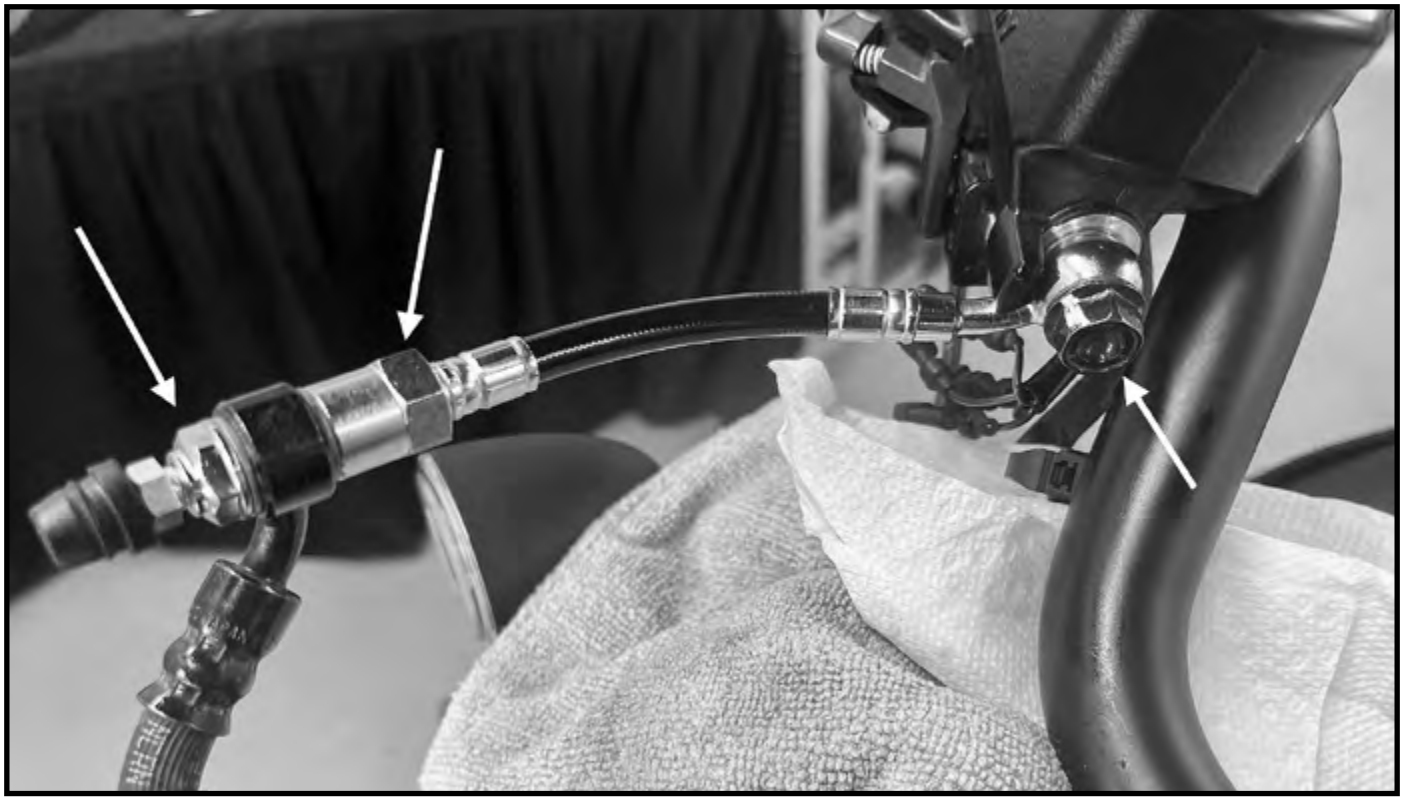


Photo 7A

Photo 7B

Photo 8

Photo 9

Photo 10A

Photo 10B


Photo 10C

Photo 11

Photo 12

Photo 13

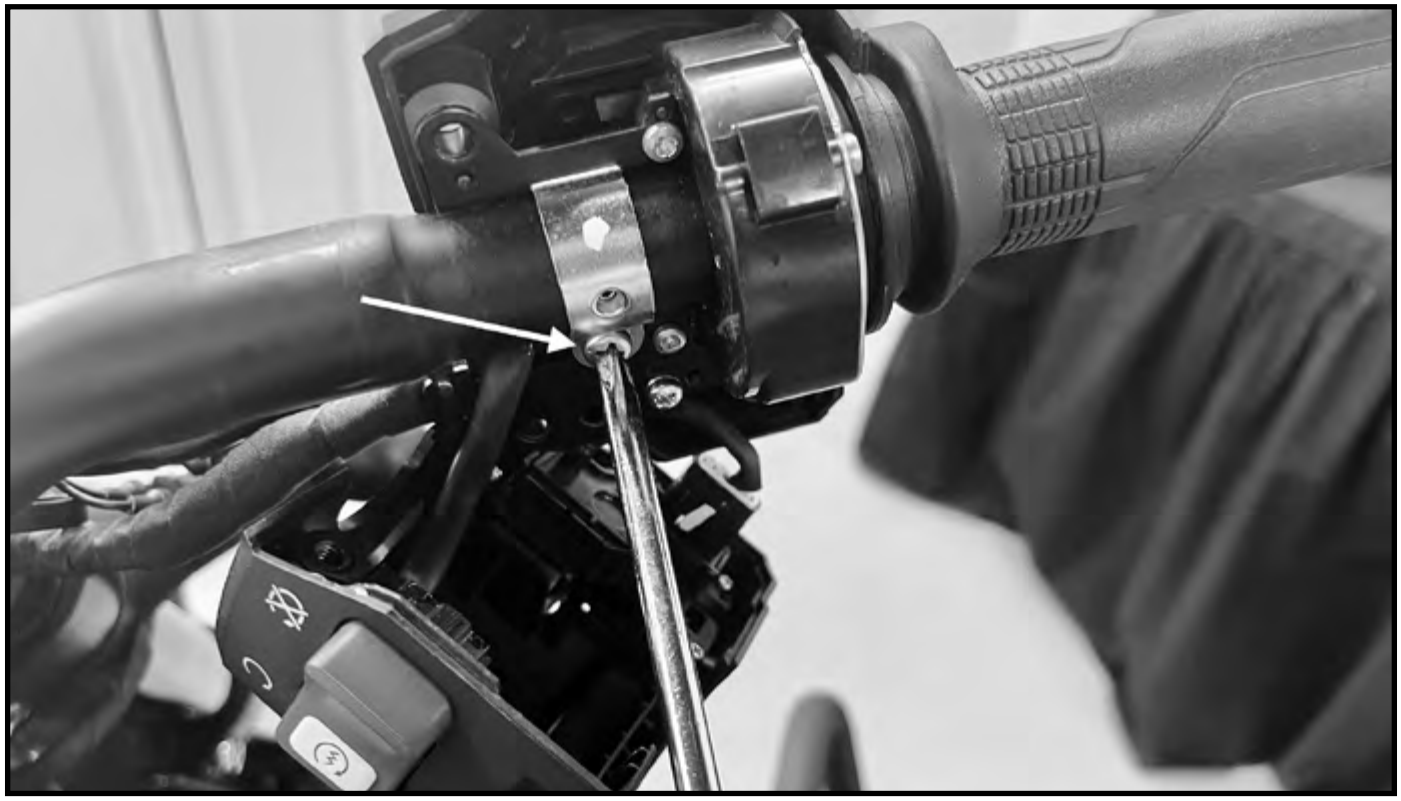


Photo 14

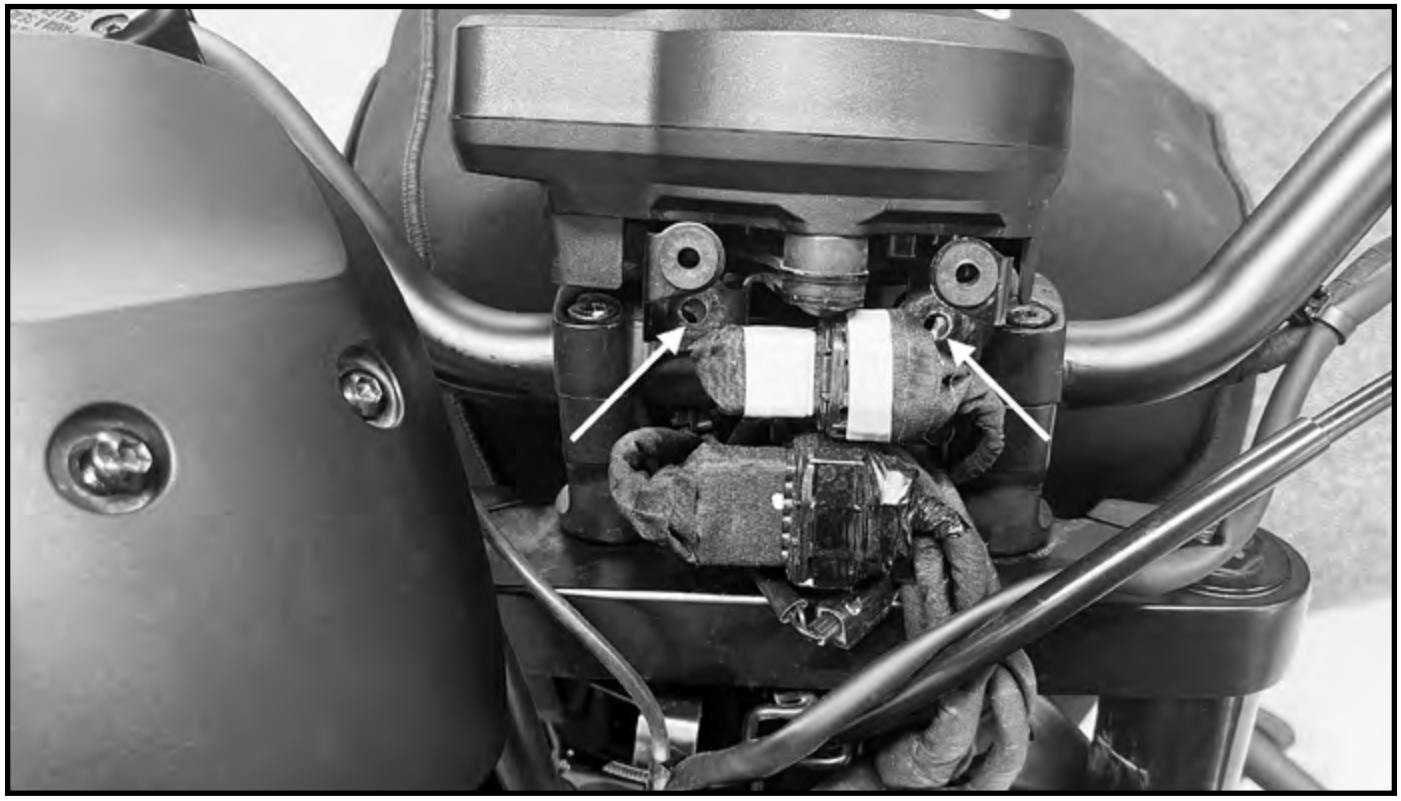


Photo 15

Photo 16

Photo 17

Photo 18

Photo 19

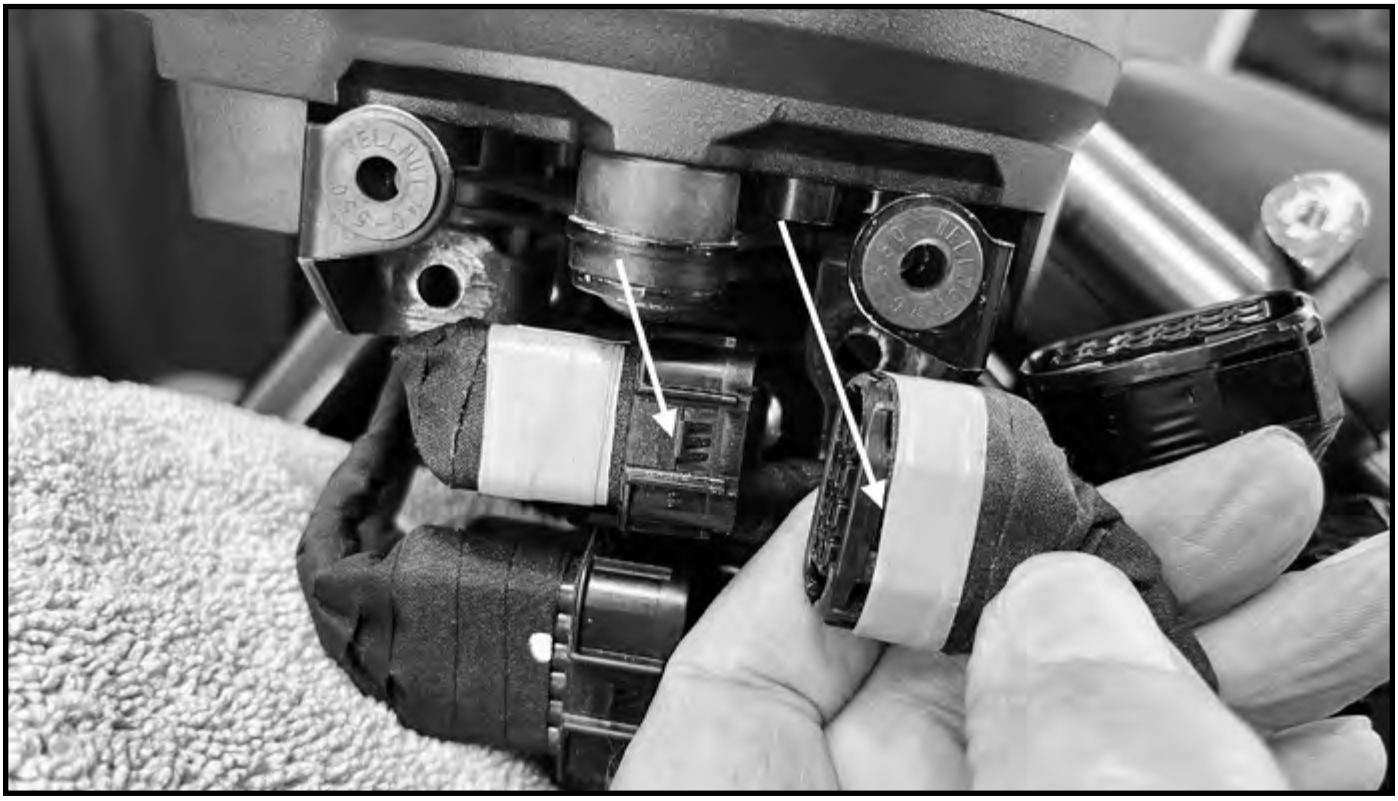


Photo 20

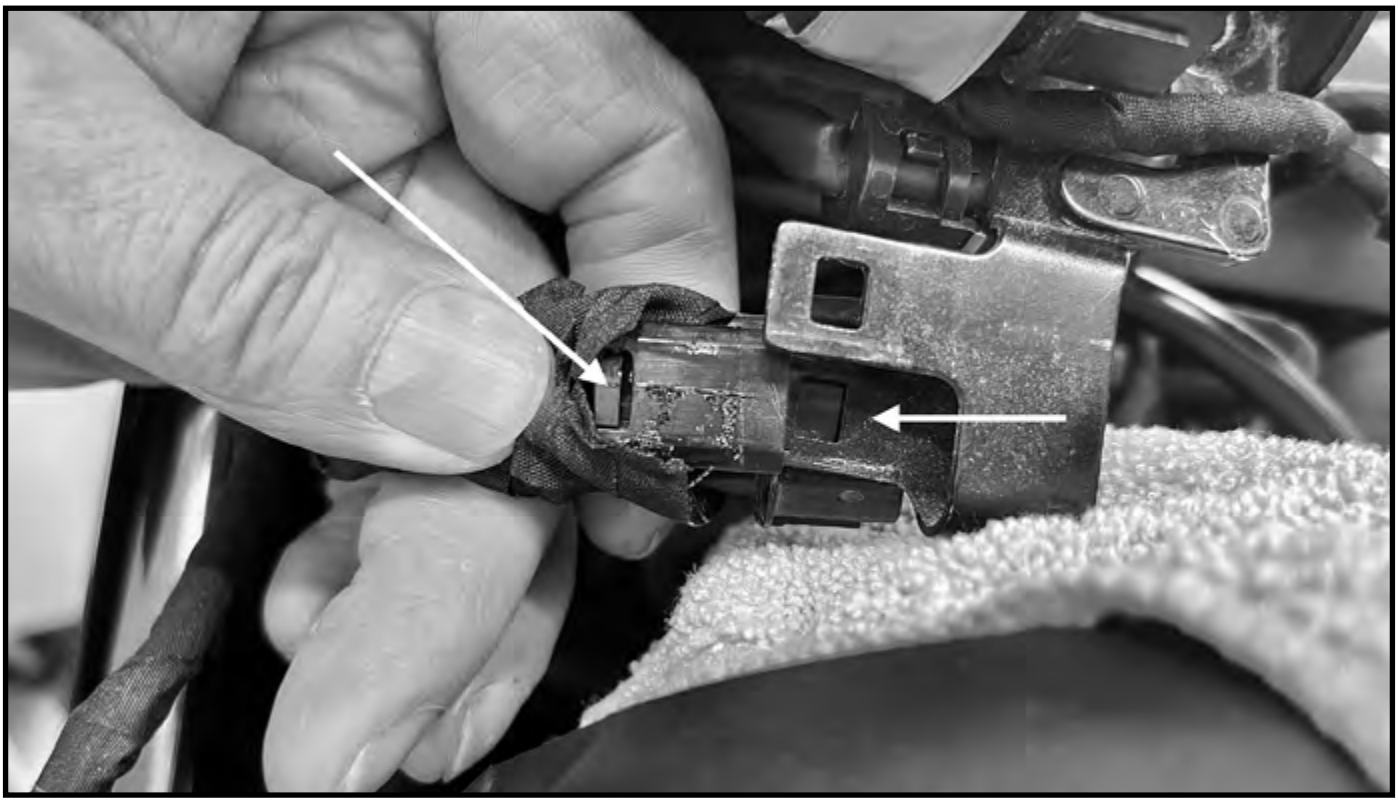


Photo 21A

Photo 21B

Photo 21C

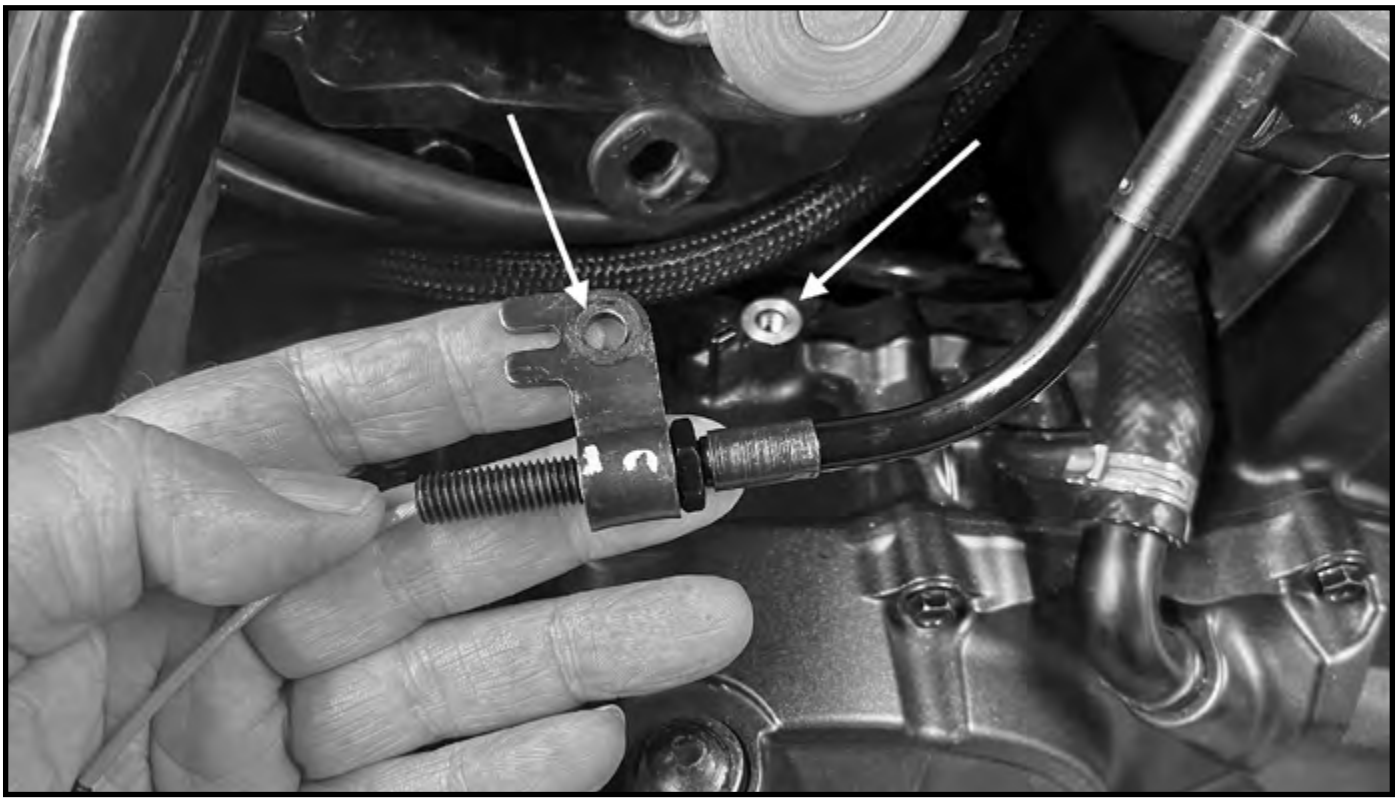


Photo 22A

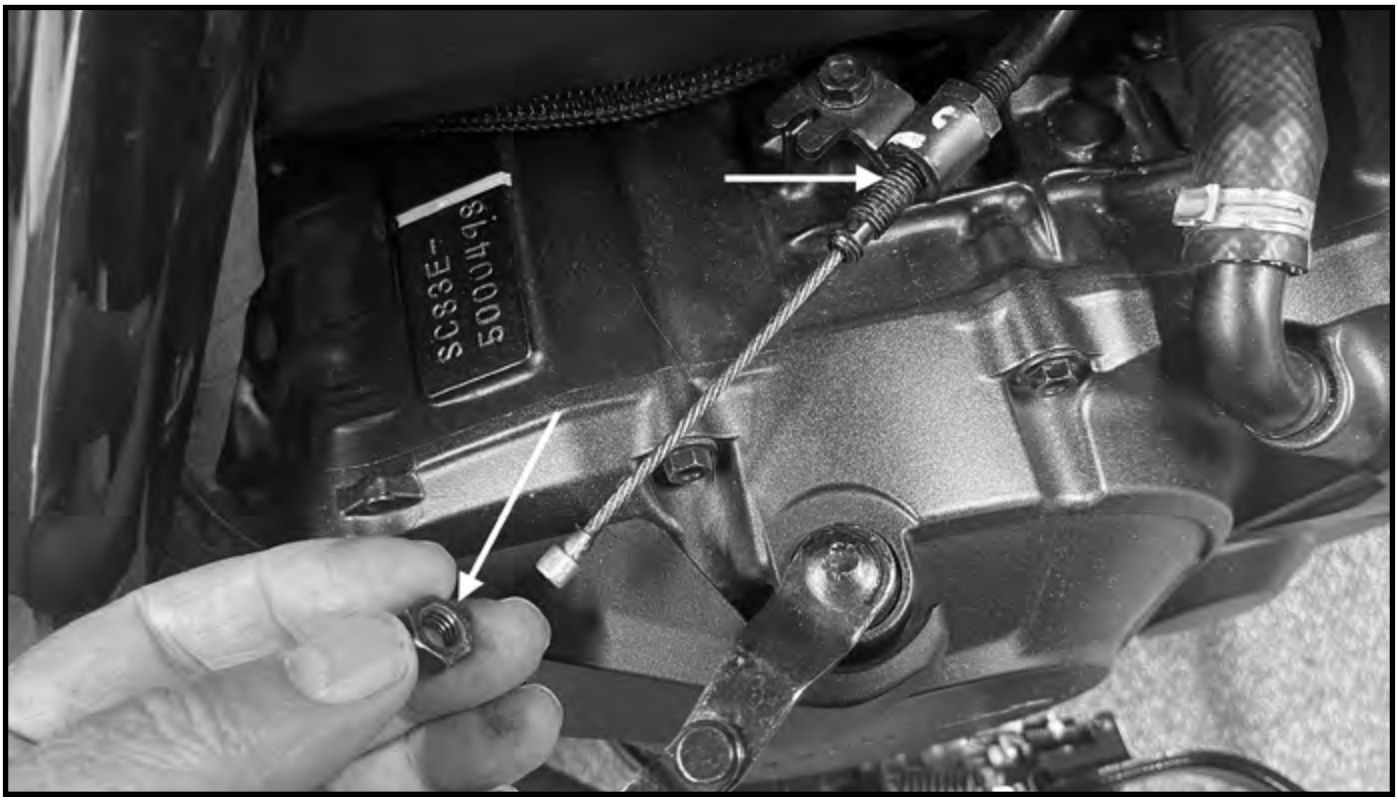



Photo 22B

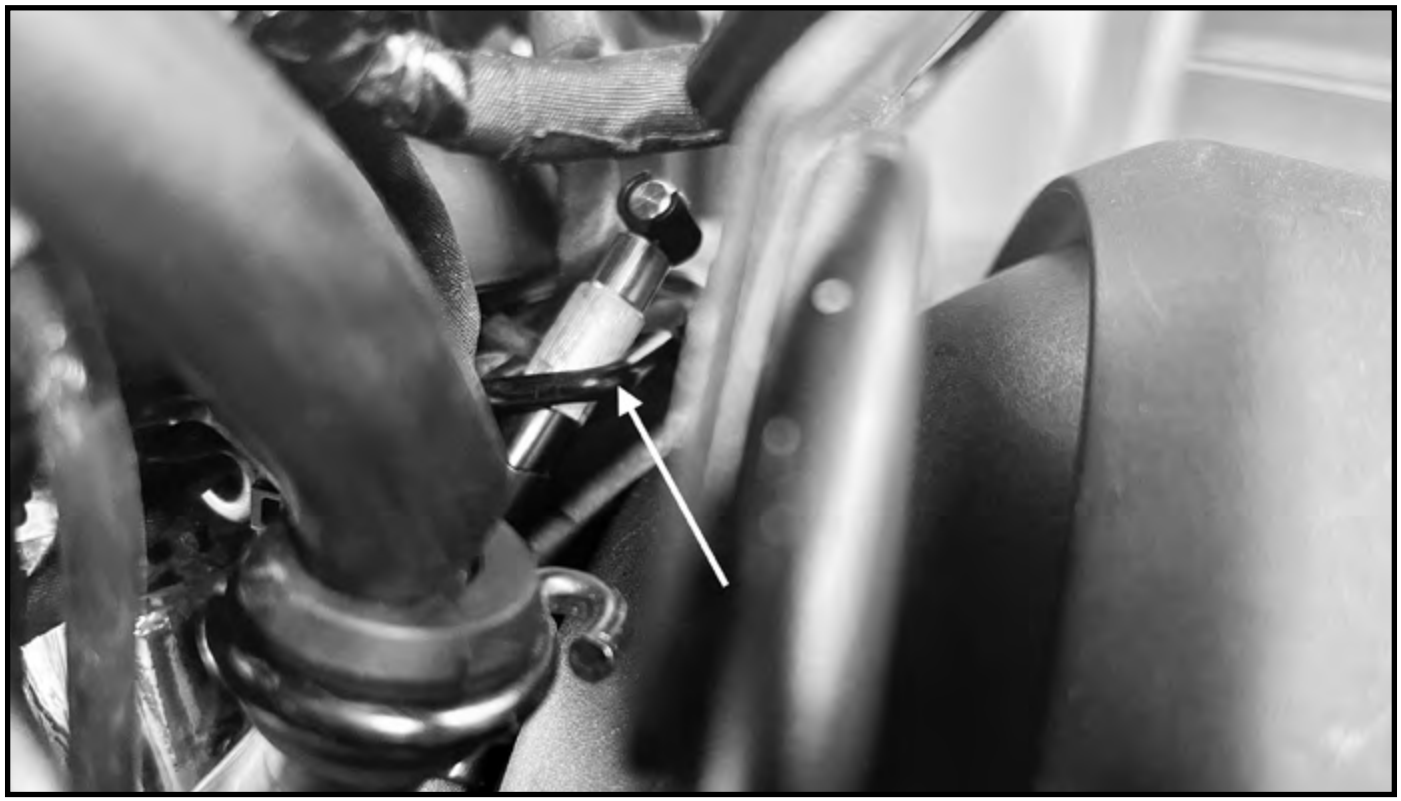


Photo 23A

Photo 23B

Photo 23C

Photo 23D

Photo 23E

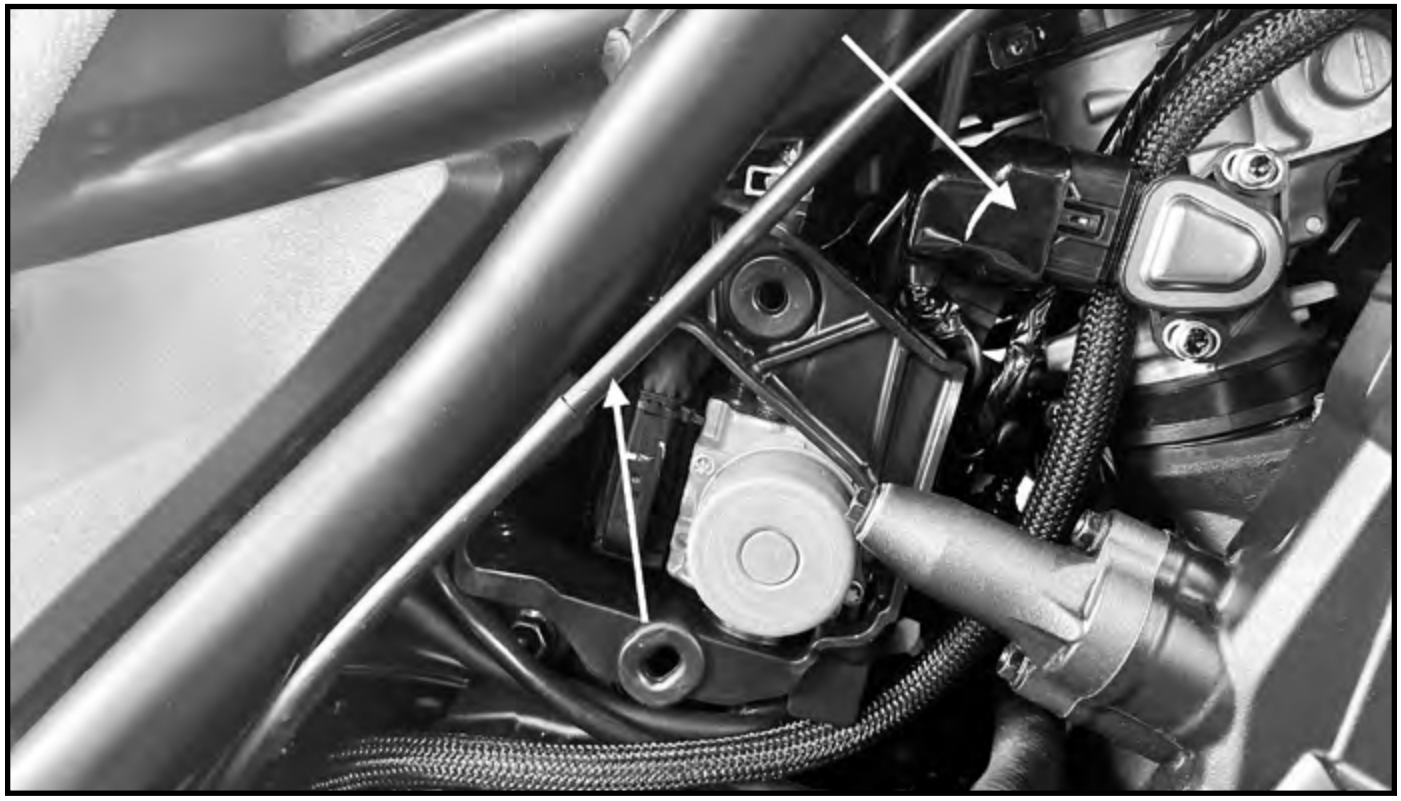


Photo 23F

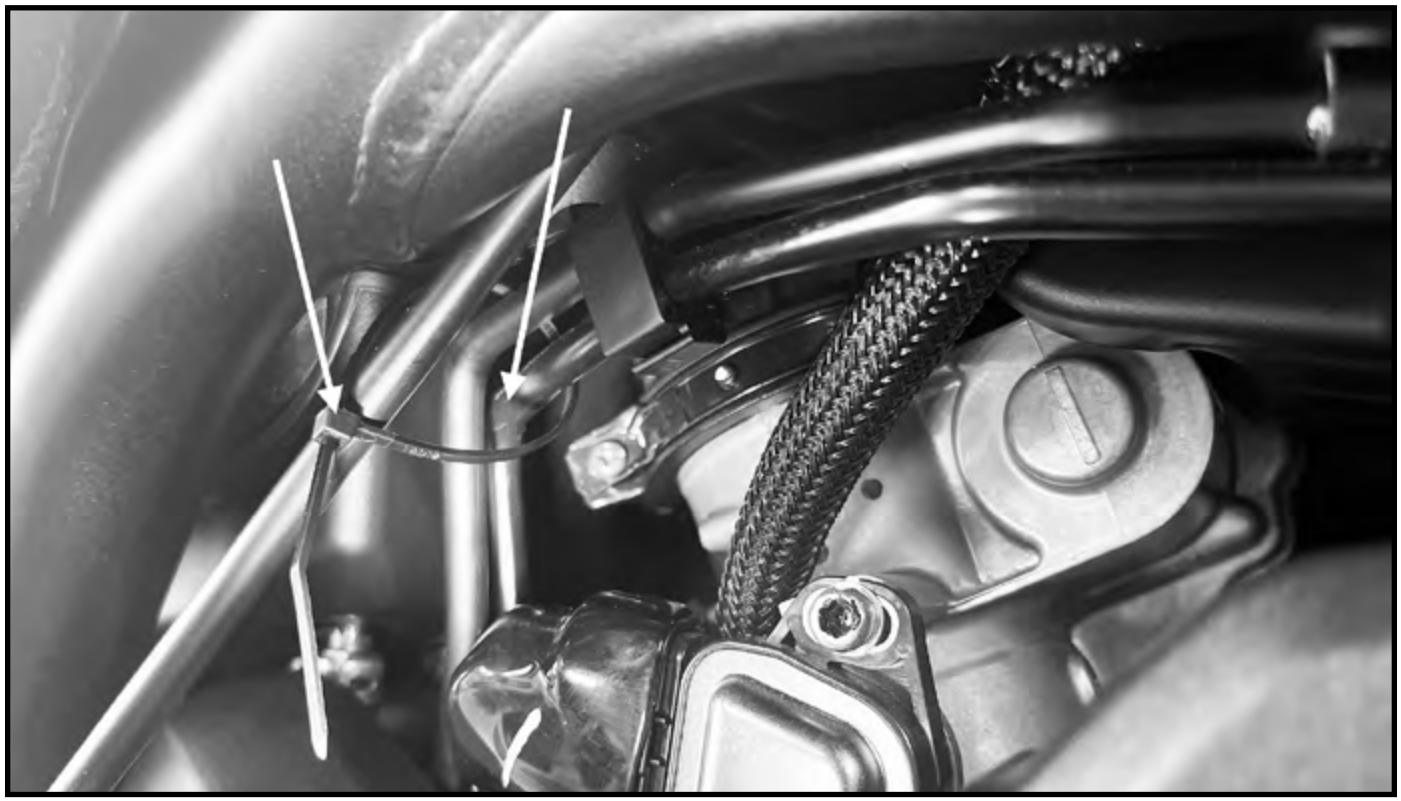


Photo 23G

Photo 23H

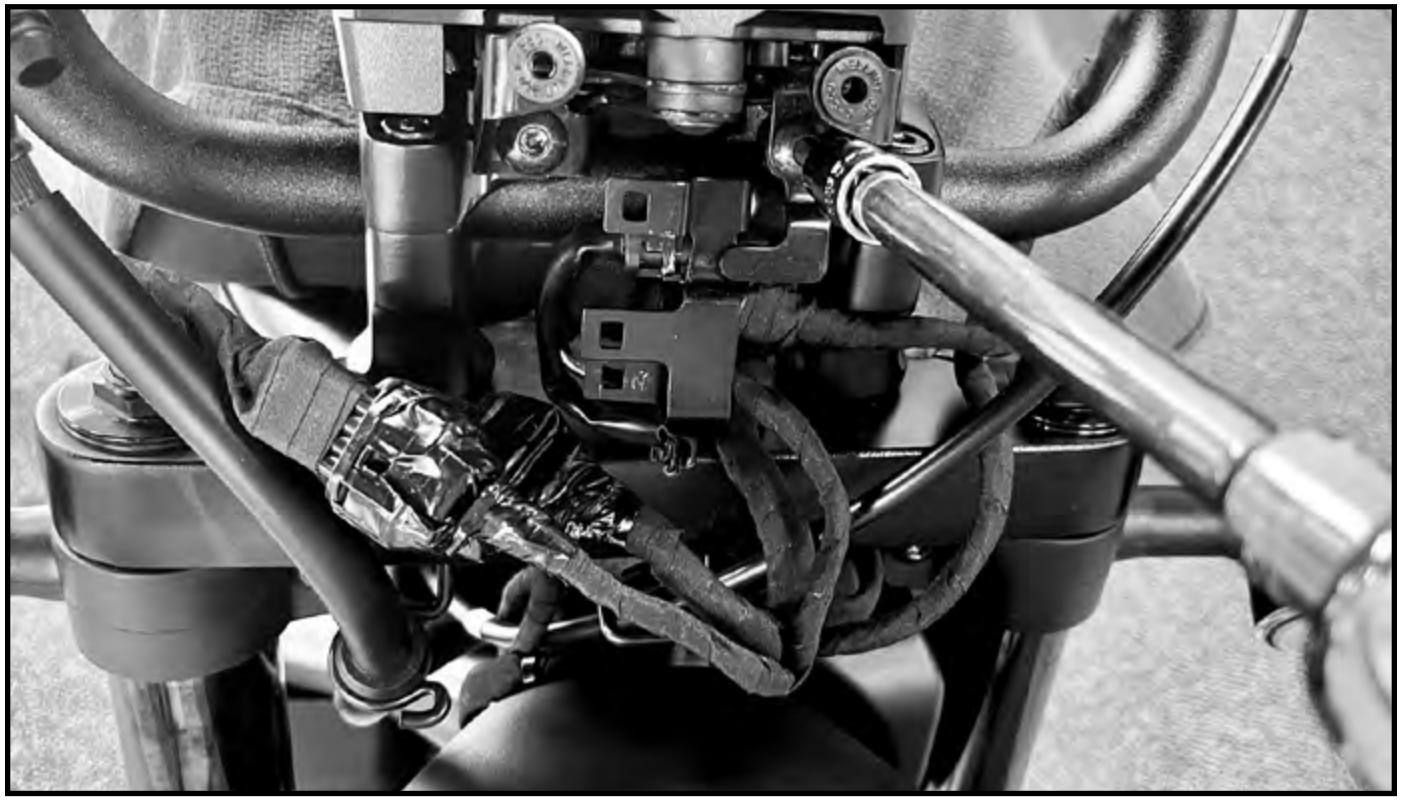


Photo 23I

Photo 23J

Photo 24

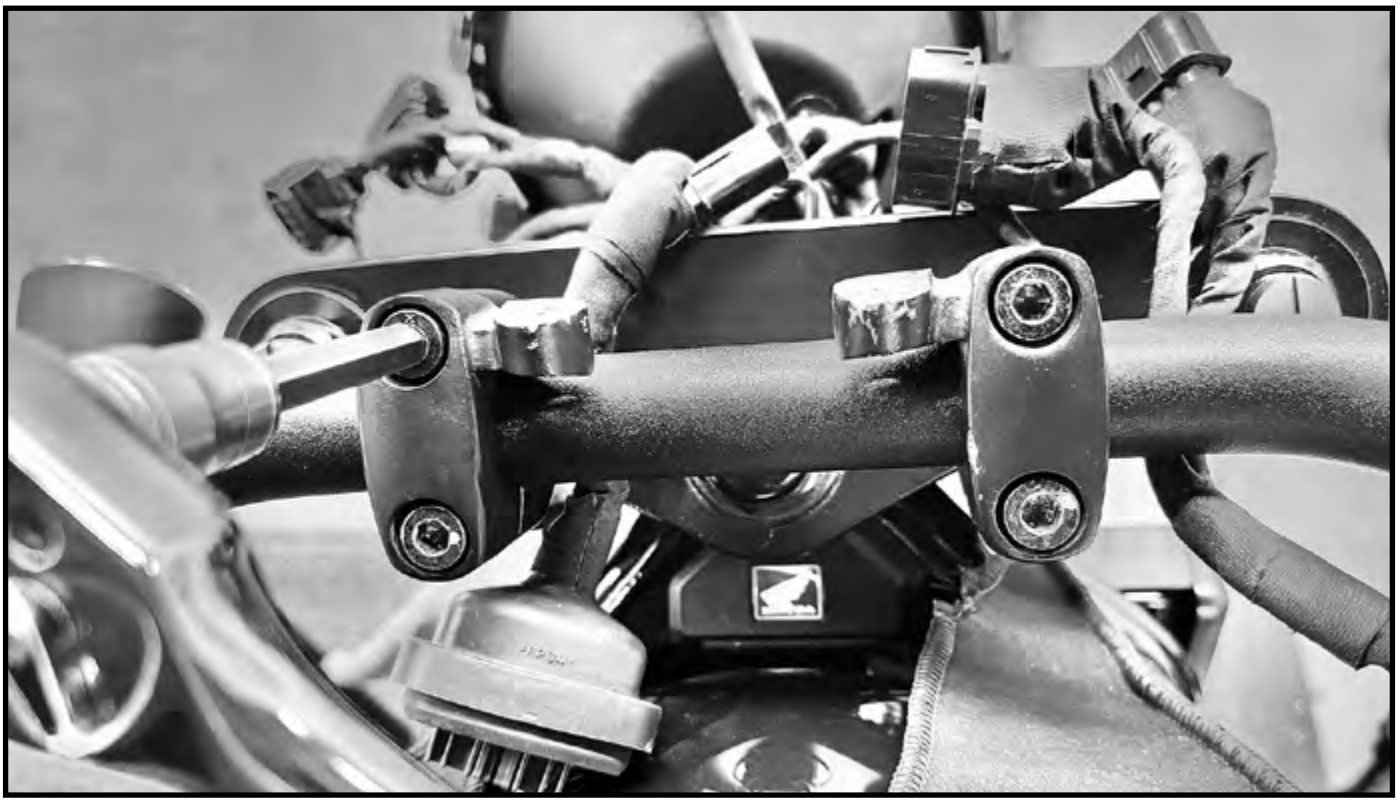


Photo 25

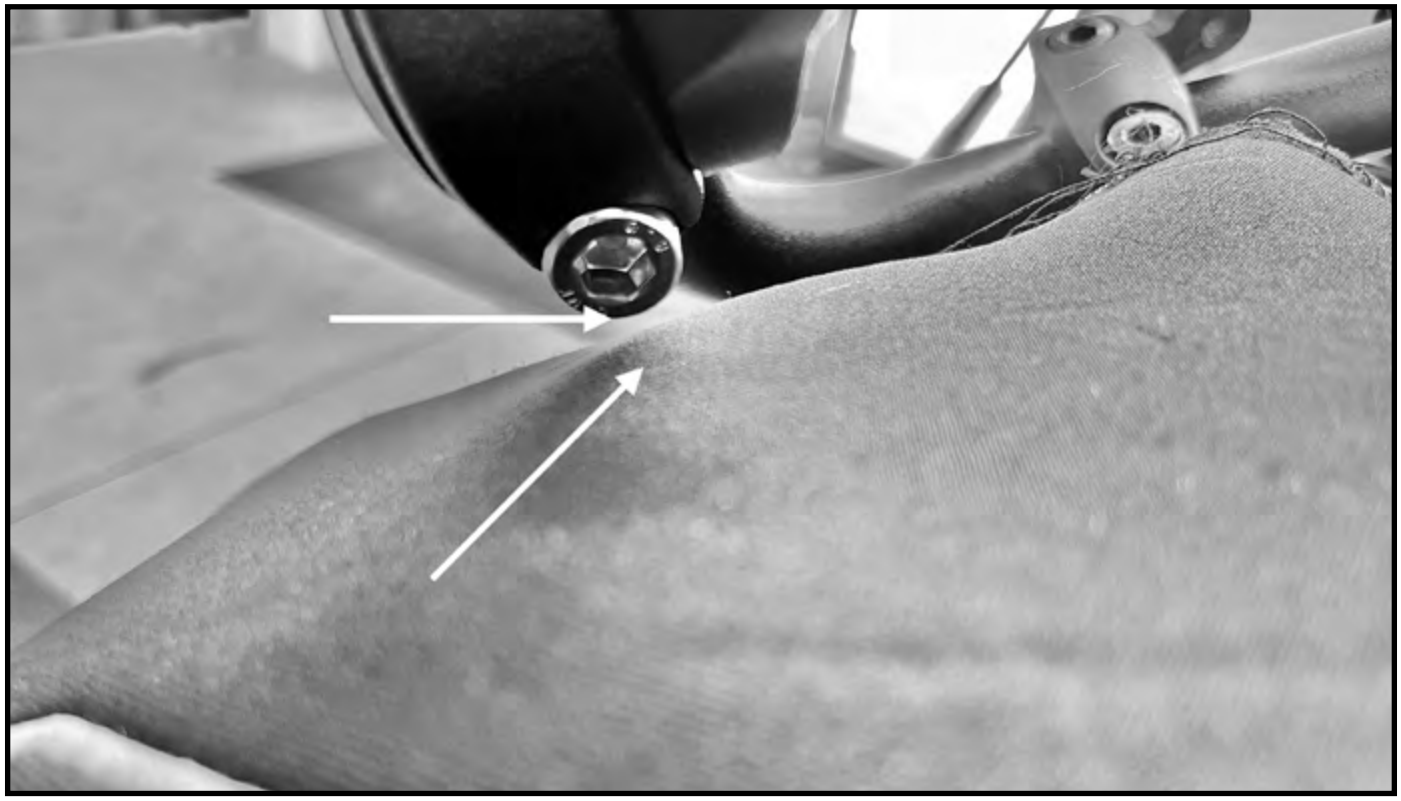


Photo 26

Photo 27

Photo 28

Photo 29

Photo 30

Photo 31


Photo 32

Photo 33

Photo 34

Photo 35

Photo 36

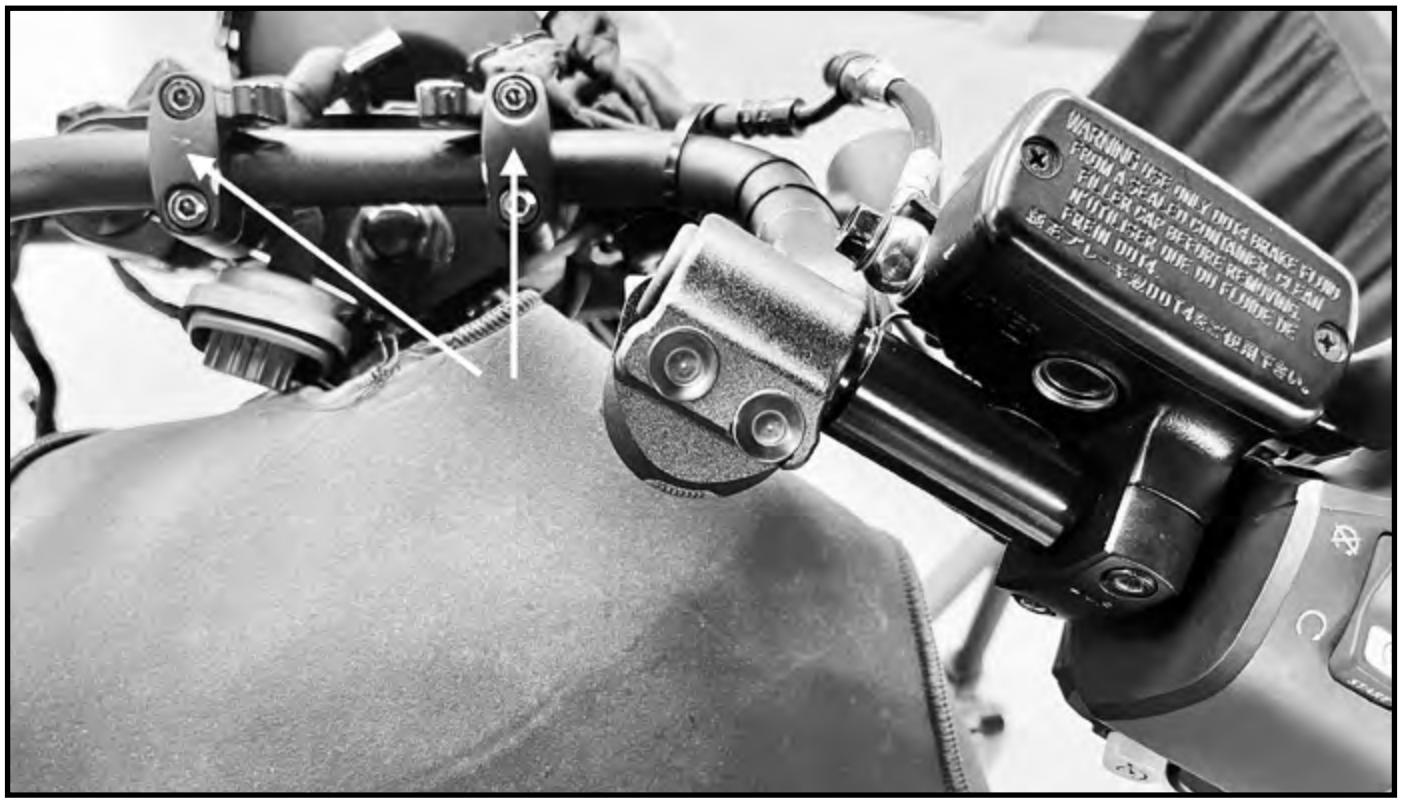


Photo 37

Photo 38

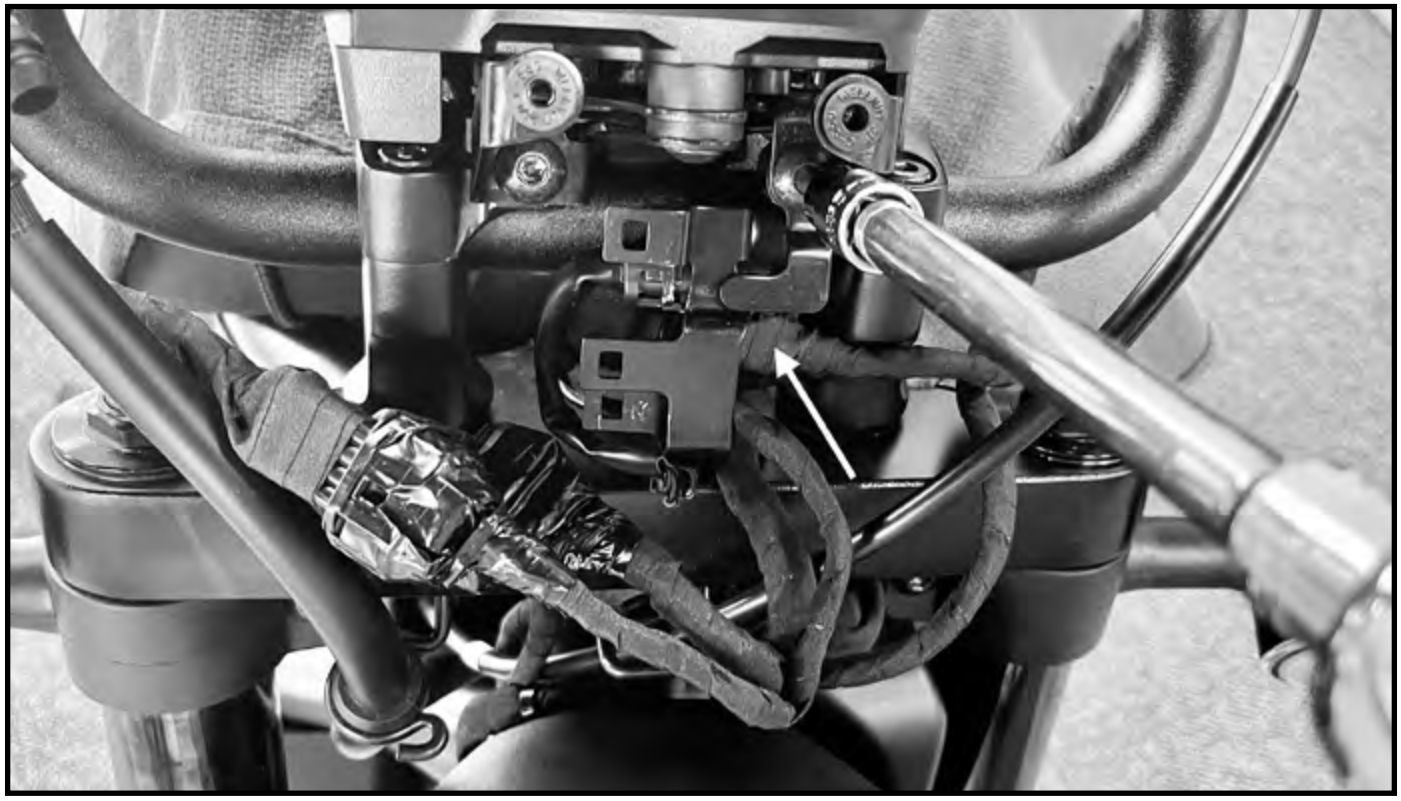


Photo 39

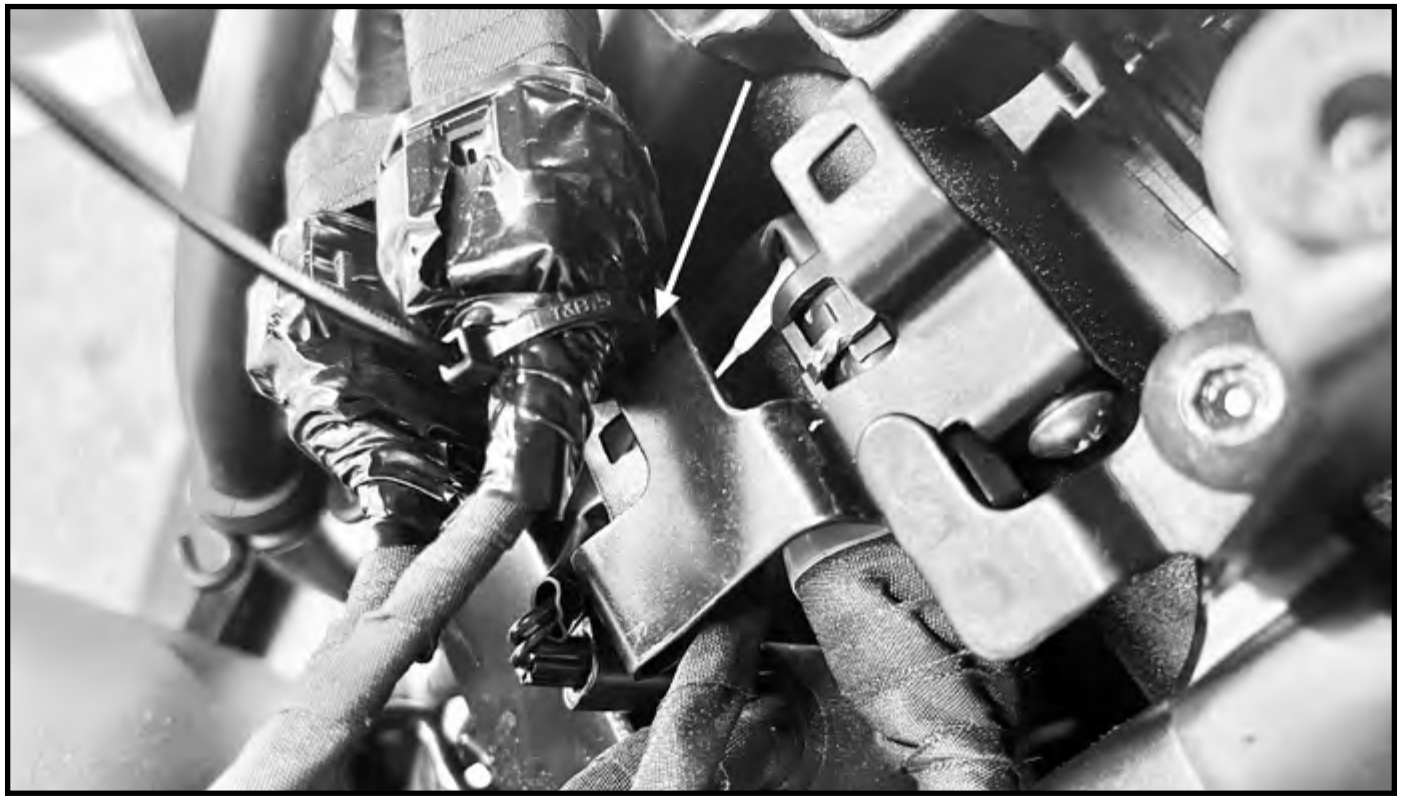


Photo 40

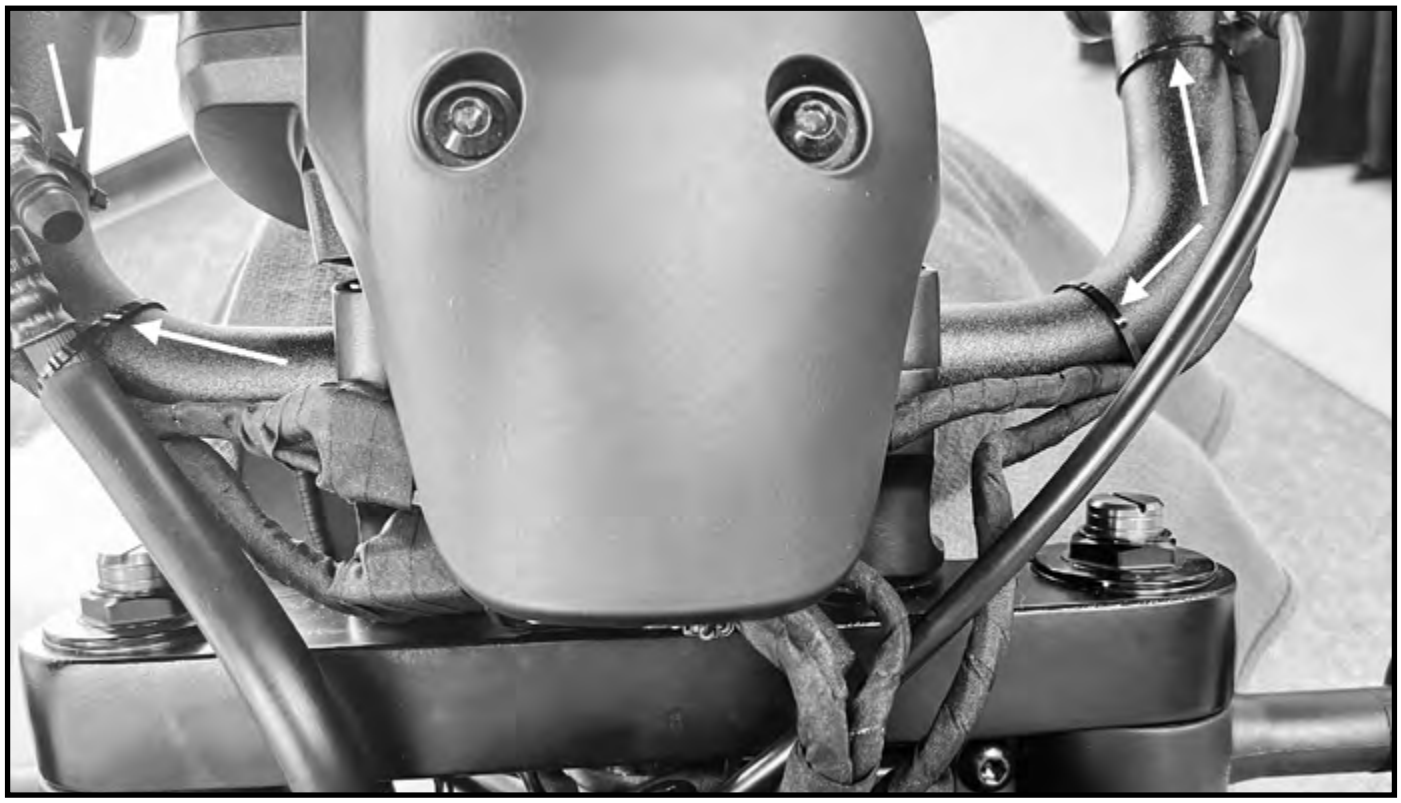


Photo 41

Photo 42

## IMPORTANT INFORMATION ABOUT POWDER COATED HELIBARS

HeliBars® are finished with a polyester powder coating. The polyester is recommended for outdoor use because of it's 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

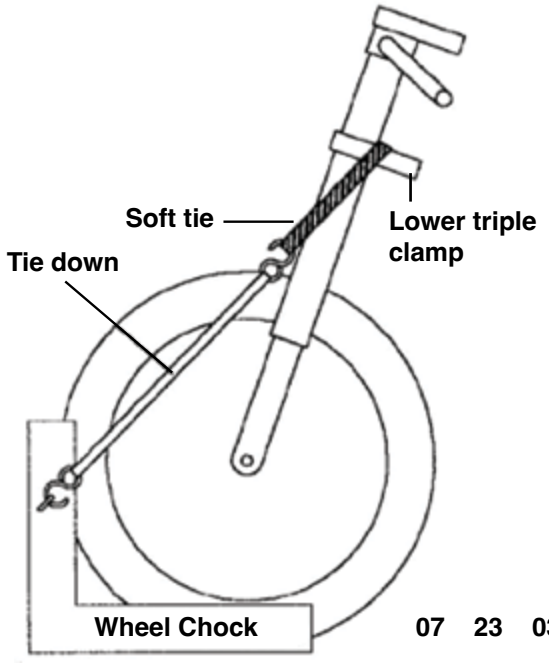
## TRAILERING WITH HELIBARS

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.



HELI BARS

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MADE IN AMERICA
100% ORIGINAL

an american original