

## Handlebar Riser Fitting Guide (MPW-SVG-0992)

1, When fitting Bar Risers or wider bars it is often the case that cable lengths for the switchgears and throttle/clutch will become tight due to the extra length they now need to travel.

So, to begin the install the first thing we need to do is release every cable on the handlebars from any clips or fastenings. You should do this as far down into the Triple Clamp as possible.

Also note in some cases the cables may need re-routing to create enough slack.

Lastly make a note of the handlebar angle, in relation to switches and levers so you re-fit to match.

2, Lay a towel or other suitable cloth across the tank/fairings under the handlebars to protect any paintwork from accidental knocks.

3, So with the cables all now released and as slack as possible you can now undo and handlebar clamp/clamps and place to one side.

4, The handlebars should now lift clear of the clamps. You can either lay the handlebars carefully in front or behind of the clamps, so they are out of the way.

5, Now re-fit the clamp/clamps loosely.

6, Next take the 2 Risers and slide them into the clamps from the outside inwards.

7, Initially line the clamps up so they take on the same angles of tilt as the current clamps. Make sure they are all pushed all the way in and inline with each other (you can use the handlebar to get them square to each other) and then fully tighten the bikes clamps to factory torque specs.

8, Next undo and remove the Risers own handlebar clamps.

9, Now re-fit the handlebars into the riser clamps, tighten the clamps fully ensuring you have the bars positioned centrally and tilted back or forth to be at the same angle as they were prior to removal.

10, With these particular risers they have built in tilt adjustment with pre-set positions. So now sitting on the bike adjust the bars backwards or forwards by releasing the locking bolts. Once you have found your optimum position tighten the positioning bolts back up again.

11, Lastly its back to point 1 above and cables. Again, sat on the bike turn the handlebars left to right to ensure nothing is snagging or too tight. Its wise to have the engine running but in neutral so you can check the throttle cable is not pulling on full lock.

Next either using the original clips and fastenings or adding new cable ties dress the cables tidily again and fasten up. Repeat the above step of cable tightness on lock to lock.

That is, if the install is complete, and you should go for a well-deserved test ride.