

Bike-Quip: Installation Guidelines - HONDA ST1300 Handlebar Raisers

Whilst the installation of these Handlebar Raisers is not at all difficult (just a little fiddly), I recommend you arrange for an experienced mechanic to fit them if you have any reservations about doing this yourself or if you really are 'ham fisted'. Please also bear in mind that incorrect installation could result in personal injury, death and/or damage to property – for which Bike-Quip will not accept any responsibility.

Before you begin installation, familiarise yourself with the slight movement in the standard handlebars which are already 'shock mounted' – this will prevent you thinking that the post installation movement is 'new' and due to errors.

TOOLS REQUIRED AND PREPARATION....

Small flat-head screwdriver Metric Socket set (mm) Metric Allen key set (mm) Thick towel (or similar)
2 dusters/small rags 2 small thick 'ply' poly bags 14mm open ended or ring spanner

1. Protect the paintwork on your fuel tank with the towel. You will find it reassuring if you ensure this towel does not slip out of place whilst working, by taping it into place. Even if you have a tank cover, it is probably wise to protect the front end of the tank – depending on how well your tank cover 'fits and covers'. With some tank covers, you may find it more appropriate to remove it, cover your tank with a towel or similar and refit it after installing your Risers. **DON'T FORGET** – protect the tank securely so that you can concentrate on fitting the Risers!
2. Remove the centre plastic cover, which is sited between the two handlebars. Put this cover and its two small screws safely to one side for possible refitting at some later date (e.g. when selling the bike).
3. Unclip the wires from the underside of each handlebar. These retaining clips just simply bend down and will just as easily bend back again later.
4. With a small screwdriver, remove the 4 chrome plastic covers from the base of the handlebars (2 per handlebar). Put them safely to one side for refitting later.
5. You have now exposed 3 fixings on each handlebar. Bend / open the 'stiff wire clip' through which cables etc pass and remove all 3 fixings from ONE handlebar. Protect this end of the handlebar with a duster, pull a small polythene bag over the duster and carefully lay it 'down and out of your way', gently pulling on the lines and cables to create some slack. You will also find it reassuring to tape the handlebar down and out of the way of the top fork yoke (so that you can install the main block of the Riser – without the base of the handlebar 'crashing' into it and marking the Riser!).
6. REPEAT Step 5. (above) for the other handlebar.
7. You can now clearly see the original Honda handlebar base mount. It is 'butterfly shaped' and held in place by 2 bolts. The head of each bolt is 12mm and the nut at the bottom is 14mm (with a WASHER). Remove each of these nuts, bolts and washers and put them to one side for refitting later. You will not be refitting the butterfly shaped mount and I suggest you keep it together with the centre plastic cover you removed earlier.
8. CHECK that both handlebars are well out of the way of the top yoke and you are then ready to fit the main block of your Risers. UNWRAP the Riser main block and make sure you have it the correct way up and facing forward before you place it in position.
9. NOW THE FIDDLY BIT (and the risk of losing an underside nut and washer) CAREFULLY place it on to the top yoke and drop ONE of the 12mm headed bolts right down in to the Riser main block and through the top yoke itself. This first bolt is just to help keep the Riser in place. Now get the second 12mm headed bolt, nut and washer – together with a 12mm socket on the end of a 6" extension from your socket set. Personally, I found it helpful to use double-sided tape to stick the nut and washer together before placing it on the underside of the yoke, then looking down through the hole to see that you have it correctly aligned and.... gently letting the bolt drop down / through – on to the nut and washer. Now get the 12mm socket and extension. Put the socket on to the bolt head and gently screw the bolt into the 14mm nut. Do not fully tighten this bolt yet. (I said it was fiddly!!). REPEAT the foregoing for the second bolt. Firmly tighten both bolts. Check that you can see at least one full thread showing on each of the two bolts. This means that the locking nuts are in a position where they can be effective (i.e. lock on to the bolts).
10. Have to hand the original 6 fixings that held your handlebars in place. Very carefully, free / release ONE handlebar and gently place it on to the Riser base mount. It will only fit in one place. Replace the same 3 fixings you removed earlier – in the same place! CAUTION – DO NOT GET ANY OF THESE FIXINGS CROSS THREADED AND REMEMBER YOU ARE SCREWING IN TO ALUMINIUM. All threads are checked before leaving Bike-Quip. Release the other handlebar and repeat the above refitting procedure.
11. Unwrap the Riser top plate and carefully fit it on to the main block – using the 2 screws that are supplied with the top plate. Again – do not get these screws cross threaded. Re-clip the wiring back in to place on the underside of the handlebars and bend the 'stiff wire clips' back in to their original position.
12. If you are using a centre mounted Sat Nav ball, I suggest you put a little Loctite on its thread for extra security.

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FINAL CHECKS

READ ALL OF THE FOREGOING AGAIN AND USE IT AS A 'CHECK LIST' TO SEE THAT YOU HAVE CARRIED OUT EVERY STEP CORRECTLY – PARTICULARLY THE TIGHTENING OF ALL FIXINGS.

MOVE THE HANDLEBARS FULLY IN BOTH LEFT AND RIGHT DIRECTIONS TO SEE THAT THEY MOVE FREELY

VISIBLY CHECK ALL ASPECTS OF YOUR WORK AND MAKE CERTAIN ALL CABLES, WIRES, LINES ETC ARE 'FREE MOVING'.

START THE ENGINE AND CHECK AGAIN.... DO THE HANDLEBARS MOVE FULLY AND FREELY IN EACH DIRECTION – WITHOUT THE RPM's OF THE ENGINE CHANGING?

It is wholly intentional that you will feel 'a slight up and down, firm and dampened' movement in the handlebars. The 2 rubber buffers on the underside of the Riser main block helps reduce vibration in the handlebars.

Should have any doubts whatsoever about any aspect of the work you have just completed – DON'T GUESS! CHECK IT AGAIN! Don't put the safety of yourself and others at risk! Enjoy your new riding experience.

Torque Settings: Handlebar Rubber Mounting bolts (2) 26Nm/20lb.ft
Handlebar Mounting bolts (2 x 3 = 6) 22Nm/16lb.ft

Bike-Quip ST1300 Handlebar Risers – Avoidance of unnecessary damage.

When there is a need to lift the fuel tank for any reason, there is a risk that the front end of the tank will mark your Handlebar Risers.

To avoid this happening, a very simple solution is...

- Remove the 2 foremost fixing bolts from the fuel tank.
- Remove all 5 bolts from the seat height adjuster and the seat adjuster itself.
- Remove the complete nut and bolt from the underside of the rearmost part of the fuel tank.

This will facilitate the tank being moved backwards and up, without the risk of scratching your Handlebar Risers. As an additional precaution – stick strips of insulating tape on the face of the HB Risers.

You may consider it appropriate to inform your motorcycle service engineer of this procedure.

Ride Safe!