



## 2 Inch Risers Installation Instructions

*\*Read ALL instructions BEFORE attempting to install Risers*

*\*Failing to follow these instructions could result in serious injury or damage to motorcycle*

*\*Advanced Sport Touring is not responsible for any injury or damage to property resulting from the use of this product*

**Included with Luggage Rack:** (1) Set of Risers, (1) Tube of Loctite, (6) 80mm Bolts.

\* (1) Bracket w/10mm & 20mm bolts (only for Non-ABS models)

**Tools you will need:** 6mm Allen Key, 10mm & 12 Wrench or Socket.

\*4mm Allen Key (only for Non-ABS models)

- 1) Before starting the installation of the handlebar risers, we need to do a couple things to give the brake and clutch lines enough room for the installation of the risers.
- 2) On Non-ABS models, unbolt and flip the metal wire guide that holds the clutch cable to the left side of the steering head. Make sure to place the clutch cable back into the wire guide in its new inverted position. Torque these bolts to 8 ft/lbs. (Fig.1) If your bike does not have the wire guide as pictured in Fig.1, this alteration will not be necessary. You can simply pull the wire upwards after completing the next step (Fig. 2).
- 3) To acquire the necessary slack in the lines to use these risers, you must remove the plastic wire loom brackets on either side of the lower triple clamps. You can open the loom brackets to release the wires (Fig. 3.1) or unclip the brackets from the triple trees (Fig. 3.2). These brackets will not be re-attached at any point.
- 4) To prevent damaging the finish of the motorcycle in the next steps, place a towel over the gas tank.
- 5) **\*\*For the next steps, DO NOT pump the brake handle.** Pumping the brake handle will put air in the brake lines and bleeding of the brakes will then be necessary. To create more slack in the brake lines, it is necessary to rotate the brake banjo fitting approximately  $\frac{1}{2}$ ". This is accomplished by loosening the banjo fitting slightly using a 12mm wrench or socket. You are not attempting to remove this fitting, just to loosen it enough to rotate the fitting. These fittings tend to loosen suddenly. If you loosen it too much, a steady flow of fluid will begin to leak out. A small amount of fluid is normal. After positioning the banjo fitting as shown in (Fig. 4), torque the fitting to 16 ft/lbs.
- 6) Unbolt the square junction blocks for the hydraulic clutch and brake hoses from the triple clamp using a 10mm wrench or socket. These are small black squares with a hose coming out of the top and bottom (Fig. 5).
- 7) Identify the Left and Right risers as shown in (Fig. 6). When the risers are in the position shown, the threaded holes should be closer to the top than to the bottom.
- 8) Place a drop of the provided Loctite compound to the lower portion of the threads on each of (3) provided 80mm bolts. It is not necessary to spread around the bolt because turning the bolt in the holes spreads the compound. This compound keeps the bolts from loosening during operation. Use only a small amount in the case that you want to remove the bolts at a later time. Remove the three bolts holding the left handlebar to the triple clamp using a 6mm Allen Key. Lift the handlebar upwards and slide the Left riser in-between the triple clamp and the handlebar. Install the 80mm bolts that you previously applied Loctite compound to. Tighten

these bolts to 16-18ft lbs (Fig. 7). Now attach the clutch junction block to the newly installed riser using the stock bolt. Torque this bolt to 8 ft lbs (Fig. 8).

- 9) Follow the same procedure for installing the Right side riser with exception for the junction block.
  - \*Non-ABS: Using the bracket supplied in the kit, attach it as shown in (Fig. 9). Use the smaller 10mm bolt provided to attach bracket to the triple clamp where the square black junction block used to be. Torque this bolt to 8 ft lbs. Attach the junction block to this bracket using the 20mm bolt included in the kit. Torque to 8 ft lbs.
  - ABS Equipped: Attach the brake junction block to the newly installed riser using the stock bolt. Torque this bolt to 8 ft lbs (Fig 10).
- 10) Check and double check that the bike functions exactly as it had previous to installing the risers. If you notice any difference in the engine's RPM or brake/clutch operation, check to make sure wiring is not binding. Do not operate motorcycle if a problem is found.
- 11) Advanced Sport Touring assumes no liability of any kind.



