



## Pullback Riser Installation Instructions V2

*\*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:** (1) Set of Risers, (6) 50mm Bolts, (2) 20mm Bolts, (2) 10mm Bolts.

**Tools you will need:** 5mm & 6mm Allen Key, 10mm & 12 Wrench or Socket.

- 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) 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 entire bracket from the triple trees (**Fig. 3.2**). These brackets will not be re-attached at any point.
- 3) To prevent damaging the finish of the motorcycle in the next steps, place a towel over the gas tank.
- 4) **\*\*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 fittings approximately 1/2 inch to give it a more relaxed and direct route. 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. Just tighten it back up to stop this. A small amount of fluid loss is normal for this procedure. After positioning the banjo fitting as shown in (**Fig. 4**), torque the fitting to 16 ft/lbs.
- 5) 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**) Set bolts aside. They will not be used again. \*On later models, the two junction blocks are replaced by one metal tab. Unbolt this metal tab.
- 6) Identify the Left and Right risers as shown in (**Fig. 6**).
- 7) Remove the three bolts holding the left handlebar to the triple clamp using a 6mm Allen Key. Lift the handlebar upwards and carefully place it on the towel you placed on your gas tank. (**Fig. 7**) Keep the (3) bolts you removed within easy reach as you will be using them shortly. Place the Left Pullback Riser in position. Place (3) 50mm bolts in the holes. (**Fig. 8**) Tighten and torque these bolts to 16-18 ft/lbs. Now place the handlebar on the upper portion of the riser and place the (3) factory bolts in position. (**Fig. 9**) It will be necessary to gently pull the cables you release earlier into a more relaxed position. Tighten and torque the bolts to 16-18 ft/lbs.

- 8) Now attach the clutch junction block to the newly installed riser. Then place the provided 20mm bolt through the hole in the junction block into the hole in the riser. If you don't have junction blocks as shown in Fig. 10, use the shorter 10mm bolt. Torque this bolt to 8 ft/lbs (**Fig. 10**).
  - 9) Follow the same procedure for installing the Right side riser. (**Fig. 11**) It may be necessary to re-adjust the brake banjo to ensure the hose is pointing in the most natural position.
  - 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's or brake/clutch operation, check to make sure the wiring is not binding. Do not operate the motorcycle if a problem is found. Turn the handlebars left and right several times. It will be necessary to one again pull the wires into a more natural position to ensure no binding occurs.
- 11) Advanced Sport Touring assumes no liability of any kind



