



Riser Adapter 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*

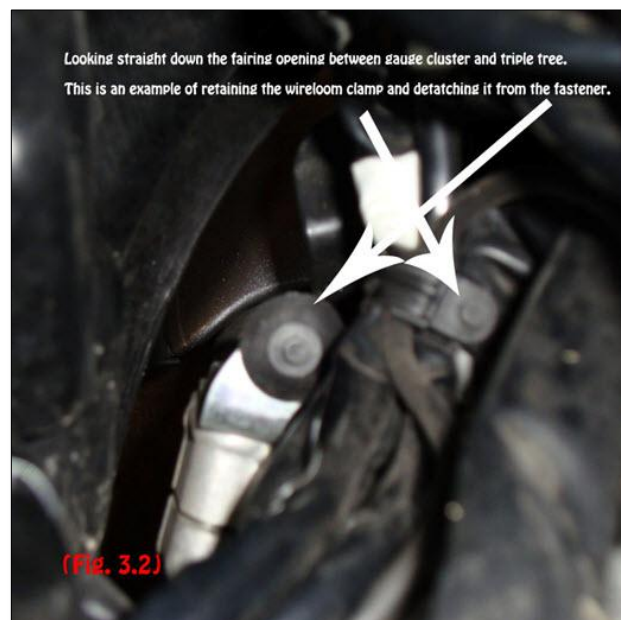
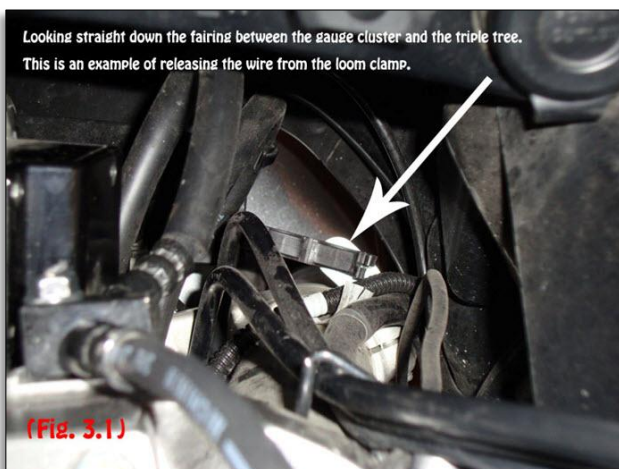
Included: (1) Set of Adapters, (1) Tube of Loctite, (6) 20mm Bolts, (6) Bolts determined by size of risers being used.

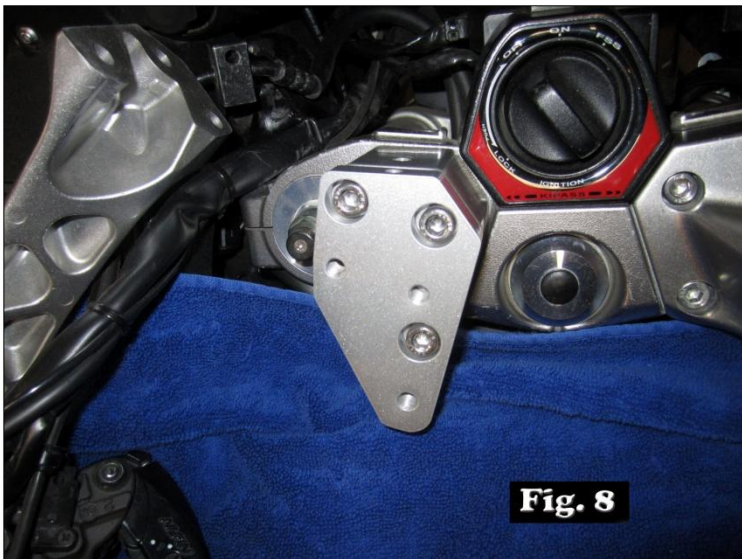
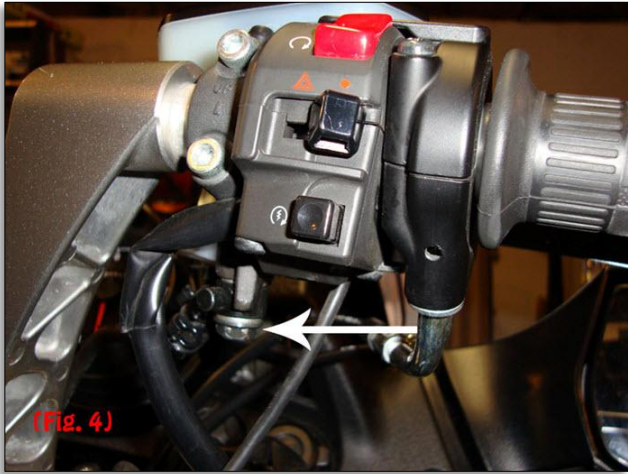
Tools you will need: 6mm Hex wrench, 10mm & 12 Wrench or Socket.

- 1) Before starting the installation of the Adapters, we need to do a couple things to give the brake and clutch lines enough room for the installation of the Adapters. You may have done this already when installing your standard risers but if you haven't, you'll need to complete the next steps.
- 2) To acquire the necessary slack in the lines to use these Adapters, 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. Watch the video on the product page for this item at Advanced Sport Touring for the best way to open these clips.
- 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's necessary to rotate the brake banjo fittings approximately 1/2 inch to give it a more direct route with less tension on the line for when the Adapter is installed. 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.
- 6) Identify the Left Riser Adapter. (**Fig. 6**)
- 7) Remove the three bolts holding the left handlebar to the triple clamp using a 6mm Hex Wrench. Lift the handlebar upwards and carefully place it on the towel you placed on your gas tank. (**Fig. 7**) You will not be re-using these bolts.
- 8) Position your standard riser over the holes on the triple clamp. Now place the Riser Adapter over the holes in the standard riser. Thread (2) of the supplied bolts through the Riser Adapter, through the

standard riser and into the triple clamp holes. **(Fig. 8)** You don't need to tighten these as they are just to keep the two parts in place as we apply Loctite to the bolts. Place a drop of the provided Loctite compound to the lower portion of the threads on the last bolt and insert it as you did with the other bolts. Then, one-by-one, remove a bolt and put Loctite on it. Tighten and torque these bolts to 16-18 ft/lbs.

- 9) Place the handlebar on the Riser Adapter and thread (2) of the 20mm bolts into position. **(Fig. 9)** You don't need to tighten these as they are just to keep the two parts in place as we apply Loctite to the bolts. Place a drop of the provided Loctite compound to the lower portion of the threads on the last bolt and insert it as you did with the other bolts. Then, one-by-one, remove a bolt and put Loctite on it. Tighten and torque these bolts to 16-18 ft/lbs. It will be necessary to gently pull the cables you released earlier into a position with the least amount of tension.
- 10) Now attach the clutch junction block to your standard risers or to the Riser Adapters. **(Fig. 10)** This is determined by the height of your standard risers. When using 2 inch risers, you'll want to attach the junction blocks to the Riser Adapters. When using smaller standard risers, you can choose which to attach to based on the amount of tension on the lines when installed. Choose the one with the least amount of tension. Using the stock bolts, place the bolt through the hole in the junction block and torque the bolt to 8 ft/lbs
- 11) Follow the same procedure for installing the Right side riser. It may be necessary to re-adjust the brake banjo to ensure the hose is pointing in the position with the least amount of tension on the line.
- 12) 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.
- 13) Advanced Sport Touring assumes no liability of any kind





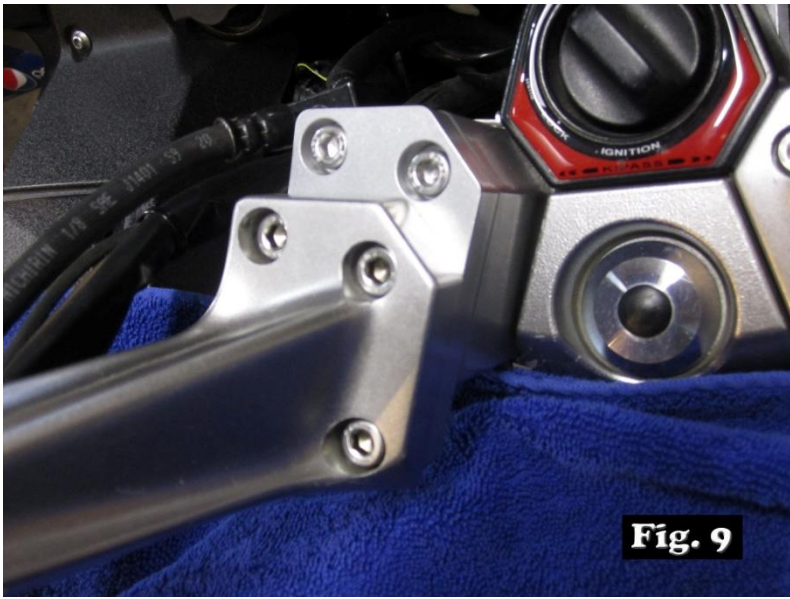


Fig. 9

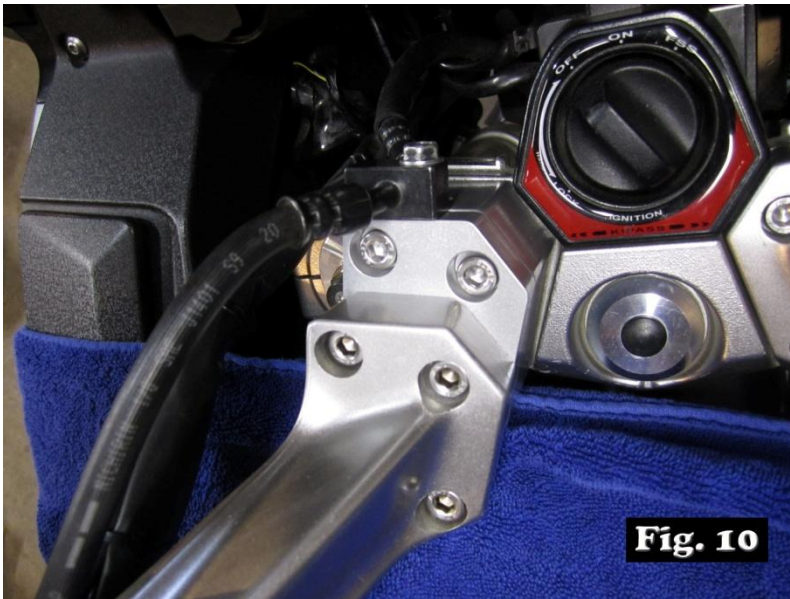


Fig. 10