



KICKBACK RISERS - FOR SELECT MODELS OF YAMAHA-HONDA-KAWASAKI-SUZUKI & HARLEY-DAVIDSON

Revision: 1.8 - 09/25/2012

Install Time: Usually under 1 hour

CAUTION! We Strongly recommend that a qualified technician install this kit if you do not completely understand the instructions prior to the install. Our install guides provide a basic outline on the proper installation of our products. Further tuning and/or fitment may be required. Baron bears no responsibility on installation costs associated with this product.

INCLUDED IN THE KIT:

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| (2) Baron Kickback Risers w/Top Clamps | (4) Large Washers (2 for each set of studs; Blue/Red use the same size nut) (10MM & 12MM) |
| (6) Mount Studs (2ea. Blue 12MM, Red 12MM & Black 10MM) | (4) Nylock Nuts (2 for each set of studs; Blue/Red use the same size nut) 10MM x1.25 & 12MM x1.25 |

TOOLS REQUIRED:

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|-------------------------------|------------------------------|
| 2.5mm - 8mm Allen Wrenches | Phillips & Flat Screwdrivers |
| 12, 14 & 17mm Open-End Wrench | Factory Service Manual |
| 10 , 12, 14 & 17mm Sockets | |

INSTRUCTIONS:

CAUTION: We suggest covering your fuel tank, front fender and headlight with towels or protective covering to prevent damage.

1. Remove your stock bars & risers following your service manual.

NOTE: Depending on the bike model your working with it may be possible to remove the handlebar from the risers and lay them forward on the fender, headlight or possibly back onto the tank (After placing towels or a protective cover down). Some models may have hole plugs in the riser bolts which would need to be pried out in order to insert Allen wrench into the riser cap bolts. These covers may require a miniature screwdriver or something with a thin edge to pry them loose.

SUGGESTION: Most stock bikes come equipped with a wire cable/line guide mounted under the triple tree and usually attached the riser mount bolts. We recommend you permanently remove these cable/line guides as this frees up additional cable and line length.

2. Select the appropriate size stud for your bike by matching the diameter and length to your stock riser bolts from the provided sets. H-D models re-use the stock 1/2"-13 bolts. If you wish to replace the stock H-D bolts you can purchase 1/2"-13 bolts in the appropriate length at most hardware stores and we suggest you get a Grade 8 material.

3. Test fit the studs in the triple tree before continuing by threading the stud into the base of the riser and installing the riser and stud into the triple tree mount holes to be sure the stud penetrates the triple tree with enough exposed threads to allow the Nylock nut to thread fully onto the stud.

4. With fitment confirmed, remove the top clamps from each riser. Thread the selected studs into the risers being sure to use RED Loctite® in the base of the riser on the 1/2" sections of the studs. Be sure the 1/2"x13 portion of the studs is threaded into the base of the riser until the last of the 1/2" threads are even with the base of the risers. If necessary you may thread both nuts onto the stud as a "Jam-Nut" to help in threading if they are difficult to turn by hand (do not use vise grips or pliers as they will damage the threads).

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5. Mount the riser with its stud through the top of the triple tree. Install the flat washer and then the Nylock nut on each stud and thread them on but do not yet tighten completely.

6. Install handlebar into the risers, lining up the knurling evenly left to right and then install riser cap and its bolts one side at a time and tighten them loosely into position.

7. With the handlebar in place this aligns the risers so they are square in the triple tree. Now you may tighten the Nylock nuts on the riser studs firmly in place.

8. Adjust the rotation of the handlebar to where they are comfortable for you.

SUGGESTION: When adjusting the rotation of the bars it is important for comfort and control that the hand/wrist position be slightly downhill rather than having the ends of the bar parallel to the ground.

9. When you are satisfied with the rotation tighten the top clamp bolts to hold the bars in place.

TESTING TURNING RADIUS: VERY CAUTIOUSLY turn your handlebars full left and full right to be sure the bars, controls or control lines do not hit your fuel tank. At the same time it is very important to watch the risers carefully to be sure they do not contact the dash. If there is any contact with the handlebar you must rotate the bars upward until there is no more contact. If there is contact with the fuel tank you may not be able to use these risers. However you should check to confirm the fuel tank and dash are installed properly and are pulled to the rear of the bike as far as possible. In some cases it may be possible to place a thick shim (washer) between the riser base and the top of the triple tree to raise the riser to clear the dash.

10. Now firmly tighten the risers' tops by tightening the forward-most bolts first until the clamp and riser base touch lightly touch. Then tighten the rear bolts firmly and test the bars to be sure they do not rotate. Be sure all bolts are tightened firmly and evenly.

SUGGESTION: Some bikes come with rubber riser dampers which reduce vibration. With the added length of the riser you may find more bar movement than you prefer. In this case we suggest you add a large Fender washer the diameter of the damper, placing it on the riser bolt against the underside of the triple tree, then install the supplied washer and Nylock nuts and tighten. This will reduce the damper flexing.

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