

BOB'S R 1 1 0 0 R S Bar•BAX

INSTALLATION INSTRUCTIONS

IT IS VITALLY IMPORTANT FOR THE SAFE OPERATION OF YOUR MOTORCYCLE THAT THIS INSTALLATION BE PERFORMED PROPERLY. PLEASE READ ALL INSTRUCTIONS CAREFULLY BEFORE BEGINNING. IF YOU HAVE ANY DOUBTS ABOUT YOUR ABILITY TO INSTALL BOB'S BARBAX CORRECTLY, WE STRONGLY URGE YOU TO HAVE THE JOB DONE BY AN AUTHORIZED BMW DEALER OR AN EXPERIENCED, PROFESSIONAL MECHANIC THAT YOU TRUST.

STEP 1. Take careful note of how the hydraulic brake line, control cables, and electrical harnesses are routed. Except as noted below, they should end up much the same way when you have finished installing the BARBAX. Clip the plastic wire ties that secure the wire harnesses to the handlebar. Disconnect the clutch and choke cables from their attachments at the handlebar. Open the brake fluid reservoir and remove the brake fluid. With a 14mm socket or box-end wrench, disconnect the brake line at both ends. Discard all four crush washers. **WARNING: BRAKE FLUID DESTROYS PAINT!** Guard against spills.

STEP 2. Using an 8mm allen wrench, remove the bolts that hold the left and right side adjustable handle bars to the main bar. With the same wrench, attach the BARBAX to the main bar. Torque all four bolts evenly to 15ft.lbs. Remember that the BARBAX are aluminum; over-tightening could result in stripping the threads! Mount the stock handlebars with their original bolts to the BARBAX and adjust the position to your liking. Torque these bolts to 15 ft.lbs. as well. We recommend a little "Blue Loctite" No.242 on the threads of all six bolts used in this procedure.

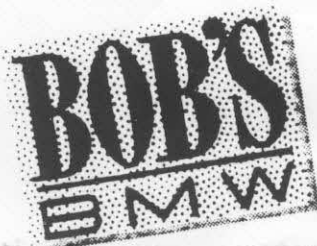
STEP 3. Pull the clutch and choke cables out through the bottom of the oval shaped retaining fixture (just above the horn) and re-route them outside that fixture back to their attachments at the handlebar. **VERY IMPORTANT:** Check to be sure that all cables have smooth and free movement within the full arc of steering radius and that the steering itself is in no way restricted by the routing of the cables. This may require clipping some more of the wire ties that hold cables to each other further down on the chassis.

STEP 4. If you have chosen to reuse the stock brake line, we suggest that you install it upside-down, in other words, with the angled end fitting at the top. Originally, this line was routed around the inside of the fork tube. You will now route it to the **OUTSIDE**. If you have purchased either of the optional longer brake lines that we recommended, you will route it like the original line: back around the **INSIDE** of the fork. Re-attach both ends of the brake line using **NEW** crush washers. Leave the bolts slightly loose til you have checked handlebar movement again to be sure there are no restrictions and that the brake line will move freely without excessive strain throughout the entire steering radius. When you are satisfied with the brake line's routing, tighten the bolts securely. Add fresh DOT 4 brake fluid to the reservoir and use the standard procedure to bleed all air out of the brake system.

STEP 5. Check everything again! Then take the bike out for a road test. After your ride you may wish to fine-tune the position of the handlebars and controls for your optimum personal comfort. Once you are satisfied, use the wire ties that were included in the kit to secure wire harnesses and cables where necessary. Double check both ends of the brake line and the top of the reservoir for leaks. Now, ENJOY!

IF YOU HAVE ANY QUESTIONS, PLEASE
CALL OUR CUSTOMER SERVICE LINE:

301-924-5155



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