Revision: 3.3 - 02/05/2010
Install Time: 60 Minutes

INCLUDED IN THE KIT:

(2) Chrome Baron DT Risers	(4) M6-1.25x20mm Chrome Cap Head Screws
(2) M14-2.0x65 Hex Head Bolts	(2) M14 Lock Washers

TOOLS REQUIRED:

5 & 6mm Allen Wrenches	19 & 22mm Sockets
Factory Service Manual	

INSTRUCTIONS:

1. If your motorcycle has a windscreen, remove it.

2. Lay a thick soft towel or similar cover across the gas tank.

3. While holding the handlebar, loosen the stock riser clamps. Take care to prevent the handlebar from dropping onto the tank.

NOTE: **Loosen bolts just enough to lower the handlebars, but do not remove them.**

4. Using a 19mm socket, loosen and remove the stock riser mount nuts. Turn the front wheel to its furthest point in each direction for best access.

5. Remove the Allen bolts from the upper riser clamps and lift out the handlebar. Lay it gently across the gas tank or have an assistant hold it.

6. Lift the stock risers out of the top triple clamp and remove the rubber damper located in the recess on top of each riser mount. The dampers are no longer needed.

7. Using the large 14mm hex bolts and lock washers, loosely bolt on the DT Risers.

NOTE: **The OEM wire guides are not compatible with your new riser hardware and must be removed or the holes in the guide must be enlarged. On 2003 V-Star 1100 that are equipped with a factory windscreen that attaches to the riser bolts, the holes in the windscreen bracket must be enlarged.**

8. Set the handlebar in place and center it, then reattach the upper clamps. Tighten the fasteners just enough to hold the bar in place.

9. Tighten the large hex bolts.

NOTE: **We strongly recommend the application of Loctite®, or a similar material, on the threads of all bolts.**

10. Brake and clutch lines:

- **Grasp the brake and clutch lines at a point near the upper triple clamp and pull gently in order to make certain that all existing length is available.**

- **Verify that these lines travel directly from the handlebar downward into the space between the triple clamps and the headlight. These lines should be completely separate from the throttle and electric lines.**

- **If the hydraulic line or the clutch line is not routed independently, remove the brake master cylinder/mirror assembly, or the clutch perch/mirror assembly. This is accomplished by removing half of the clamp holding either of these to the handlebar. Thread the assembly through other lines until the hydraulic line or clutch line is independent of any other line.**

- **The throttle lines should run together with the electric cable. Grasp the throttle lines just in front of the triple clamp and pull gently to retrieve all available cable length.**

- **The throttle must be tested before the handlebar is tightened on each riser: With the motor off, turn the front wheel to its furthest point in one direction. Twist and release the throttle several times. Verify that the throttle snaps back to the idle position when it is released. Turn the wheel as far as it will go in the opposite direction and repeat the test. If the throttle sticks, the routing of the throttle lines must be checked and correct throttle operation must again be verified. Securely tighten the bolts on each handlebar clamp, applying a thread locking material as needed.**

  CAUTION! **The handlebar cannot be pulled back through an unlimited range due to the length of the OEM cables. Care must be taken to avoid placing excessive strain on the control lines, causing the throttle to malfunction. The position of the handlebar must provide adequate relief for the control lines.**