



Spyder Handlebar Risers

Installation Instructions

Please read all instructions and gather the necessary tools before beginning this installation.

Note: If you have an SE5 (Electronic Shift) model please disregard instructions pertaining to clutch master cylinder and reverse cable.

First, remove the plugs in the ends of your stock bars and remove your grips. You can use a screwdriver and a little Windex to get the grip off. Just work the screwdriver around while you're squirting the inside of the grip with the Windex.



Please note:

When we installed our 3" risers, our Spyder had already had the BRP 1" riser kit installed by the dealer, so we never had to pull a panel to obtain enough cable slack. We aren't sure if this was because the dealer had already cut any zip ties and made slack in the cables when doing the BRP kit, or if we were just lucky in the cable routing of our unit.

Please be aware that, depending on whether the BRP 1 inch riser kit is already installed, you may need to move things around a bit and cut some zip ties to obtain enough slack in the cables on your unit. You may or may not have to re-route your cables or cut zip ties to have enough free play to install these risers depending on your particular setup.

In light of this, to insure that there is enough cable slack to complete the installation, it is therefore a good idea to remove any body panels as needed.

For color photographs and/or to enlarge these directions, see our website (www.nomagicneon.com/installpages.com)

Next, remove instrument cluster by following instructions in your owner's manual under "Headlight Replacement." This is a simple procedure; you just pop the top out with a screwdriver.

The next step is to pull the top "Y" cover and the rubber boot that hides the cables. This will allow you to better see and check the cables for slack.



Now you can pull the controls off of the bars and check to see how much cable slack you have.



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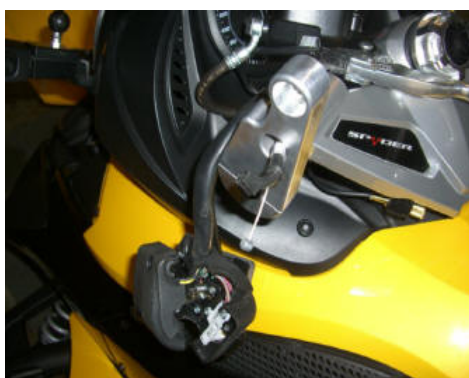
The left side riser has a notch in it for the clutch reservoir.
Slide it onto the stock bar.



At this point you should mark your bar and cut the end off. We recommend using a small pipe cutter available at any hardware store for a few dollars, as these work great. You can use a hacksaw, "sawsall" or whatever you like for this. After cutting, clean up the bar end with a file or grinder.



On the left side you're going to run the reverse cable through the hole in the riser.



The kit contains a new bar that bolts into the riser. This bar has a slot, into which you will locate your control housing.

***** NOTE *****

This kit comes with a small vial of Loctite and it is to be used on all 4 the riser bottom clamp bolts, the two allen set screws, as well as on the 2 bolts that hold the bar stock to the riser.

Once risers are adjusted and fitted in place, torque bolts as follows:

4 bottom riser clamp bolts (2 each side) 22.0 ft. lbs

Top bar to riser block bolt (1 each side) 30.0 ft. lbs

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You can install the control housing to the bar making sure the pin on the housing is located in the slot on the new bar.



Install the bar to the riser with the bolt provided. Leave the bolt loose so you can adjust as needed.



Install the clutch reservoir and rotate the riser where you need it and, again check cables for slack and reroute if need be. You may need to slightly loosen clutch line to rotate hose as needed. Once you're happy with your position, tighten all the screws and bolts and move on to the throttle side. See note above for torque specs on riser hardware.



Repeat these processes on the throttle side. Again making sure all your cables are free when in both full lock positions. (Remember, the only time you'll be at a full lock is when parking or making U-turns.) Make sure the throttle both turns and returns freely on all positions.



Once all the cables are routed and everything is tight, tighten allen set screw in bottom of each riser block, then reinstall your left grip onto the handle bar using an appropriate glue to secure grip to bar.

Next reinstall stock handle plugs in to the grip ends.

Now push in the supplied end cap plugs into the cut end of the stock bars being sure there are no burrs in the bar that will interfere with end cap or damage holding o-ring.

Start Spyder and check for free operation of all controls and throttle in all positions before riding.