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Hints for Internal Wiring of Baron Handlebars

Suggested Tools & Materials:

- Electrical connector tool or large paper clip
- Cable to fish through bars
- Pick
- Mechanical fingers
- Black tape
- Grease
- Wire covering
- Solder iron
- Shrink tube

- It is easier to do internal wiring of drag bars while they are off the bike. If you already have the bars installed, you can still do the job on the bike.
- Determine if you will need to extend the wires or are they long enough as is. You will find most of the time with any drag bar; the wires are long enough. Baron **Big Johnson** or **Kong** bars may require the wires be lengthened. Kong bars generally require 20" extra length to allow proper fit. Determining how long your wires need to be has a lot to do with where you have them routed to (for example: inside the headlight or under the tank). More about that later.
- Remove the control housings from stock bars. Make note of the color coding on the wires, and how they are connected to the wire harness inside the headlamp. **THIS IS IMPORTANT: MAKE A SKETCH OR TAKE A DIGITAL PHOTO! YOU HAVE TO HOOK THIS UP AGAIN LATER!** Note that wire colors do not always match between the controls and the wire harness ends.
- Remove the plastic connectors from the ends of the wires - do not cut the connector off. Remove plastic connectors with the correct special tool, or use a large paper clip flattened on one end. Sometimes a very small flat-blade screwdriver will work. (**See photos 1 & 2**) Each brass end is held in the connector with a little prong - you need to press the prong down and the brass end will come out of the connector. Now you'll have the wires with the brass ends still attached. Remove stock covering from the wire bundle.
- If you are going to be using Baron's Flexi Wire Cover instead of the stock covering, make sure you cover the short area on the brake switch wire and clutch wire before you continue. There are just two wires on each side, but if you don't cover them before you put them through the bars it'll be a lot more work than it has to be.
- Starting on the right side (because there are fewer wires), run the fish cable up from the riser end of the bar until it hits the top of the bar (an old throttle cable works well for this, but any bicycle or motorcycle cable will work). Now reach into the bar from the grip end with your "mechanical fingers" (a tool for grabbing things you drop in hard-to-reach places), and pull the cable out of the end of the bar.
- With a pick tool, hook the cable where it passes the dimple and hole in the underside of the grip area in the bar. At this point your fish cable should be running from the wire exit hole at the base of the bar's riser, to the grip area of the bar. **See photo 3**

- Now you're ready to put the wires through. First, stagger the brass ends so they are not all bundled in the same spot. Take black tape and wrap the wire bundle to the fish cable, keeping the bundle as thin as you can. You should only need one wrap of tape. **See photos 4 & 5**
- Check to make sure none of the brass ends are going to catch as they pass through.
- Apply grease to the wire bundle.
- Push the wire bundle through the hole using the fish cable to guide the bundle. Try not to pull on the cable - it will only cause the bundle to bind. Instead, push the wires while taking up the slack in the cable, and guide with the cable. When the wire bundle comes out of the lower hole in the bars, clean the grease off and remove tape. **See photo 6**
- You can now cover the wire bundle with Flexi Wire Cover in your favorite color, or you can use a portion of the removed stock covering.
- Repeat entire process on left side, noting two **VERY IMPORTANT POINTS**: 1) There are more wires on the left side - it is harder to push the bundle through, *but try not to pull on the fish cable*. 2) Some motorcycles, like Road Stars and V-Stars, you must have the clutch mount on the bar first.
- Now push the last bit of wires into the bars at the grip end, and replace the control housings so they cover the dimpled area in the bar. Make sure to route the brake and clutch switch wires out of the housing (the ones you covered in advance) and plug them into the brake switch and clutch switch.
- Now you can install your new bars on to the motorcycle.
- Replace the plastic connectors on the wire bundles by either color matching or using the photo/drawing you made before you disconnected them. You may need to bend the prongs out on the brass ends a bit so they lock back into the connector.
- Check all functions of the switches.

Additional instructions for lengthening wires for use with Baron Kong bars (or other bars that require longer wires)

- After you have removed the stock wire cover, cut the wires one at a time and splice-in 20" of 20~24 ga. wire. Each splice must be soldered and shrink-tubed at both ends. **DO NOT USE CRIMP-TOGETHER BUTT CONNECTORS AND EXPECT IT TO LAST - OR EVEN WORK!** Do your splices so they end up inside the bar - not at the exit point, where it will make the bundle too large. Make sure you stagger the splices so the bundle is not too large. By doing one wire at a time you won't have to use color-coded wire, and you lessen the chance of any wrong connections. By having all the splices inside the bar, any future troubleshooting can be done with the part of the wire bundle that shows on the outside of the handlebar with the stock colors on it.
- Check continuity in each wire with a meter before you install it into the bars to make sure you have good connections.

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.

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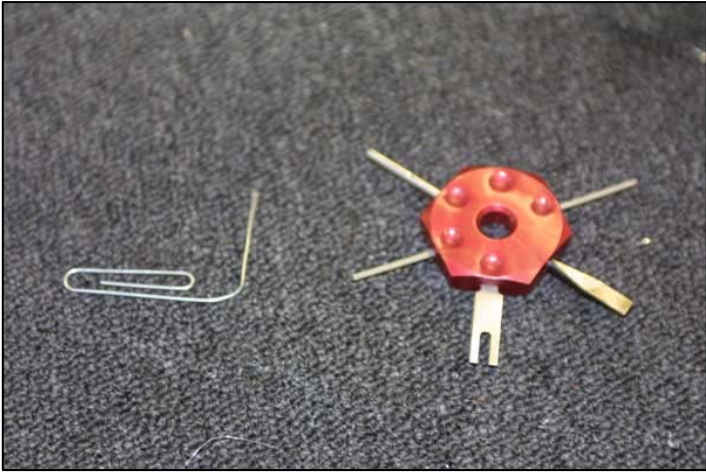


Photo 1

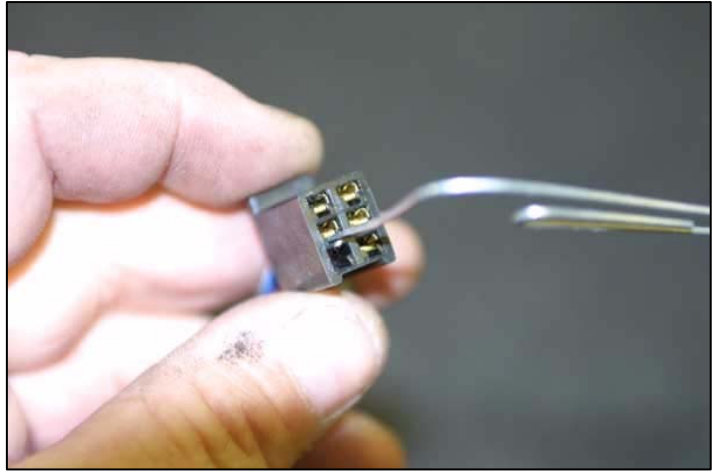


Photo 2



Photo 3

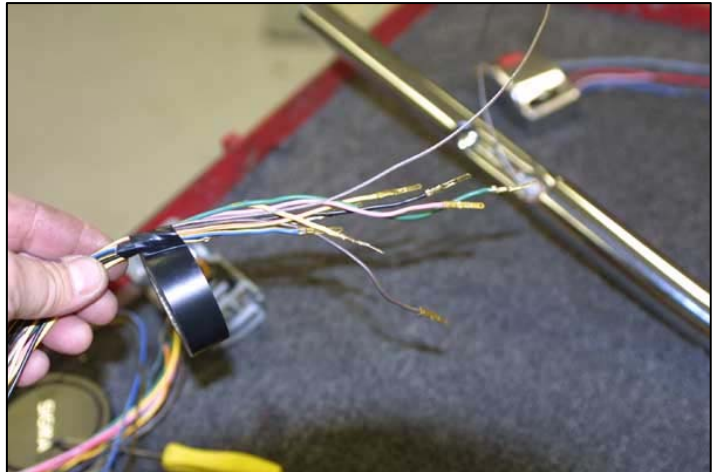


Photo 4

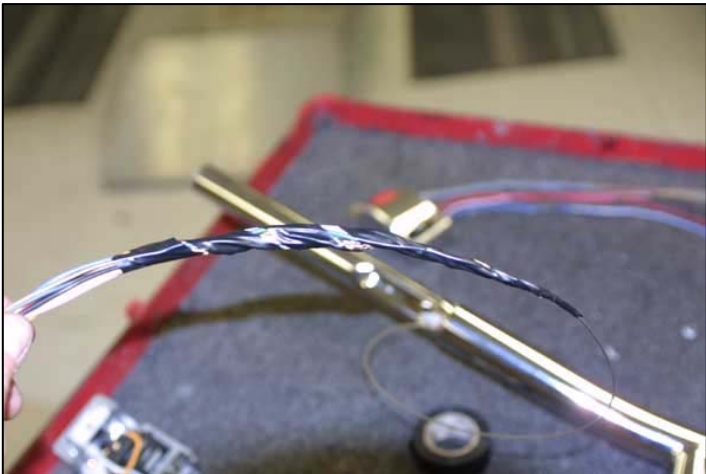


Photo 5



Photo 6