



Revision: 6.3 - 02/05/2010

Install Time: 60 Minutes

CAUTION! We Strongly recommend that a qualified technician install this kit if you do not completely understand the instructions prior to the install.

**INCLUDED IN THE KIT:**

(2) Baron Pullback Risers	(2) 3/4" Spacers
(2) 3/8"-16x5" Socket Head Cap Screws	(2) Zinc Washers
(2) 3/8"-16 Nylock Nuts	

**TOOLS REQUIRED:**

5/16" Allen Wrench	6mm Allen Wrench
5/16" Open-End Wrench or Socket	17mm Open-End Wrench or Socket
Towels/Tank Protector	Factory Service Manual

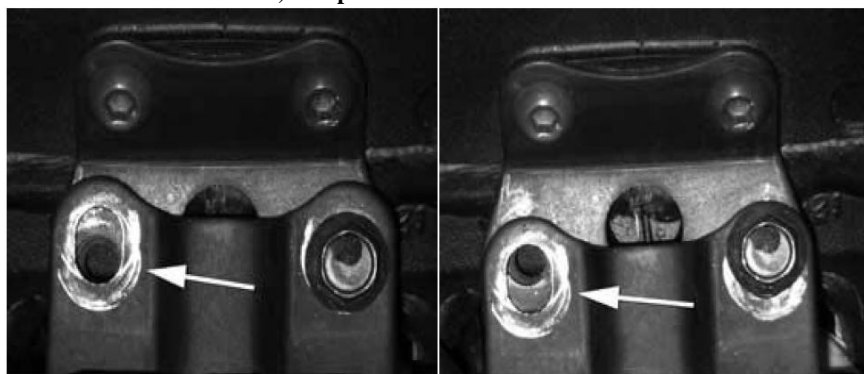
**INSTRUCTIONS:**

Thank you for purchasing Baron Liner Pullback Risers! Installation is reasonably simple providing you follow the instructions below implicitly. As always, please read the instructions in full prior to installing the product. If you feel you dont understand it, please call our tech support line, or have the product installed by a competent technician. This install is best performed by two people, have a helper handy to make it go smoothly!

**FUEL TANK ADJUSTMENT**

The first step before beginning your riser install is to make the following adjustment to your tank position. This is very important, as a mis-adjusted fuel tank can cause contact between the Liner Riser and the chrome dash cover. This portion of the install takes approximately 5 minutes. Follow these instructions; do not loosen any additional bolts other than the ones mentioned.

1. Remove chrome dash by removing (3) 5mm allen head bolts and disconnecting the (3) electrical connectors. Then lift cover and speedometer off and away from bike.
2. Check to see if your tank is adjusted to the rear-most position (as seen in photo #2). If it is then you can re-install the dash (be sure to connect the electrical leads) and proceed with the riser install.



Front tank mount - Photo #1 (Undesired)

Front tank mount - Photo #2 (Desired)

If the tank mount appears to be adjusted as seen in Photo #1 above, then please follow these directions:

1. Loosen the two 12mm bolts at the front of the tank (do not remove, just loosen them slightly).
2. Loosen the two 10mm bolts at rear of the tank (do not remove, just loosen them slightly).
3. Insert flat-tip screwdriver into adjusting slot between the front two 12mm bolts and rotate the screwdriver towards the rear of the bike - this pushes the tank towards the rear.

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4. With pressure still on the screwdriver, tighten the front 12mm bolts firmly, and then remove the screwdriver. Be sure the bolt heads are parallel to one another once tight. The mount bracket and fuel tank must be square to the frame.
5. Place a hand on each side of the tank just above where it is recessed for the speedometer and push downward, being sure the tank is seated properly.
6. Tighten the two 10mm rear bolts firmly.
7. Replace the chrome dash and be sure it seats properly as you bolt it into place.

**LINER PULLBACK RISERS INSTALLATION:**

1. Place a towel over the tank and headlight assembly so as not to scratch anything.
2. Using your fingernail, pry off the caps to the stock risers.
3. While your helper steadies the handlebars, use a 6mm allen wrench to remove the allen bolts holding the riser caps on.
4. With a 17mm wrench or socket, remove the acorn nut on the bottom of the risers that holds them into the triple tree. Slide the stock risers out of the stock triple tree.
5. You will note a chrome hydraulic line guide which routes the brake and clutch lines on each side of the headlight. The brake line needs to be removed from the guide in order to provide additional length in the line and prevent cable binding. Simply roll the line out of the guide. We suggest removing the line guide altogether.
6. Liner's have a greenish electrical line guide located at the bottom right (brake side) of the headlight. Grip the hoop the wiring runs through and pull/bend it upward, or unbolt and remove it from the bike. This provides added length to the electrical lines.
7. Assemble the new riser hardware by removing the riser caps off the unit with a 6mm allen wrench.
8. Insert one supplied 3/8-16 socket head cap screw into each riser.
9. Place one spacer on the underside of each riser bolt and slide into stock triple tree.
10. Secure risers to triple tree with supplied 3/8" washers & locknuts, using a 5/16" allen wrench and 9/16" open ended wrench or socket.
11. Center handlebars on the new risers and secure one cap at a time to the new risers with the supplied hardware and the 6mm allen wrench. This is easiest to do when the bars are turned to the opposite side of your working area. Do not tighten completely at this time.
12. Adjust the bars to the desired height. Tighten the left or right riser cap with 6mm allen wrench, making sure to tighten the bolt closest to the rider completely first, and then tighten the one furthest away. Repeat for the other side.
13. To relieve pressure on the front brake hose and the throttle cables, be sure the throttle cables route above the brake hose as they pass over and around the fork cover.
14. Generally the front brake banjo at the master-cylinder is rotated to a position that puts pressure on the junction where the hose passes into the fitting. Being careful not to activate the brake lever, loosen the allen banjo bolt at the master-cylinder only enough so you can rotate the fitting to take pressure off the hose by aligning the hose with the compression fitting.

**IMPORTANT HANDLEBAR ADJUSTMENT:**

- Take the handlebar and turn it to full lock to the LEFT. Hold the bar up and loosen the RIGHT rear riser bolt. Turn the bars to full lock to the RIGHT. Hold the bar and loosen the LEFT rear riser bolt.
- Rotate the bar downward towards the tank, and place three fingers in the Boy Scout Salute" under the bottom of the electrical control housing. When the housing contacts your fingers you can stop and tighten the bars.
- You will likely need to adjust the brake and clutch levers to new rotations that align with your fingers as preferred.
- Test ride the bike for at least one hour to determine if the new position is correct for you. You can try different positions to find the one you prefer. We suggest you think about the way your neck and shoulders feel during and after riding in order to find the best position for you.

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