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Installation Instructions

Flexx Handlebar
Africa Twin

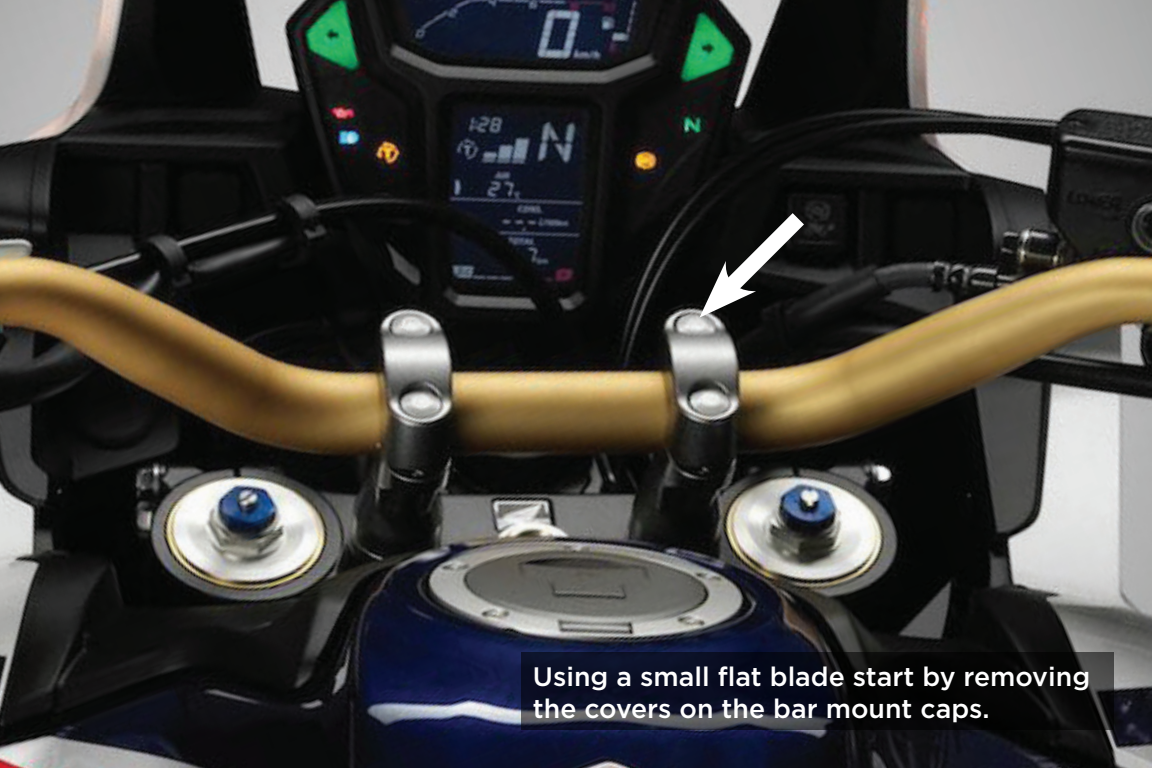


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Tools Required

- 8mm wrench or t-handle
- 10mm socket or t-handle
 - 10mm box end wrench
- flat blade & phillips screw driver
 - 6 & 8mm allen wrench
 - 13/64 drill bit
 - 21/32 drill bit
- M18 x 15.0 Tap
 - Drill motor





Using a small flat blade start by removing the covers on the bar mount caps.



Remove the handguard at the end of the bar using the 8mm allen to remove the handlebar weight bolt.



Carefully pull out the handlebar weight, snap ring, handlebar inner weight and set aside. We will install these in the Flexx bars later.



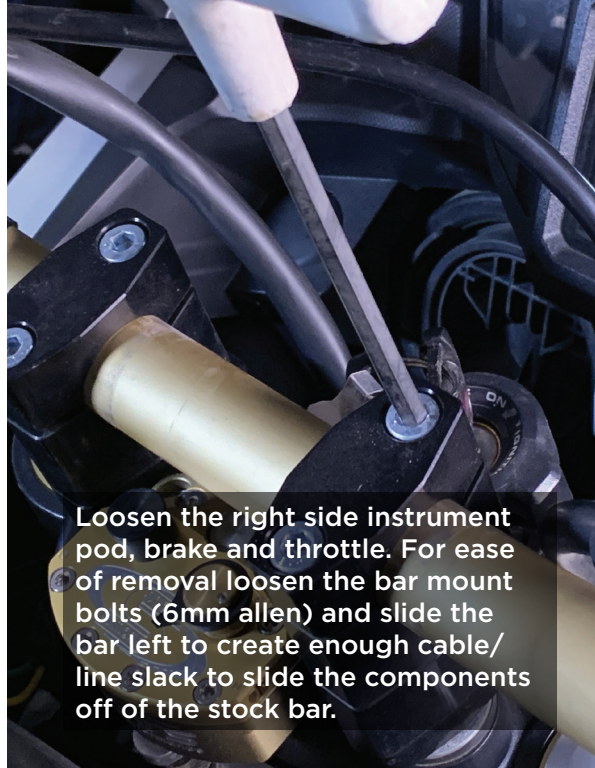
Remove left grip.



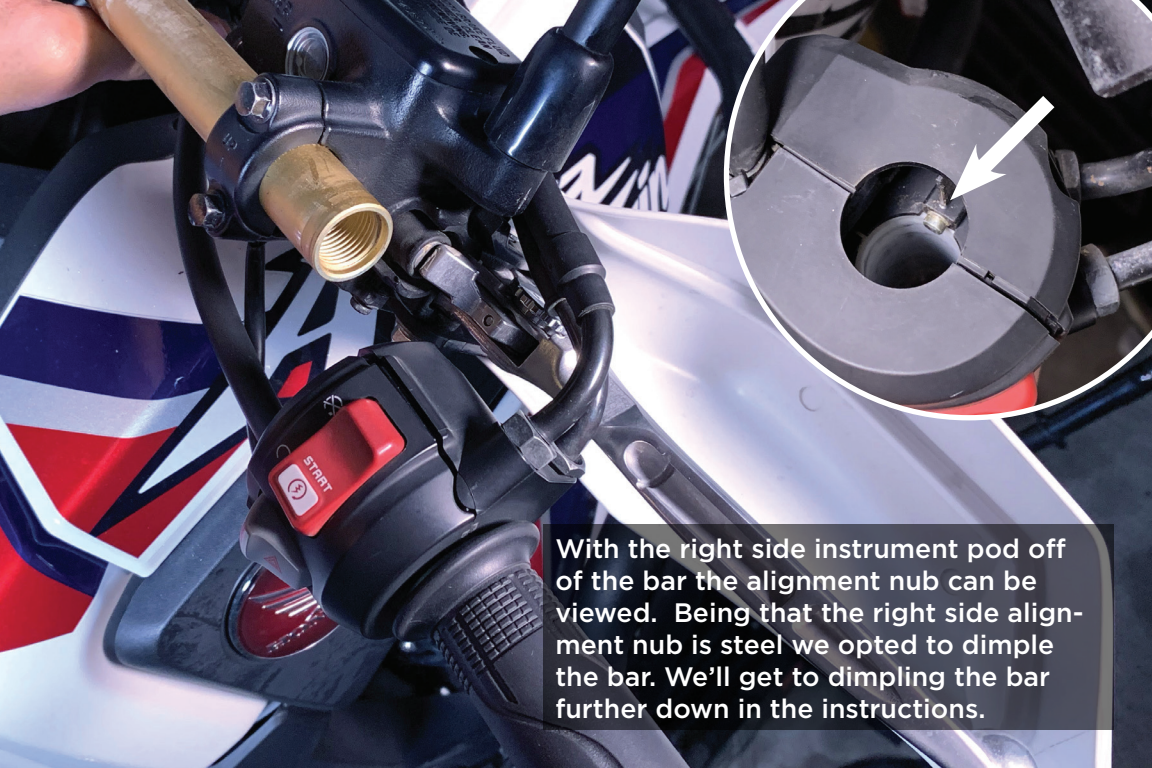
Remove left side instrument with the phillips screwdriver. If the instrument pod is difficult to get to or separate loosen the clutch perch and slide it towards the middle of the bar.



Once the instrument pod has been removed you will see the alignment nub.



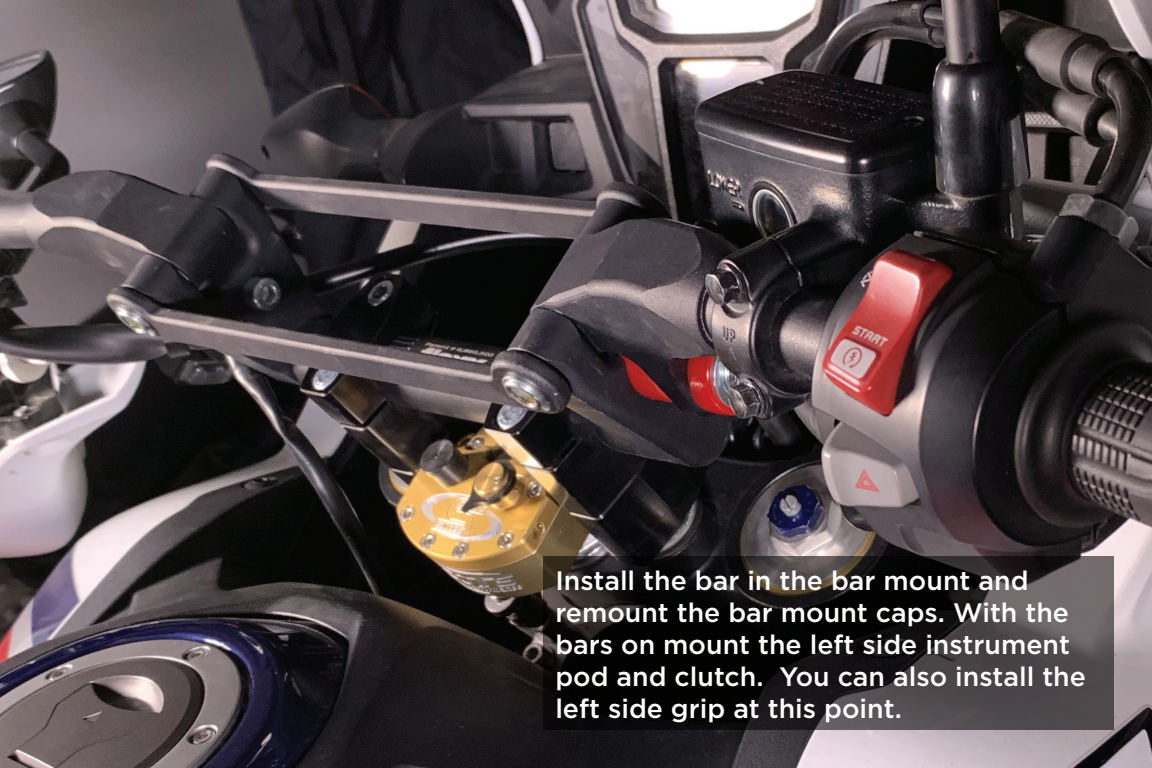
Loosen the right side instrument pod, brake and throttle. For ease of removal loosen the bar mount bolts (6mm allen) and slide the bar left to create enough cable/line slack to slide the components off of the stock bar.



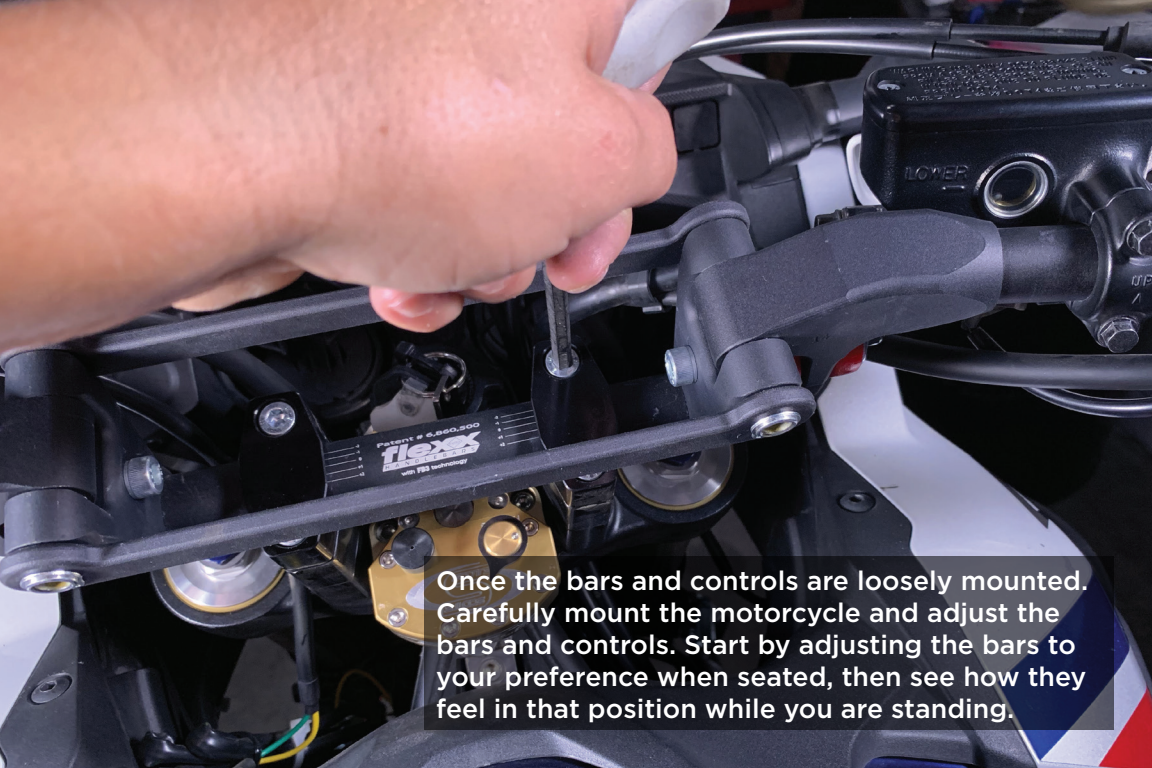
With the right side instrument pod off of the bar the alignment nub can be viewed. Being that the right side alignment nub is steel we opted to dimple the bar. We'll get to dimpling the bar further down in the instructions.



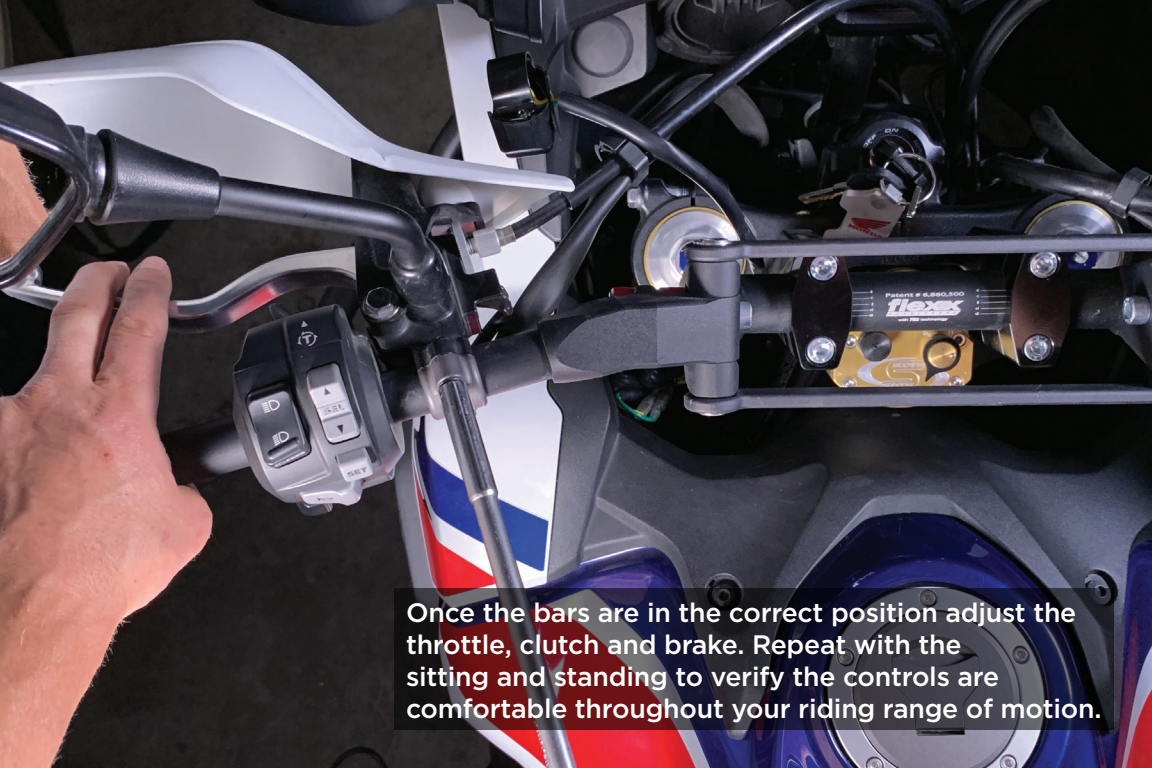
Install your Flexx Handlebar, start by sliding the right side controls onto the handle in the order they came off of your stock bar.



Install the bar in the bar mount and remount the bar mount caps. With the bars on mount the left side instrument pod and clutch. You can also install the left side grip at this point.



Once the bars and controls are loosely mounted. Carefully mount the motorcycle and adjust the bars and controls. Start by adjusting the bars to your preference when seated, then see how they feel in that position while you are standing.



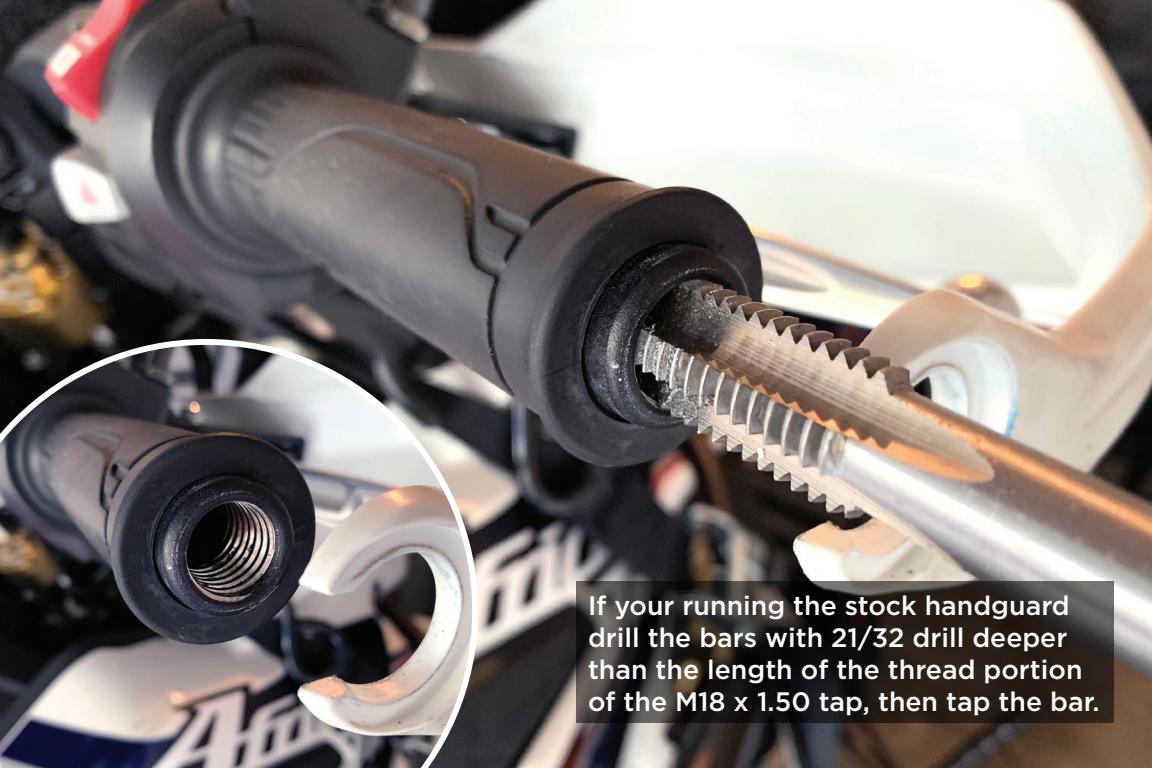
Once the bars are in the correct position adjust the throttle, clutch and brake. Repeat with the sitting and standing to verify the controls are comfortable throughout your riding range of motion.



Now adjust your instrument pods to what is comfortable for you while seated. With the pods adjusted it is time to dimple the handles. We use a paint pen to mark where the alignment nub sits when adjusted to your preference.



Dimpling the bar for either alignment nub should be done once your Flexx Handlebar is mounted and adjusted to your preferred riding position. To dimple the bar we used a drill with a 13/64 drill bit. We did not need to drill through the bar, but just dimple it enough for the alignment nub to insert into.



If your running the stock handguard drill the bars with 21/32 drill deeper than the length of the thread portion of the M18 x 1.50 tap, then tap the bar.



Carefully reinsert handlebar inner weight, snap ring, handlebar weight and stock handguard.

Option #2

**Fasst Threaded
Anti-Vibrate
inserts**



Using Fasst Company threaded anti-vibrate. Use supplied tap and Tap the bar "2" deep.



Screw in inserts until it bottoms out. Place bar end over threads.



Use supplied bolt and fender washer to secure handguard.



Installed



Be sure to test the different elastomers. Most street based ADV riders prefer our blue compression with yellow rebound elastomers. Our dirt based riders typically prefer the yellow compression with either yellow or red rebound elastomer. Set the nut so three threads are showing outside of the nut, that's your baseline, if you go in on the nut it will stiffen the bar, out will make it more compliant.

Please call or email us with any questions or concerns you have, we love to help. **F**

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contact us at 877.306.1801

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