

## Flexx Handlebar Install Instructions

Thank you for choosing Flexx Handlebars and welcome to the #FasstFamily. If you have any questions or concerns, please take advantage of our technical support: 877-306-1801 or [ridersupport@fasstco.com](mailto:ridersupport@fasstco.com)

The **Flexx Handlebar is a performance product**. Think of the Flexx Handlebars as independent suspension for your hands, tunable to your preferences. Unlike normal handlebars, the Flexx Handlebar incorporates moving components that should be inspected on a regular basis. Part of your regular bike maintenance should include an inspection of the pivot area, center section, crossbars, retaining clips, elastomers and lock nuts. Check for any damage that may have been caused in any recent crashes.

When using **tie-downs** to secure your motorcycle **DO NOT** place the tie down on the handle arms as it compresses the elastomers and puts them under load. Always secure your motorcycle by placing the tie down through the center section. If your tie downs do not fit in this area, use soft ties to secure your motorcycle.

### **ELASTOMER GUIDE:**

1. Your Flexx Handlebar comes built with red compression and red rebound elastomers installed. This is a good starting point, and although it is on the stiffer side, spend a day or two riding with this setup if you're new to Flexx Handlebars. We highly recommend testing with the different elastomers to get an idea of how capable the Flexx Handlebar is and to see what works best for you and your preferences.
2. Compression elastomers are the thicker elastomers at close to 3/4" while the rebound elastomers are noticeably thinner at just under a 1/2". Compression elastomers only go on the inside of the bar, while rebound elastomers only go on the outside. It's imperative to be sure the elastomers are set up correctly. Thicker compression on the inside, thinner rebound on the outside. See video for more detail.
3. Your bar comes with 3 different compression elastomers and 2 different rebound elastomers. Blue (soft), yellow (medium), and red (hard) compression elastomers, as well as yellow (medium) and red (hard) rebound elastomers. Standard setting on the nut is 3 threads/3mm showing outside of the nut. Each Elastomer is tunable on its own, think of the elastomer nut as the fine tuning between elastomers. If you thread the nut in it will stiffen the bar, if you thread it out it will make it more compliant. You can run the elastomer nut anywhere from the 2<sup>nd</sup> to the 5<sup>th</sup> thread. **If you need help fine tuning your set up to be sure you're getting the most out of your Flexx Handlebars, please call or email us, we're happy to help.**

### **DO NOT ATTEMPT TO MODIFY OR FABRICATE ANY PART OF THE FLEXX HANDLEBAR**

#### Installation:

1. Remove existing handlebars and associated hardware. This includes the clutch lever, kill switch, front brake assembly and throttle assembly.
  2. If your bike is not already equipped with oversized bar clamps, now is the time to install mounting clamps for 1-1/8" handlebars.
  3. Once the correct clamps have been installed, you are now ready to install the Flexx Handlebar. Position the bar to be comfortable for your riding position. You want to Flexx Bar to be near the plane of the suspension. Tighten handlebar clamp bolts evenly so that front and rear relief areas are equal. Torque to manufacturer's specs.
  4. Install the foam crossbar pad and cover.
  5. Reinstall all stock controls using procedures described in your owner's manual.
  6. Place the front number plate guide strap around the Flexx Handlebar.
  7. Make it part of your routine maintenance to inspect the handlebar and clamp area. Making sure no parts have come loose or have been damaged from use or in a crash.
- Not all motorcycles/quads have the same cable or brake line routing. After installing the Flexx Handlebar, you must inspect that all cables and lines are routed in the same way that they were taken off and do not bind or snag.**