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Mfg: Two Brothers Racing

Product: V.3 Racing Handlebars



Parts List

- 2- Fork C lamps
- 2- Handlebars
- 2- Handlebar riser pinch bolts (titanium)
- 2- Fork clamp pinch bolts (titanium)
- 2- Handlebar end caps
- 2- Titanium sleeves (threaded)
- 2- Titanium sleeves (non-threaded)

Torque settings are 16.5 lb/ft for the fork clamp & handlebar pinch bolts.

Care & Cleaning / Warranty

Care & Cleaning

Keep system free of dirt and moisture. Store in a cool, dry place. For cleaning use a mild spray cleaner. Always apply cleaner or polish with a soft, clean cloth.

Warranty

Two Brothers Racing products are intended for closed course competition purposes only, and therefore are sold "as is" without warranty. Two Brothers Racing specifically disclaims any warranties of merchantability or fitness for a particular purpose and disclaims all responsibility for consequential and incidental damages or any other losses arising from the use of these products or parts.

IMPORTANT - PLEASE READ CAREFULLY

We recommend that these handlebars be installed by a qualified motorcycle technician. If you have any doubts as to your ability to install these handlebars, please consult with your local motorcycle dealer. Read all instructions first before starting installation. Make sure the motorcycle and exhaust system are completely cool before starting the installation. Also, make sure the bike is secure on the sidestand or ideally a rear service stand during installation. Be sure to save all stock components for possible use later.

Installation Instructions

INSTALLATION GUIDELINES

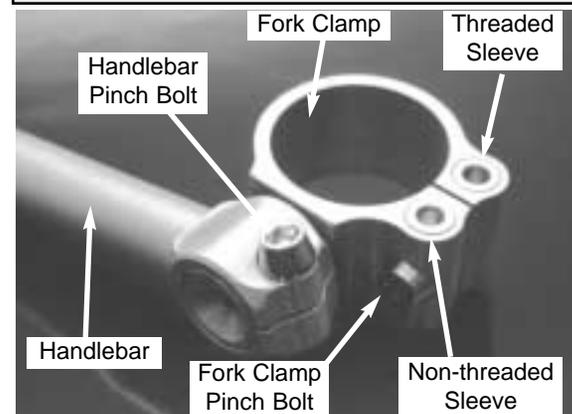
1. Decide where you are going to put the fork clamps. Line everything up as best as you can before actual installation, **and check clearances between things like fuel tank, fairing brackets, instruments, master cylinders, plus brake hose or cable length, etc.**
2. **All hardware has been treated with anti-seize compound before assembly. If you disassemble it, you must re-apply anti-seize compound to the titanium hardware before reassembly to prevent galling.** Also when putting together the system, please clean off the fork clamp shaft and the handlebar clamp with contact cleaner or solvent to insure good contact.
3. Be sure to allow full steering clearance without damaging your tank or fairings.

INSTALLATION

1. Make sure the bike is completely cool before starting the installation. Make sure the bike is secure on the sidestand or ideally a rear service stand.
2. We recommend locating the V.3 fork clamp in the same location as the stock bars, which may be on top of or below the top triple clamp, depending on the bike. If your handlebars mount below the top triple clamp, you'll need to either remove the top triple clamp or lift the entire bike and slide the fork tubes down from the top triple clamp. See your owner's manual for help removing the top triple clamp.
3. Remove all controls, grips, etc. from your stock handlebars then remove the stock handlebars from the bike. Check to see if your throttle control has a small hole drilled into the handlebar to position the throttle housing. You'll need to drill a matching hole in the new *right* handlebar-*measure this carefully*. This nubbin is designed to prevent the throttle assembly from spinning around the handlebar if the mounting becomes loose (not all bikes have this feature).

4. Mount the V.3 handlebar assemblies onto the fork tubes with the pivoting shaft ahead of the fork tubes and reinstall the control. Sometimes it may be easier to take the handlebars out of the fork clamps, install the controls on the bars, then re-install the bars into the clamps. *Don't forget to clean the pivoting surfaces and use anti-seize compound for the hardware.*
5. The handlebars' angle now adjusts up/down and forward/backward. Also, you can move the fork clamps up or down a bit if your bars are below the top triple clamp. When you get them adjusted to the most comfortable position, turn the bars to full lock and double check clearance between fairings, brackets, fuel tank, etc. Also make sure there is no binding of brake lines, control cables or wires.
6. Tighten all hardware being carefull not to strip the aluminum threads in the fork clamp and riser. Ride the bike and check all fastners for tightness after 50 to 100 miles.

Fork Clamp Detail



Bar Adjustment Detail

