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**Mfg:** Two Brothers Racing  
**Make:** V.3 Riser Handlebars



**Parts List**

- 2- Fork Clamps (Part # 006-V3-\*\*C)
- 2- Riser Links (Part # 006-V3-R1,R2,R3)
- 2- Riser Handlebars (Part # 006-V3-RBR)
- 4- Handlebar Mounting Bolts
- 2- Handlebar Riser Pinch Bolts (Ti)
- 2- Fork Clamp Pinch Bolts (Ti)
- 2- Handlebar End Caps

- 2- Titanium Sleeves (Threaded)
- 2- Titanium Sleeves (Non-threaded)

**Torque settings are 16.5 lb/ft for the fork clamp & riser link pinch bolts.**  
**Torque setting is 12 lb/ft for the handlebar 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 this performance exhaust system be installed by a qualified motorcycle technician. If you have any doubts as to your ability to install this exhaust system, 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 exhaust 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. If you have any doubt about it fitting, call Two Brothers Racing for suggestions regarding your particular motorcycle.
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 inner diameter of the riser with contact cleaner or solvent, to insure good contact.  
**Torque settings are 16.5 lb/ft for pinch bolts.**
3. Normally, these handlebars mount with the handlebar sitting ahead of the fork tubes. However, it may be possible on some bikes to mount the handlebars to the rear of the fork tubes (see illustration A), closer to the fuel tank. Be careful to allow full steering clearance without damaging your tank.
4. For slightly wider bars, mount risers with the long end facing outward (see illustration B).

**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. Make sure your bike is secure on a stand and will not fall over. 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. Remove stock handlebars. 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 riser handlebar- measure this carefully.
4. Mount the V.3 fork clamps onto the fork tubes (due to clearances, it may be necessary on some bikes to assemble the riser and fork clamp first, then put the fork clamp onto the fork tube). Attach the handlebars to the top of each riser.
5. Mount the stock controls and levers to the new handlebars. The

riser handlebar has a threaded end, which can be used to mount a master cylinder in tight situations.

6. The handlebars' angle now adjusts up and down, as well as forward/rear. 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.
7. Tighten all hardware, but be careful not to strip the aluminum threads in the fork clamp and riser.
8. Before you run the bike, clean off all fingerprints and dirt, as any oily residue will etch the metal and become somewhat permanent when the system gets hot. Run the bike and enjoy. After 50 to 100 miles, recheck all fasteners for tightness.

**Canister Clamp Detail**

