

# SB-1 Slider Bar Installation Instructions

## OFF-ROAD USE ONLY

### Tools required:

- 4mm hex key
- 8mm open end wrench
- 13mm socket, 6" extension, and ratchet wrench
- 14mm socket, deep
- 15mm socket, deep
- 17mm or 3/4" socket & torque wrench
- 17mm or 3/4" open end wrench
- Medium strength thread locking compound (Blue)
- Jack to support front end of engine

### Included with your SB-1 will be a small package of hardware:

- (2) Clevis pins
- (4) M8 locknuts
- (4) Bronze oilite washers
- (1) standard (thicker) M12 nut
- (1) jam (thinner) M12 nut
- (2) tube clamps with M8 bolts welded onto them
- (2) tube clamp plastic bushings

### Finishing the SB-1:

The bars and forward mount come finished in electrocoat primer. While it is an extremely durable, consistent finish, it does not contain any UV-inhibitors and so will turn a purple hue over time with exposure to sunlight. Therefore, it needs a top coat of paint or powdercoat, either of which can be applied directly to the e-coat with no additional prep work required other than a light scuffing with a Scotchbrite pad or similar. On the other hand, if purple's your thing, you could leave them alone...

1. Installation is easier with the glove box and grille removed. First, open it with the ignition key, then remove the socket head bolt that is inside the middle of the compartment with a 4mm hex key. Next, there are two bolts which hold the grille onto the side panels, which are located behind the grille. Remove them with an 8mm wrench, then pull the grille forward to pop it free from the snap fasteners. There are two more bolts which fix the glove box to the subframe that are accessed from the back (fork) side of the compartment. Remove them with an 8mm wrench and set the glove box aside.

1a. Remove the battery cover. It's held on by a quarter-turn 'Dzus' fastener on the back (fork) side, and a tricky 'sliding' clip at the lower rearward corner. After both of them have been released, just pull the battery cover off its rubber mounts.

2. You will notice that there are two ignition coils located directly behind the steering head; pull the ignition wire off of each *without pulling on the wire!*

3. Clean off the lower main frame tubes directly behind the steering head. Scrounge up the tube clamps and their plastic bushings, and pop them onto the lower frame tubes as shown:



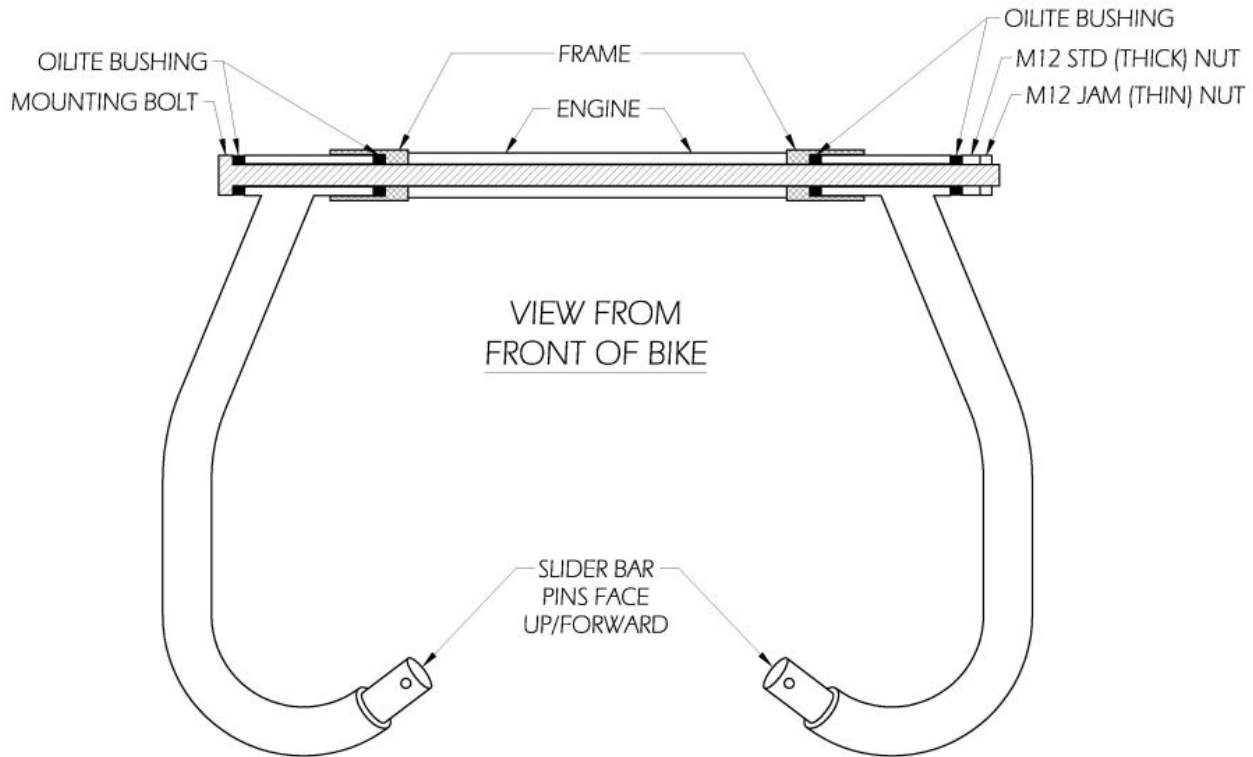
4. Install the front mount plate and secure it with the M8 locknuts. Do not tighten the nuts all the way at this point, as you will need to adjust the mount location prior to applying final torque.



4a. At this point, test-route the ignition wires around the front mount, to make sure nothing is pinched.

5. Put the bike up onto the centerstand or rear stand, and roll your floor jack under the front of the engine, being extremely careful not to damage the cooling fins, exhaust header, etc. I recommend positioning the jack pad directly under the valve inspection cover, and cushioning it with a block of wood. The idea here is not to lift up the bike; it is simply to hold the engine in place so the front mounting bolt can be removed. Therefore, only raise the jack up until the bike starts to rise, then STOP!

6. Loosen the forward engine mounting bolt, using the 14mm wrenches. Once the nut is off, you will need to use a screwdriver/punch/etc to push the bolt out the opposite side far enough to get a grip on it. *It should push out relatively easily, if it doesn't, adjust the jack up or down slightly to relieve the pressure.* Scrounge up the SB-1 main bars, the long mounting bolt, the oilite washers, and the **thick** 12mm nut, then assemble in the order shown below:



7. Snug the 12mm **thick** nut, then pivot the bars up into the forward mount. Install the clevis pins to hold them in place. You will probably have to move the mount around a little to get everything to fit. At this point torque the 8mm locknuts for the forward mount to **20nm** (15 ft/lbs).

8. Remove the **thick** 12mm nut from the mounting bolt and apply blue thread lock, and re-install, torquing the nut to **60nm** (44 ft/lbs). Apply blue thread lock to the **thin** 12mm nut, and install. Using an open end wrench to hold the thick nut stationary, torque the **thin** nut to **30nm** (22 ft/lbs). Wipe off any excess thread locker.

9. Pull the clevis pins and swivel the bars downward. If the clevis pins are difficult to pull, loosen the **front** mount a bit and adjust its location until the pins pull relatively easily. (Don't fuss about getting the adjustment 'perfect', as the mount will sort of find its own center over time.) You will notice that the bars tend to 'pop' in and out of the front mount, this is normal and not a defect. There is a fair amount of resistance when swiveling the bars up and down, and this is also normal.

10. Reinstall the ignition wires.

11. Reinstall the glove box, being careful not to over-torque the bolts. Spraying a little silicone over the pop fasteners helps quite a bit. Then reinstall the grille.

11a. Reinstall the battery cover. You may need to bend the little 'slider' clip closed a little to get it to catch. It's a pain, but be patient and you'll get it.....

Done!!!

Note that the 'loops' on the clevis pins can be bent by pulling on them too hard. Bend the loops back into shape so that at least 6mm or 1/4" of pin extends past the end of the loop in the closed position.

**Double-check clevis pin installation by pushing down on both bars - EVERY TIME!**

I welcome feedback... if you have a problem or suggestion, please e-mail me at [sailwa66@gmail.com](mailto:sailwa66@gmail.com)

Thanks again, and enjoy the ride,  
TD Graham