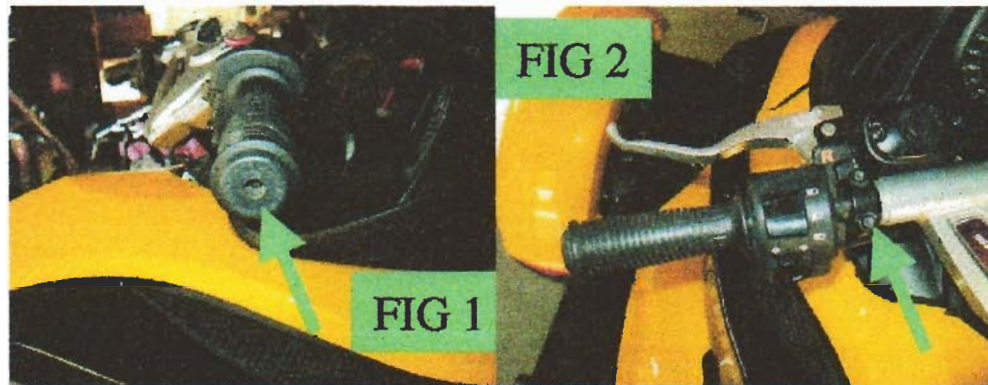


# Installation Instructions Spyder Adjustable Risers

You **SHOULD** have a Can-Am Spyder Shop Manual. This is an essential tool for maintenance and especially if you are going to be making modifications of this magnitude to your Spyder, however we try to cover everything here if you do not have a shop manual.

Please use a towel or blanket to protect your Spyder while working on it. Wrap the towel around the steering column so that it will catch any nuts and bolts and tools before they go down into the Spyders body opening beneath the handle bars. Otherwise you will be taking body panels off to fish out lost parts **IF** you can find them!!



Loosen the screws at the end of the handle bars and remove the rubber end plugs (see fig 1). Remove the clutch lever and reservoir from the left handle bars by removing the 2 6mm torx screws (see fig 2).

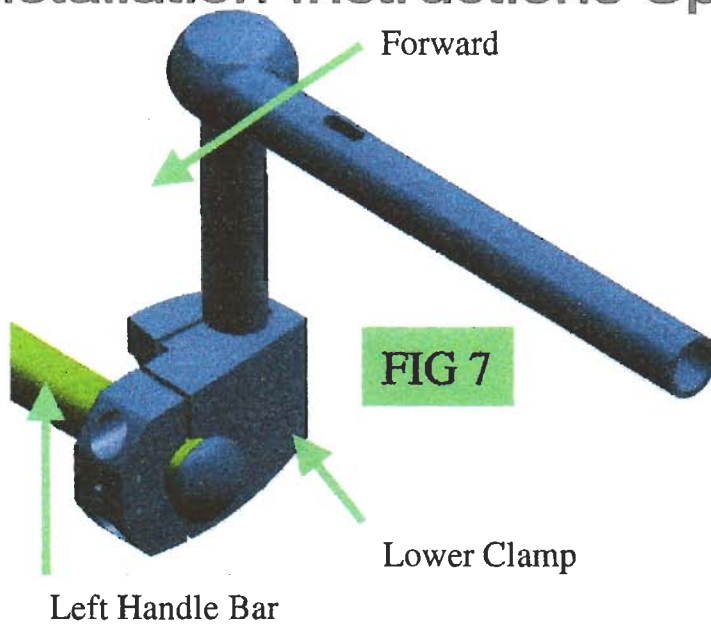


Remove the left grip. The grip is glued to the handle bar but it is only glued in a couple spots out towards the tip. Using an Xacto knife, insert the knife between the handlebar and the grip to slice through the glued spots (see fig 3). Then squirt some compressed air (see Fig 4) underneath the grip and it will come off quite easily once the glued spots have been completely cut. If you don't have compressed air, use some windex as a lubricant to slide the grip off.



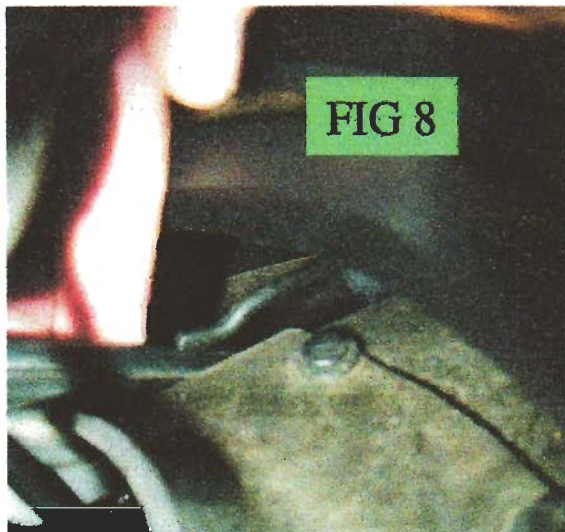
Unscrew the left and right switch housings by removing the phillips head screws from the bottom of the switch housings. Then remove them from the handle bars.

# Installation Instructions Spyder Adjustable Risers



The Riser clamp piece is the same left and right, but the riser has an offset in the handle bar that moves the handle bar FORWARD relative to the vertical riser post to create clearance for the clutch reservoir or front brake reservoir if you have one. Figure 7 shows the proper orientation of the riser on the handlebar. If you have the SE5 electronic shift Spyder, you can mount the risers any way you find suitable. The lower clamp can also be mounted opposite what is shown if desired for any reason.

Now install your risers onto the stock handle bars for a check fit. Now mark the handle bars about 1/8 inch out from the lower clamp. Remove the risers and cut off your stock bars at the mark. A hacksaw or sawsall works fine for this. It's best to leave a little extra than cut them too short. The bar end cap that comes in your kit will cover up the extra and if it is not cut perfectly straight. Once the bars are cut debur the outside and inside of the tube with a grinder or file or some sandpaper.



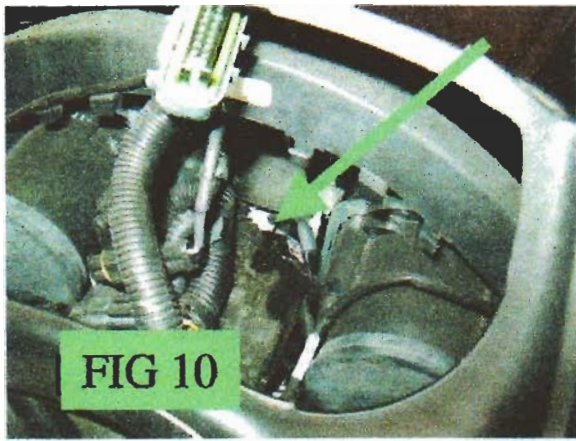
Now re-install your new risers on the Spyder and install the new handle bars switch housings, clutch, and throttle. The locator pins on the switch housings should engage into the small oval slots in the handle bar pieces. Tighten the bolts just enough, but not fully tight yet, so you can sit on your Spyder and adjust things into their final position. Once you have your risers approximately where you want them, we need to check for slack in the cables and wires. For the Throttle cables, all you need to do is pull the cables out from under the clip shown in Fig 8.

The right handlebar wires should be fine.

For the left handle bar wires, IF you can not get enough slack, you will need to cut the 2 nylon wire ties that hold the left handlebar wire bundle to the front of the frame. The ties are located in the very front under the black plastic headlight housing. You can access this area by removing the instruments as shown in Fig 9. First snap off the plastic panel above the instruments that holds the safety card in place. Then, use a small tool such as a small allen key to insert into the small slots on top of the instrument cluster as shown in Fig 9. This will release the instruments from the instrument housing. Pull the instruments out and dis-connect the electrical connector on the back.



# Installation Instructions Spyder Adjustable Risers



Now if you look at Fig 10, down in this area there is a nylon tie holding the wire bundle that comes from the left handle bar. Use an xacto knife to CAREFULLY cut this tie.

Now open your front trunk, and remove the plastic cover that surrounds the fuse panel and sits in front of the coolant tank. Now if you look at Fig 11, up in this area there is another nylon tie holding the wire bundle that comes from the left handle bar. Use an Xacto knife to CAREFULLY cut this tie. You will have to look up in here with a flashlight to see it.

I have been able to cut the ties in this manner, if you can not, then remove the Spyders top instrument housing by removing the windshield, and side view mirrors. Then there are small rectangular slots in the reveal (see Fig 11) between the top and bottom housings. Insert an allen key into these slots and push straight in to release the snaps. Then lift off the top housing and you will have wide open access to this area.



Reveal

IF you need to adjust the angle of the clutch hydraulic line where it comes out of the clutch reservoir, you will have to break loose the banjo bolt on the hydraulic line and rotate the hose fitting. If you only crack this loose just enough to rotate the fitting and snug it right back down, you will not have to bleed the clutch line.

Now you should be able to adjust your risers into their final position and final torque all of the 8mm main bolts that clamp the risers in place. These bolts require 22 ft-lbs of torque, and they should be loctited. The 10mm bolts that hold the handle bars in place require 30 ft-lbs of torque and should also be loctited. I would recommend going for a short ride and making sure you are comfortable with your riser positioning before final loctiting everything. Only use semi-permanent loctite, NOT the permanent type.

TIP: If you can not get to the inside bolts on the big clamp, simply torque these down while the riser is rotated up on the handle bar, then rotate the riser back to it's final position, and final torque the handlebar clamp.

Don't forget to put the little caps into the ends of the cut-off handle bars to dress them up.

# Installation Instructions Spyder Adjustable Risers

Now is a good time to check the cable slack for steering. Turn your handlebars from FULL lock to FULL lock and check throttle operation and reverse release cable operation and check to see if the wires and clutch line have enough slack. The throttle should ALWAYS snap back un restricted. All the installations I have done have plenty of slack in the clutch line and reverse cable BUT if you have to re-route these then you will need to remove your right side body panels and figure out a better routing for these cables. If you dis-connect the clutch line to re-route it , you will have to bleed it. If you need any help with this, please give **Tim A Call 937-599-4441**

Now re-install anything you have removed such as the instruments and the safety card holder, etc. Tighten up your switch housings, clutch mounting screws, and double check that everything is tight. Re-install the rubber caps on the end of the handle bars. Re-check that the throttle still operates freely in all steering positions. When you go for your first test ride, make sure the Spyder can not accidentally be put in reverse with the steering full lock left, right and straight ahead of course.

Once you start riding with your new bars, take some time to get used to the new feel somewhere in a parking lot away from traffic, etc.

Your new hand grips have a 6mm threaded hole down in the ends. This is there to mount any grip-end accessories such as the Kewlmetal helmet locks. Our grip end Kewlocks can be mounted to the ends of the Kuryakyn ISO or Flame grips, or, they can be mounted with the stock

Now enjoy you new much more comfortable riding position and your new custom look!