



FAT BAGGERS

EZ INSTALL HANDLEBARS



WARNING: The rider's safety depends upon the correct installation of this kit. Use the appropriate service manual procedures. If the procedure is not within your capabilities or you do not have the correct tools, contact a dealer to perform the installation. Improper installation of this kit could result in death or serious injury.

Test brakes at low speed. If brakes are not operating properly, testing at high speeds can cause loss of control, which could result in death or serious injury.

TOOLS NEEDED
T25 TORX
T27 TORX
5/32 ALLEN
10 MM WRENCH
11 MM WRENCH
12 MM WRENCH
13 MM WRENCH
13 MM DEEP WELL SOCKET
PHILLIPS SCREWDRIVER
1/4 WRENCH
FULL BOTTLE OF BRAKE FLUID

1. REMOVE SEAT USING A T27.
2. REMOVE THE GAS TANK CONSOLE COVER USING A 5/32 ALLEN AND A T27 TORX
3. UNFASTEN THE FUEL TANK OVERFILL HOSE



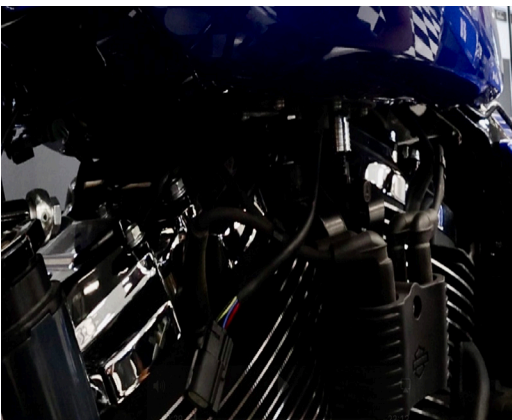
4.UNPLUG THE VAPOR HOSE MID POINT (LOCATED AT THE REAR OF THE FUEL TANK)



5. UNPLUG THE FUEL OUTLET CHECK VALVE (LOCATED ON THE BOTTOM LEFT-HAND SIDE OF THE FUEL TANK)



6. UNPLUG THE FUEL PUMP PLUG



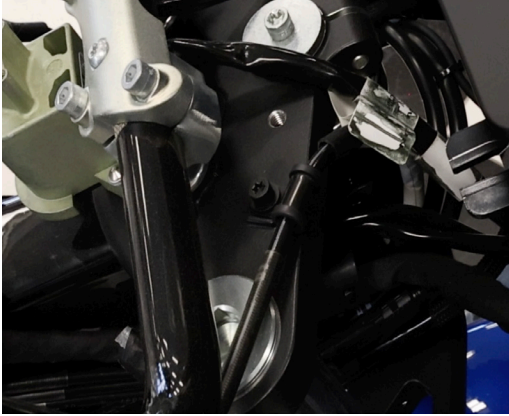
7. USING A 1/2" SOCKET WITH A 3" EXTENSION TO REMOVE THE FOUR BOLTS HOLDING ON THE FUEL TANK.

8. REMOVE THE FUEL TANK

9. LOOSEN THE RIGHT SIDE SADDLE BAG UP TO REMOVE THE RIGHT-SIDE COVER TO EXPOSE THE ABS BLOCK

10. REMOVE THE WINDSHIELD AND OUTER FAIRING

11. PULL INNER FAIRING BACK TO EXPOSE THE BRAKE LINE CLAMP ON THE UPPER FORK STEM BRACKET A T27 REMOVE THE BOLT HOLDING THE BRAKE LINE DOWN TO THE BRACKET



12. REMOVE THE LENGTH OF THE BRAKE LINE FROM THE BRACKETS AND CLAMPS HOLDING IT IN TO PLACE ON THE FRAME

13. UNPLUG CONNECTOR SWITCH FROM MASTER CYLINDER.

14. USING A T27 REMOVE THE TWO SCREWS ON THE SWITCH HOUSING AND PULL BACK THE MASTER CYLINDER AND REMOVE THE BANJO BOLT (SAVE FOR LATER USE) USING A 12 MM WRENCH (BE PRECAUTIOUS AND USE THE NECESSARY ITEMS TO ENSURE YOU DO NOT SPILL BRAKE FLUID ONTO YOUR BIKE)

15. HOLD THE EYELET END OF THE BRAKE LINE IN AN UPRIGHT POSITION AS YOU ARE ROUTING THE LINE OFF THE FRAME.

16. PLACE THE EYELET END INTO A CATCH PAN.

17. REMOVE THE BRACKET THAT HOLDS THE BRAKE LINES ON THE ABS BLOCK IN PLACE USING A PICK TO LIGHTLY MANEUVER THE BRACKET FROM OUT BEHIND THE FRAME.



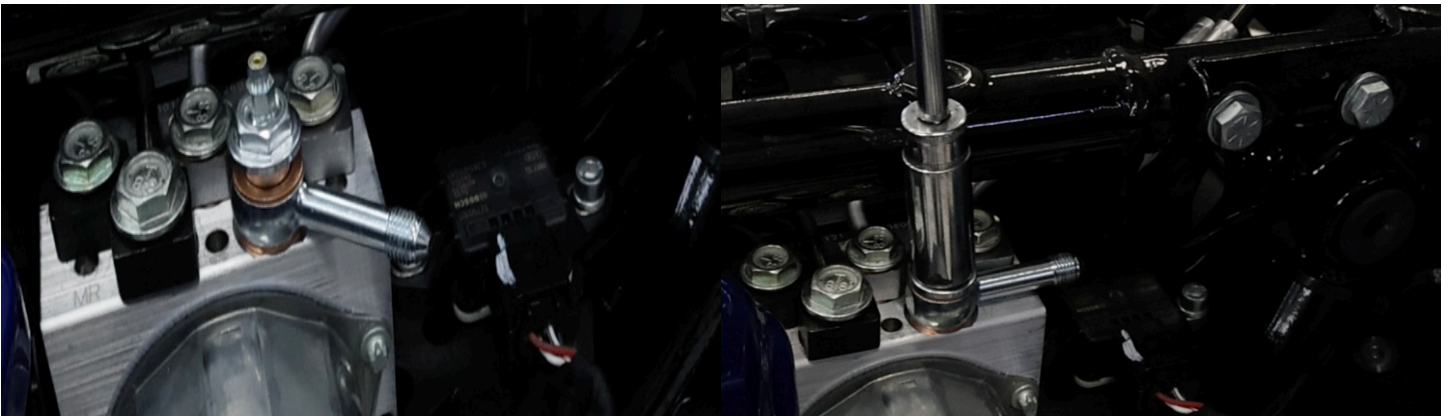
18. REMOVE THE UPPER BRAKE LINE BANJO BOLT USING A 13 MM WRENCH.



19. REMOVE THE UPPER BRAKE LINE OFF THE ABS BLOCK. REMOVE THE STOCK LINE BOOT AND CLIP TO PLACE BACK ON THE NEW LINE LATER.



20. INSTALL YOUR NEW BRAKE LINE ADAPTER, BANJO BOLT AND 12 MM CRUSH WASHERS ON TO THE ABS BLOCK. LIGHTLY TIGHTEN THE NEW ASSEMBLY USING A 13 MM DEEP WELL SOCKET.

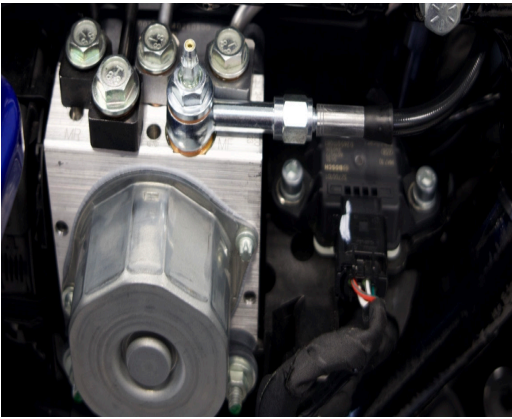


NOTE: 3 DIFFERENT ABS ADAPTERS-
STRAIGHT END= 24-25 MODELS

BEND END= 14-23 MODELS

STRAIGHT LONG END= 08-13 MODELS(OLDER
STYLE BRAKE LINES WILL NOT COME WITH A
NEW BOLT BUT THE EZ SPEED BLEEDER WILL BE
LOCATED ON THE ADAPTER END.)

21. ATTACH YOUR NEW FULL LENGTH LINE TO THE ADAPTER.



22. LIGHTLY SCEW THE EYELET FITTING INTO THE MASTER CYLINDER USING THE STOCK BANJO BOLT AND TWO 10 MM CRUSH WASHERS WITH A 12 MM WRENCH.



23. REASSEMBLE YOUR MASTER CYLINDER TO THE CONTROLS.

24. PLACE THE STOCK BOOT AND CLIP (SHOWN IN STEP 19) ONTO YOUR NEW LINE.

25. ADJUST YOUR SLACK BEFORE BOLTING IT DOWN MAKING SURE YOU HAVE ENOUGH TO TURN YOUR BARS COMFORTABLY

26. USING THE STOCK BOOT AND CLIP BOLT THE BRAKE LINE IN PLACE TO THE UPPER FORK STEM BRACKET.



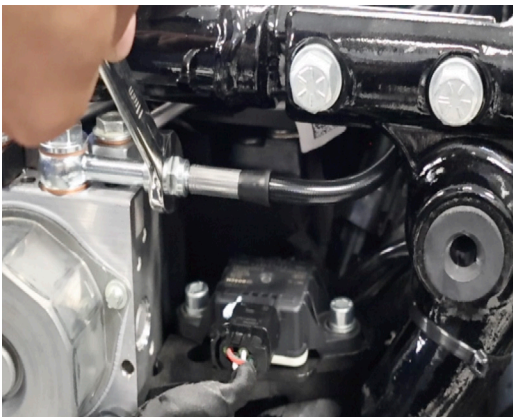
27. TIGHTEN THE BANJO BOLT ON THE MASTER CYLINDER ONCE YOU HAVE THE BRAKE LINE IN ITS FINAL POSITION FOLLOWING THE FLOW OF THE BARS.



28. ROUTE BRAKE LINE DOWN THE FRAME CLICK IT BACK INTO THE APPROPRIATE BRACKETS.



29. AFTER THE BRAKE LINE ROUTING IS DONE USE AN 11 MM WRENCH TO TIGHTEN THE HEX NUT AT THE BRAKE LINE ADAPTER.



30. FOR THE BLEEDING PROCESS TURN YOUR BARS TO MAKE SURE THE BRAKE FLUID RESERVOIR IS LEVEL SO IT WILL DRAIN PROPERLY.



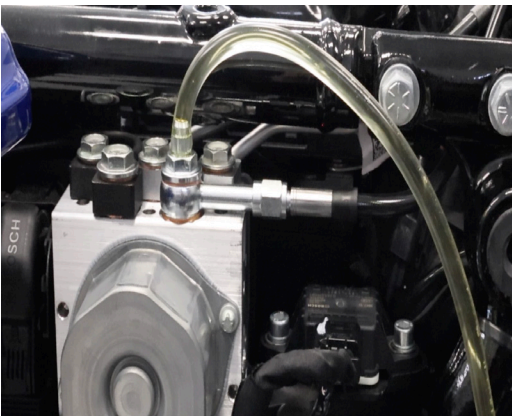
31. REMOVE THE BRAKE RESERVOIR COVER.

32. ADD A CLEAR HOSE TO THE EZ SPEED BLEEDER VALVE SO YOU CAN SEE ONCE ALL THE AIR BUBBLES ARE OUT OF THE LINE AND PLACE THE BOTTOM OF THE LINE INTO A CATCH PAN.

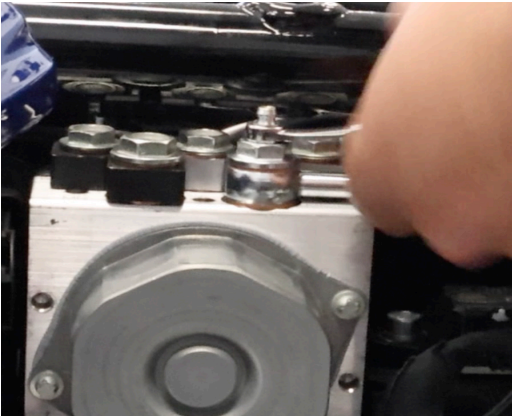
33. CRACK THE SPEED BLEEDER VALVE USING A 1/4" WRENCH ABOUT A 1/4 OF A TURN AND MAKE SURE THE HOSE IS SECURELY OVER THE BLEEDER.



35. BEGIN PUMPING YOUR BRAKES UNTIL ALL THE AIR HAS CLEARED THE LINE. SHOULD TAKE AROUND 18-20 PUMPS.



36. RETIGHTEN THE BLEEDER VALVE.



37. TOP OFF YOUR BRAKE FLUID AND PLACE YOUR BRAKE RESERVOIR LID BACK ON.

38. YOU ARE NOW COMPLETE WITH YOUR EZ INSTALL!

IF YOU ARE NEEDING ANY ADDITONAL TECHINICAL SUPPORT PLEASE CALL OR TEXT US AT
641-774-7499