



These instructions describe the procedure to properly install 14"-16" FBI EZ Install Handlebars for 2014-2020 FLHT, FLHTC, FLHTCU, FLHTK, FLHX & FL Trikes. You should review these instructions before installing the product as they contain important information regarding your FBI EZ Install Handlebars and Kit. Please keep instructions for future reference.

909214- 14" FBI 1 ¼" Pointed/Flat Top Handlebars with 1" Clamp for 14-20 FLHT, FLHTC, FLHTCU,
709214- FLHTK, FLHX & FL TRIKE with ABS & NON-ABS

909216- 16" FBI 1 ¼" Pointed/Flat Top Handlebars with 1" Clamp for 14-20 FLHT, FLHTC, FLHTCU,
709216- FLHTK, FLHX & FL TRIKE with ABS & NON-ABS

909514- 14" FBI 1 ¼" Round Top Handlebars with 1" Clamp for 14-20 FLHT, FLHTC, FLHTCU,
FLHTK, FLHX & FL TRIKE with ABS & NON-ABS

909516- 16" FBI 1 ¼" Round Top Handlebars with 1" Clamp for 14-20 FLHT, FLHTC, FLHTCU,
FLHTK, FLHX & FL TRIKE with ABS & NON-ABS

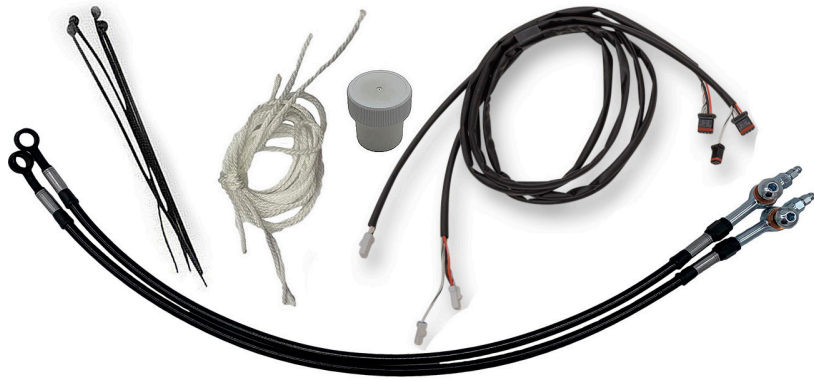
809214- 14" FBI 1 ½" Pointed/Flat Top Handlebars with 1" Clamp for 14-20 FLHT, FLHTC, FLHTCU,
609214- FLHTK, FLHX & FL TRIKE with ABS & NON-ABS

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809514- 14" FBI 1 ½" Round Top Handlebars with 1" Clamp for 14-20 FLHT, FLHTC, FLHTCU,
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809516- 16" FBI 1 ½" Round Top Handlebars with 1" Clamp for 14-20 FLHT, FLHTC, FLHTCU,
FLHTK, FLHX & FL TRIKE with ABS & NON-ABS

109214- Install Kit for 14"-16" Handlebars for 14-20 FLHT, FLHTC, FLHTCU, FLHTK, FLHX & FL
Trike with ABS & NON-ABS



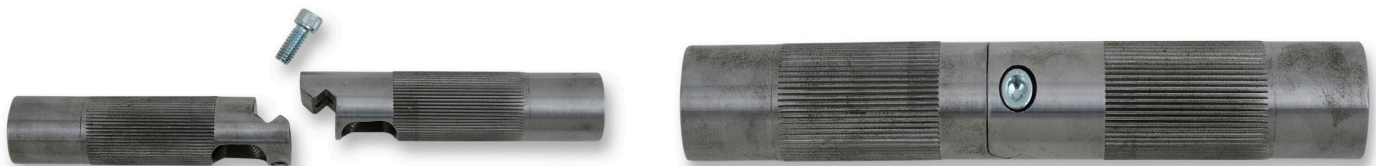
109214-B

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.

Tools & Supplies Needed
T25 Torx
T27 Torx
½ Socket
9/16 Socket
Phillips Screwdrivers
Small Pick
5/32 Allen
Side Cutters
12mm Wrench
¼ Allen Socket
T40 Torx
Black Tape
Needle Nose Pliers
Air Blower
13mm Wrench
3/8 Wrench
7/16 Wrench
Vacuum Bleeder
Torque Wrench

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.

1. Install center handlebar bolt. Torque to 10 ft. lbs.



2. Using the supplied ropes, use an air blower to push 1 rope through the left handlebar grip tube hole to the center clamp hole. Next, blow the 2nd rope through the right handlebar grip tube hole to the center clamp hole. Then, blow the 3rd rope through the right handlebar throttle hole to the center clamp.



Left Handlebar



Right Handlebar



Center Clamp Holes

3. Cover fuel tank and front fender to protect from dropped parts and to prevent damage to paint.
4. Remove fairing cap.



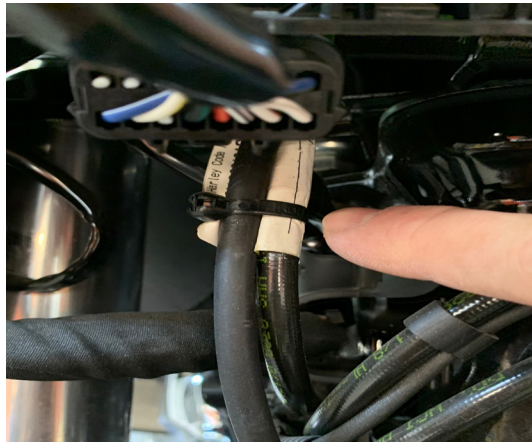
5. Remove outer fairing and windshield.
6. Remove turn signals.
7. Remove 4 fairing side bolts.



8. Unplug handlebar wires and throttle wires.
9. Remove lower fairing triple tree cover.
10. Lift the fairing up and tip it forward to gain access to the handlebar clamp.



11. Cut the 2 zip ties on the handlebar risers that hold the brake and clutch line. Cut 1 zip tie that holds the clutch and brake line together.

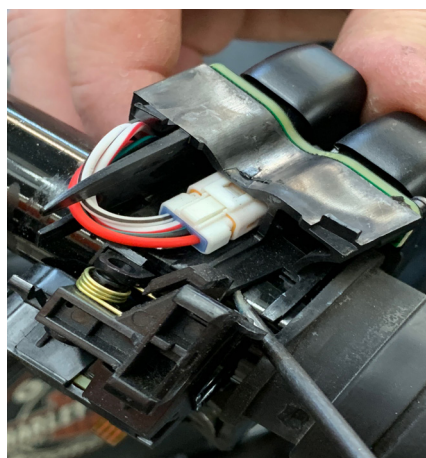


12. Remove odometer button by pushing up and sliding out.



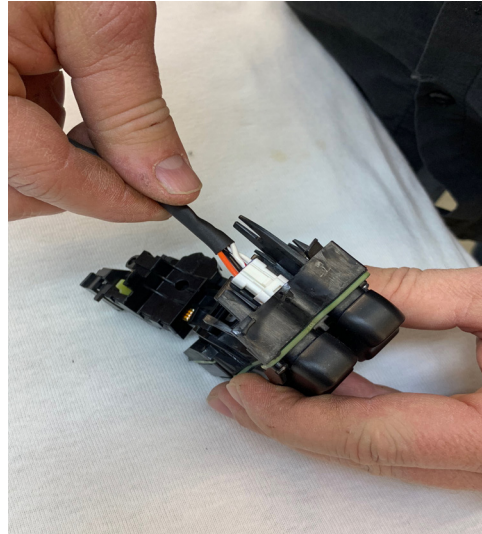
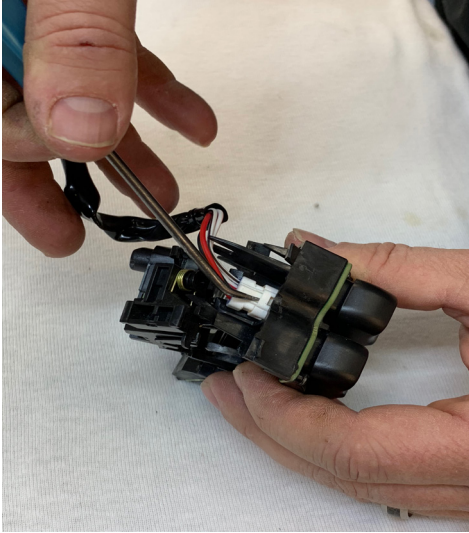
13. Remove master cylinder clamps and lay master cylinders on top of covered tank.

14. Remove switch housings and switches. Use a pick to release lock and remove from bike.



15. Remove stock handlebars.

16. Plug new wire extensions into switches on both sides. Remove stock wiring and install supplied wires.



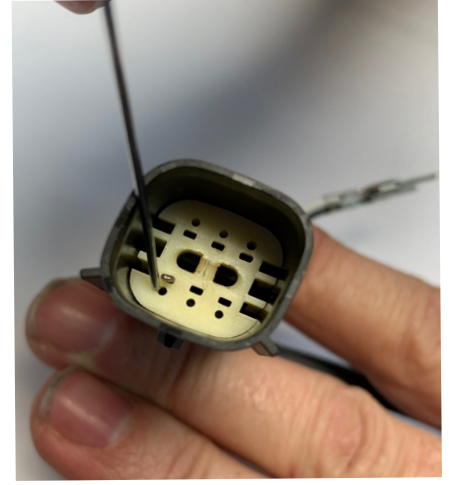
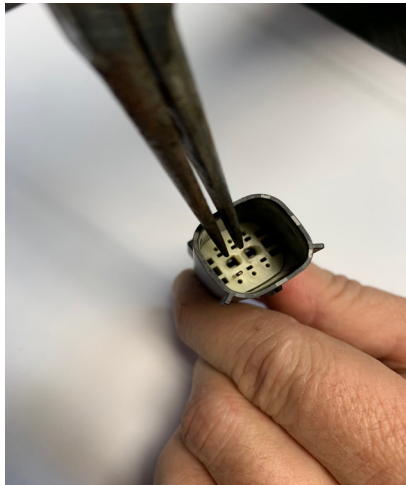
17. Take the left switch housing and tape the wires to the left string at the grip housing hole. Apply supplied petroleum jelly to the wire loom.



18. Pull the wire loom through the left handlebar center clamp hole by pushing the taped end and pulling on the string end. Push and pull until the taped end is through the center clamp hole of the handlebars.



19. Some early models have a large, 6-wire molex throttle wire plug which will need removed and reassembled. Write down the wire color to corresponding terminal for reassembly of the plug. Grab the center holes with needle nose pliers and pull white center until a click is heard. Insert a paper clip into the small hole next to the wire pin to release all the wires.



20. Tape throttle wires to the string that comes out the top throttle hole of the right handlebar.



21. Tape right switch housing wires to the left string that comes out the grip housing hole.



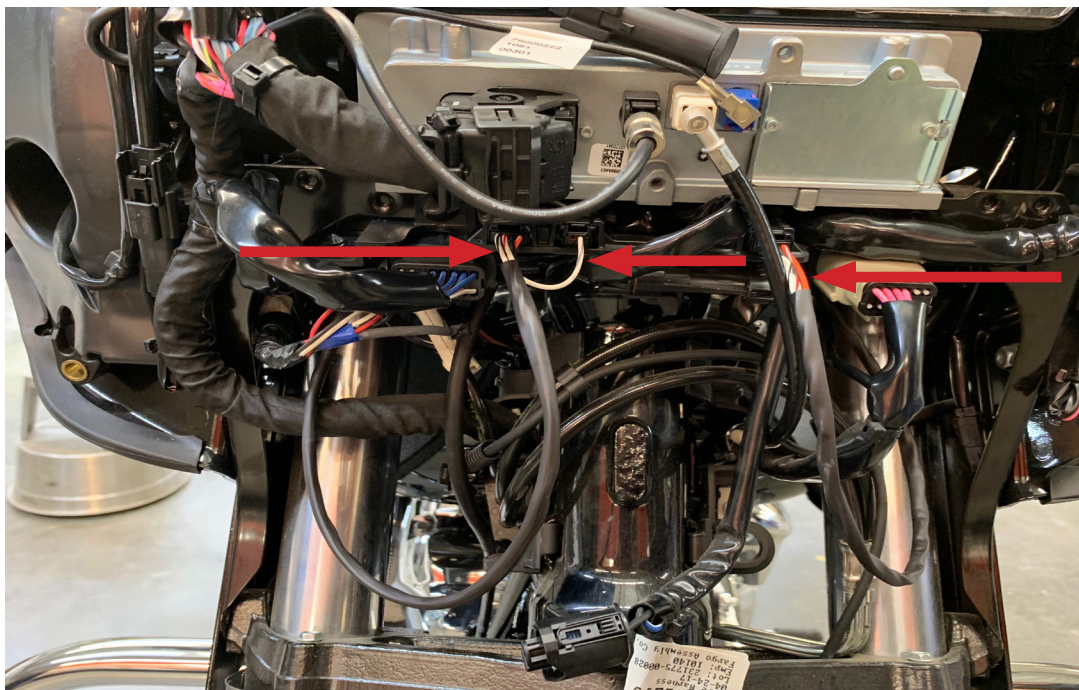
22. Add lubricant generously to both of the wire looms.

23. Pull the switch housing wire loom half way through the handlebar.

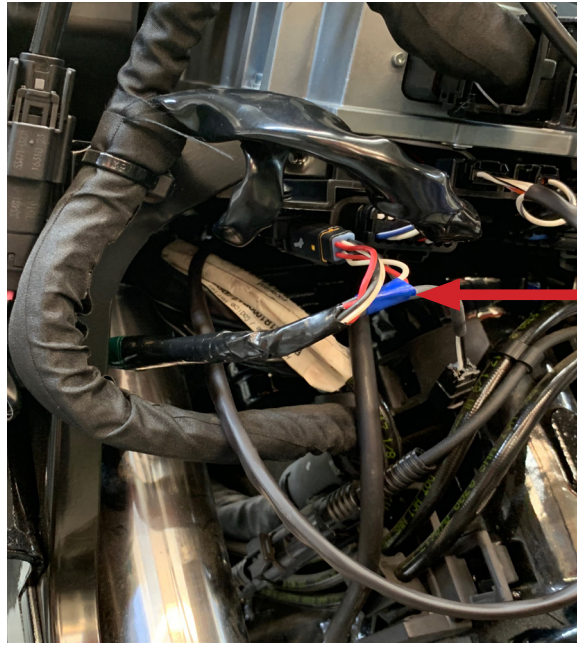
24. Pull the throttle wire loom past the first bend on the handlebar. Then alternate between the switch and throttle wire looms until they come through the handlebars at the center clamp hole.
25. Make sure throttle tube notches are lined up with the handlebar.



26. Once wires are through, remove tape from the strings.
27. Install switches, housings, and grips. Make sure the throttle grip turns freely.
28. Install handlebars on bike and route wiring to stock location. Torque bolts to 18-22 ft. lbs.



Stock handlebar wiring



Stock handlebar throttle wire location

29. Reinstall clutch and brake master cylinders.

30. Prepare to install brake/clutch extensions

31. Bleeding process.

Items Needed: 1/4" Hose, Catch Cup, Brake Fluid

1. Open bleeder 1/4 turn and then install hose. Note: The bleeder valve provided is a speed bleeder. It has a spring and a ball inside of it. As you pump the levers, it allows fluid to pass out of the bleeder and reseals itself. No need for a vacuum bleeder.
2. Remove reservoir cap and position master cylinder in a downward position so air does not trap inside the reservoir.
3. Pump handlebar lever 8 to 10 times or until the lines are filled with fluid.
4. Re-tighten bleeder screw.
5. Apply brake/clutch and check for any leaks.
6. Reinstall gauge cluster.

32. Route brakeline extension on the front edge of the handlebars up into the fairing.



33. Bolt stock line with crush washer to the new banjo bolt bleeder. Zip tie the line back in place. Bleed the new line extension at the supplied banjo bleeder joint inside of the fairing.

