

INSTRUCTION SHEET



Product shown in photo is
8" Ergo Bars for Indian Chieftain

12" ERGO BARS FOR INDIAN CHIEFTAIN

KIT CONTENTS:

- + Handlebars
- + Brake line
- + Brakeline hardware kit
- + Zip ties
- + Clutch cable
- + Clutch cable clamp

NOTE:

Always refer to model appropriate service manual for procedures and torque specifications

QUESTIONS?



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6a

1. Protect all painted surfaces and ensure motorcycle is secured for disassembly
2. Raise windshield all the way up
3. Disconnect battery
 - a. Remove top side covers
 - b. Remove both 8mm fasteners that secure the seat
 - c. Remove ECU tray but do NOT unplug connectors from the ECU
 - d. Disconnect negative terminal first, then positive from the battery
4. Remove windshield
 - a. Remove the 5 shoulder bolts and square nuts and set windshield aside (FIG 1)
5. Remove outer fairing
 - a. Remove the headlap ring by gently pulling it off the plastic barbs
 - b. Remove the 3 hex headlamp fasteners and then unplug headlamp and set aside (FIG 2)
 - c. Remove Speaker grilles by unbolting them from the underside (FIG 3)
 - d. Remove 1 fastener under each speaker grille (FIG 4)
 - e. Remove the 2 fasteners on each side of the inner fairing (FIG 4)

INSTRUCTION SHEET



6b



11



7a



12



7b



13



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- f. Remove the 4 fasteners between the windshield bracket and the outer fairing (FIG 5)
 - g. Gently lift the outer fairing off and set aside
6. Disconnect all switch connectors
 - a. Remove the switch cube housings on both sides (FIG 6A)(FIG 6B)
 - b. It is recommended to disconnect switches from inside the switch cubes and then pull the wiring out from the bottom wiring hole. (FIG 7A)(FIG 7B)
 7. Remove inner fairing assembly
 - a. Cut all wire ties holding the wiring to the inner fairing bracket and move wiring out behind the fairing (FIG 8)
 - b. Remove the 4 locknuts and washers (FIG 9)
 - c. Carefully remove the inner fairing by guiding it off of the top triple tree and around the clutch cable clamp on the left side (FIG 10)
 8. Remove control assemblies and accessories
 - a. Completely loosen the clutch cable adjuster, remove the circlip on the pin and remove the cable and lever from the bracket (FIG 11) (FIG 12) (FIG 13)
 - b. Remove the perch from the handlebar
 - c. Carefully drain the front master cylinder, remove the banjo bolt and remove the master cylinder from the handlebar (FIG 14)
 - d. Remove throttle sensor

NOTE: If you have heated grips, ensure that they are unplugged before trying to remove them from the handlebar.

- e. The clutch side grip is super glued on. A new set of grips or a new stock grip is recommended.
 - f. Carefully loosen and remove handlebar clamp bolts ensuring that the bars do not fall into the fuel tank (FIG 15)
 - g. Remove bars and set aside
9. Install wiring
 - a. Guide stock switch wiring through the handlebars until fully seated at the switch cube.
 - b. Fasten switch housings and the throttle sensor to the handlebar using the stock hardware.

10. Change clutch cable

NOTE: Again, be sure motorcycle is secured and supported with jack for clutch cable replacement

INSTRUCTION SHEET



17



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- a. Remove left side floorboard assembly and shift linkage
- b. Remove kickstand bumper (FIG 16)
- c. Remove highway bar if motorcycle is equipped

NOTE: Protect the front fender! It may ease removal by loosening the brake line assembly from the lower triple tree and frame down tubes.

- i. Remove right side foot control
 - ii. Remove the two lower bolts on the left and right side of the highway bar
 - iii. Remove the top two bolts from the frame
 - iv. Carefully remove highway bar
- d. Release clutch cable from actuator arm on clutch cover (FIG 17)
 - e. Loosen left side frame member enough to remove the clutch cable (FIG 18) (FIG 19)
 - f. Guide stock clutch cable out and replace with provided cable using stock routing. Make sure to fully engage cable end in the perch (FIG 20)
 - g. Reinstall components using factory torque specifications

11. Brake line removal and installation

- a. Remove P-clamp from top triple tree (FIG 21)
- b. Unclip plastic retainer on right hand side of frame neck (FIG 22)
- c. Remove cable clamp from right side frame member and keep metal retainer for re-installation (FIG 23)
- d. Remove the two bolts that secure the regulator to its bracket (FIG 24)
- e. Cut the zip ties that anchor the brake lines along the right side engine case (there is one hidden behind the frame in front of the exhaust crossover)(FIG 25)
- f. Unhook the brake lines and remove the brake line retainers
- g. Remove the brake line retainer on the right side of the ABS unit (it is behind the belt) (FIG 26)
 - i. There is not a lot of clearance so loosening the belt may help to get tools in there
 - ii. Remove both shoulder bolts with a 6mm allen tool (FIG 27)
- h. Cut the zip tie that holds the ABS banjo bolt wires together
- i. Unplug the front line connector (it's on the left side)



- j. Lay a rag in the space below the banjo fitting to catch surplus fluid
 - k. Using an 18mm wrench, remove the front line banjo fitting from the ABS unit (FIG 28)
 - l. Modify the lower retainer notch for the front line to accommodate the new brake line diameter (FIG 29)
 - m. Install the new brake line, torque banjo bolt to the master cylinder, torque ABS sensor banjo to the ABS unit and torque the brake line to the banjo fittings (FIG 30)
12. Adjust handlebars
- a. Test fit inner fairing before final handlebar adjustment to ensure inner fairing can seat all the way against the triple trees and clear the tank dash.
13. Check switches for correct function before reassembly
14. Check steering right and left to make sure wiring and cable routing is correct.
15. Reinstall removed components using factory torque specifications.
16. Install provided cable clamp to the left side bar to help retain the clutch cable