

Installation Instructions

2004 – 2005 Honda Rune Handlebar Risers # NRX017

IMPORTANT NOTICE! These risers are designed to work with the stock handlebar and hoses. Whether the bike has the shorter “A” handlebars with “A” hydraulic lines or taller “B” handlebars with “B” hydraulic lines, #NRX017 risers bring the bars back 2 ½ inches. These risers will **NOT** work on “B” handlebars with “A” lines.

1. Start by covering the fuel tank with a thick folded towel. In between the towel, place a piece of 18” x 12” cardboard. The cardboard will prevent any damage if you happen to drop something heavy during installation. Cover the top of the radiator shroud and the entire front fender with a thick towel.
2. Locate the supplied longer brake hose and four metal sealing washers. Notice the bends at both ends of the brake hose, and which end is top and bottom compared to the original. Place some plastic sheeting over the fuel tank, radiator shroud and fender to prevent any brake fluid from making contact with any painted surfaces. Should some spill some onto a painted surface - wash off immediately with warm water and dish soap as brake fluid can be harmful to paint. Using a helper will allow you to have a minimum loss of fluid and limit mess.
3. Remove the brake line fitting bolt from the master cylinder or upper end of the hose first. Have your helper place a finger over the hole in the master cylinder to prevent fluid from continuing to leak out. Remove both of the metal washers and place a new one onto the fitting bolt. Have your helper remove their finger, shift to the lower end of the hose and use two fingers around the fitting to stop the flow of fluid. Install the upper end of the hose using a new washer between the hose and master cylinder and make finger tight. Repeat this procedure on the lower end of the hose and junction block. Tighten both fitting bolts securely (14-16 ft. lbs).
4. Bleed the air out of the brake hose at the right front caliper bleeder screw if you are familiar with this procedure. If not, try the following procedure, which is usually faster and less messy. Remove the master cylinder cover and fill with brake fluid then replace the cover. Depress the brake lever fully and slowly 10-15 times. Refill the master cylinder if needed. Remove the master cylinder from the handlebars. Repeat the process while holding the master cylinder at a 45 degree angle with the fitting end up - then again with the fitting facing down at a 45 degree angle. This should work all the air out of the new hose. If the brake lever feels spongy you may need to repeat this pumping the lever with the cylinder tilted up and down several times. Reinstall the master cylinder on the handlebars.

- 5.** Remove the chrome shock mount cover (photo 1A) at the top of the upper suspension mount / steering head. Remove the 3 Allen bolts (photo 1B) - 2 on top and one on the left side of the cover using a 4 mm hex key. Be careful not to scratch the handlebar top clamp with the hex key as you remove the 2 top bolts.
- 6.** Now you will be able to see and access the Allen screw at the top rear of the headlight housing (1C). Remove this Allen screw and then gently pull the upper headlight housing forward. It will come off very easily.
- 7.** Bend open the black metal tabs securing the wire loom now exposed on top of the upper suspension mount / steering head. Pull up the slack in the wire harness from inside the headlight towards the handlebars; you will be able to pull at least 1 inch of the wire harness up. Remove the electrical tape from the grommet, slide the grommet down towards the headlight 1" inch and tape it back up around the wires so that the grommet will fit back into the metal clips. **DO NOT** bend down the black metal tabs yet. Replace the headlight upper housing and the Allen screw removed earlier. (Note: There are 2 pins that secure this cover in the front).
- 8.** From underneath the tank, pull up the slack on both throttle cables (one at a time) and the clutch hydraulic line. You will be able to obtain at least 1 inch on the throttle cables and ½ inch on the clutch line.
- 9.** Remove the 4 chrome caps covering the Allen bolts on top of the handlebar clamp using a small pick or screwdriver. Loosen all 4 Allen bolts but keep the handlebar from flopping loose - you want the handlebar to have some resistance if you push down on it.
- 10.** Remove the handlebars with riser and top clamp assembly from the upper suspension mount / steering head as follows: Using a 19mm deep socket, remove the two 19mm nuts from the bottom side of the upper steering head.
- 11.** Have a helper hold the bars so that they DON'T fall on to the tank. Once the nuts have been removed, carefully lift the handle bar / riser assembly up until the threaded studs are clear of the steering head - then carefully lay it down, resting on top of the fuel tank. Before installing the risers, cover the tree to prevent any scratching of the chrome.
- 12.** Locate the two 17mm flange nuts and lock washers supplied. You will need medium strength thread lock and a 17mm open-end wrench. A small adjustable wrench and small vise grips may also be helpful.

13. Put a drop of thread lock on the threaded studs of the original risers. Locate the new right side (as seated on the bike) riser extension (photo 2A). Slide the bolt hole of the riser extension on to the stud of the original right side riser until the treads appear in the cavity or opening of the extension (photo 2). Start the washer and nut on to the stud. You will need to rotate the nut simultaneously as you push the riser into place. Tighten securely with the 17mm open-end wrench. If it becomes too crowded for the open-end wrench, then use the small adjustable wrench or vice grips. Repeat the procedure using the remaining riser extension on the left side, making the nut only snug at this time. Place the supplied riser extension front cover over the 4 mating holes in the extensions (photo2B) making sure that all four holes align properly. If they do not, adjust the riser, and then tighten the 17mm nut securely.

14. Locate the two 12 x 30mm bolts and remaining lock washers supplied. Place a drop of thread lock onto the threads of the bolts. Remove towel from above the fork tree, have your helper lift the risers and handlebar assembly up into place, aligning their holes with those on the steering head. Rotating the handlebars downward in the clamps will make this procedure a little easier. Install the two bolts with thread lock and lock washers from the bottom up, thru the steering head, and thread them into the riser extensions until finger tight.

15. Install the riser extension front cover with the four flat head Allen screws supplied. Tighten all four screws equally in an “X” pattern so that the cover seats fully and evenly on both sides. Securely tighten the two bolts underneath the steering head (26-30 ft. lbs.). Secure the wire harness and grommet removed earlier back into its holder and bend over the tabs. Replace the suspension cover removed in step 3.

16. Adjust handlebars to the desired height making sure there is at least 1 ½” (3” should be optimum for most riders) clearance between the fuel tank and the bottom of the switch housing on the bars when turned full left and full right. Tighten the 4 Allen bolts on the handlebar top clamp securely (18-20 ft.lbs.). Replace the four chrome caps removed from the clamp bolts earlier. Recheck all fasteners for tightness. Check to see that there is sufficient slack in all cables and hoses and that the throttle returns freely with the handlebars in all positions.

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