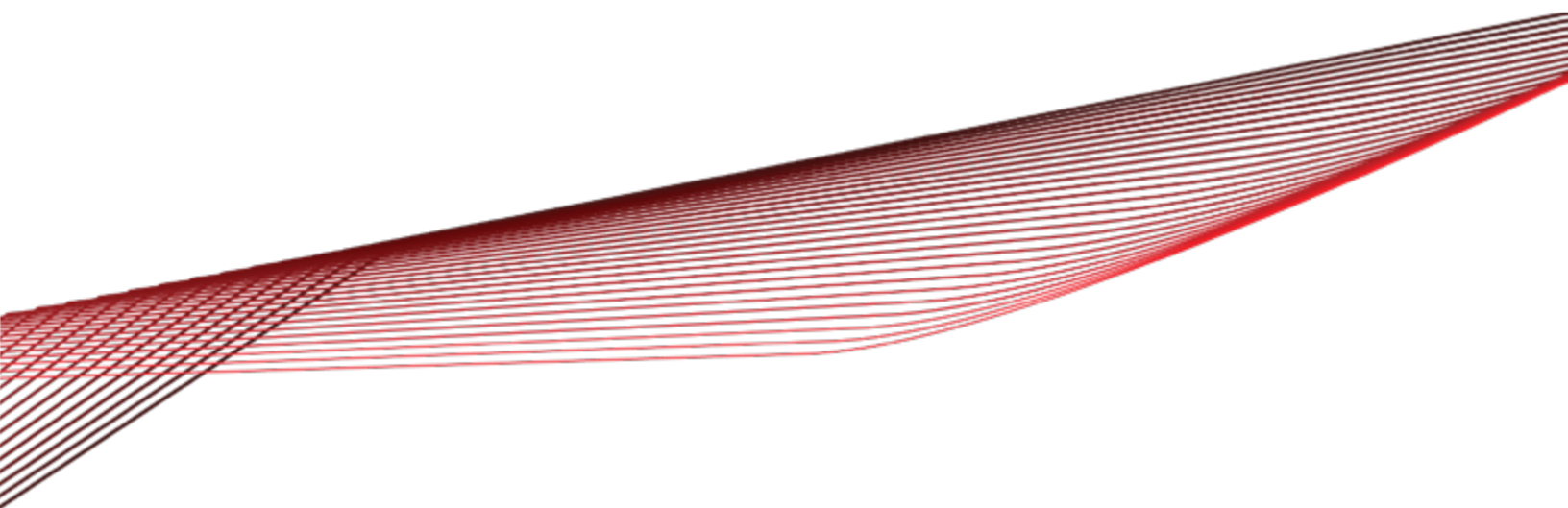




INSTALLATION INSTRUCTIONS

2025+ Honda Rebel 1100-T and DCT Handlebars
Part No: **HST01194-DCT, HST01196 (6-SPEED STANDARD)**



Important:
Please give customer enclosed information

Thank you for your purchase of our HeliBars®. They are designed to increase your long distance comfort and improve the handling of your sport motorcycle, and we feel confident you will enjoy them.

HELIBARS INSTALLATION

Improper installation could result in serious injury or death. Have a qualified mechanic install your HeliBars.

*Note the location of lines and cables.



CAUTION: Make sure the HeliBars tour performance riser is fully seated. Move bars carefully lock to lock and check clearance of: 1.Cables 2. Hydraulic lines 3.Wires 4.Fairing 5.Fuel tank. Torque all hardware to manufacturer's specifications.

Your HeliBars are designed to fit your motorcycle with little to no modifications needed to your stock cables and hydraulic lines. In order to achieve this fit, we do not simply increase the height at the fork tube/triple clamp area.

If you have installation questions, please call 1-800-859-4642.

Heli Modified, Inc. assumes no liability for any injury or loss of property which may result from improper installation or use of any HeliBars.

WARRANTY & RETURN POLICY

We make every effort to build a quality product so you can fully enjoy your riding experience. Thank you for your order.

HeliBars® may be returned for defects in materials and workmanship within one year from the date of shipment to the original purchaser, in which event the purchaser may receive a replacement set of HeliBars.

If within thirty (30) days of the shipping date you are not satisfied for any reason, you can return the HeliBars. Return policy is valid for original purchaser only. If HeliBars are purchased from a vendor other than Heli Modified, Inc., customer must contact vendor where purchased regarding returns. Refund will be extended to original purchaser only. There are no other warranties which extend beyond this. Conditions of this 30 day return policy:

1. Bars must not be used as a tie down point. (See attached 'Trailer Instructions').
2. Bars cannot be damaged, dented, or altered in any way.
3. Bars cannot be overtorqued.
4. Refund will be for product purchase price only, and credited to original purchaser only.

5. Product must be returned with all original equipment, documents and in original packaging. There must be no physical damage caused by the customer or by carrier.
6. A Return Authorization Number must be obtained from us before you return the product.

We reserve the right to charge a re-stocking fee of up to 25% if the above criteria are not met.

There are no further express or implied warranties including, but not limited to, implied warranties of merchantability or fitness for a particular purpose. By accepting this product, the consumer agrees to arbitrate and litigate any controversy in the state of Maine, and under the laws of the state of Maine.

Heli Modified Inc. Assumes no liability for any injury or loss of property which result from improper installation or use of any heli bars. All Heli Modified, Inc. Products should be installed by a qualified mechanic. Improper installation may cause death or injury.

Ride Safe and Enjoy!

2025+ HONDA REBEL 1100-T AND DCT HANDLEBARS — HST01194-DCT, HST01196 (6-SPEED STANDARD)

- Up to 2 1/2" taller
- 6" closer to rider
- Wrist angles adjustable

Required Tools

- 5mm hex
 - Torque wrench (ft-lbs)
 - 14mm open end wrench
 - 8mm open end wrench
 - 12mm box end wrench
 - 4mm hex
 - Optional: HeliBars grip removal tool for Hondaline heated grips –part #LST Tool Kit price \$30.00
-

1. Remove fairing and mounting frame on T models.
 - A. Loosen and remove 6 screws holding fairing to mounting frame (**See Photo #1**). Use a 5mm hex driver. Remove fairing (**See Photo #2**).
 - B. Loosen and remove 2 bolts below the headlight which attach fairing frame to the lower triple clamp. Use a 12mm socket (**See Photo #3**). Push down and disengage rubber grommets from the top triple clamp (**See Photo #4**).
2. Remove the dash forward cover by removing the 2 mounting screws (**See Photos #5 & 6**).
3. Remove USB charging plug mounting tap by pulling the plug forward. Let it rest beside the headlight (**See Photo #7**).
4. Remove the plastic clamp from around the front brake hydraulic line and right control housing wire loom by pulling up on the 2 tabs and releasing the teeth (**See Photo #8**).
5. Carefully cut through the gray tape on the top connector (**See Photo #9**). This will allow you to unfold the harness. Remove tape.
6. Remove cable tie from left side of handlebar by inserting a small spade screwdriver into it and twisting it forward (**See Photo #10**). Carefully cut cable tie of harness.
7. Remove the top connector from its tab by pushing in on the end of the left side while pushing the connector to the left (**See Photo #11**). This will take a few attempts.
8. Remove next lower connectors using the same technique (**See Photo #12**).
9. Loosen and remove 2 dash mounting screws. Use a 4mm hex (**See Photo #13**).
10. Unplug TFT screen by rolling back rubber boot, then press release tab (**See Photo #14**).
11. Unplug small connector (**See Photo #15**) Set dash aside.
12. Install front brake hydraulic line extension (**See Photo #16**).
 - A. Place rag and several layers of paper towels below master cylinder.
 - B. Remove banjo bolt from front brake master cylinder. A very small quantity of fluid will leak out. Remove old sealing washers if attached to the banjo fitting. Locate the banjo bolt with the bleeder and apply one copper washer, slide it through fitting and apply a second copper washer (**See Photo #17**).
 - C. Thread hydraulic line extension female fitting onto banjo bolt. With the opposite banjo fitting facing straight up, hand tighten fitting with a 14mm and 12mm wrench (**See Photo #18**).
 - D. Insert factory banjo bolt with 2 copper washers through banjo fitting (make sure old washers are removed) and screw into master cylinder. Push fitting upwards until it contacts tab and torque to 12 ft.lbs (**See Photo #19**). Tighten lower fitting using 14mm and 12mm wrenches. Keep factory rubber line pointing straight down. Snug bleeder fitting with an 8mm open wrench so it doesn't leak.
Do not overtighten as bleeder easily strips.
13. Remove both bar end damper weights. Use an 8mm hex bit (**See Photo #20**).
14. Unplug the 4 micro switch contacts on the front brake master cylinder. Notice that the upper contacts are wider than the lower (**See Photo #21**).
15. Remove master cylinder from bar. Use a 5mm hex bit and rest master cylinder on fuel tank. Make sure hydraulic line is beneath handlebar (**See Photos #22 and 23**).

16. On 6 SPEED models, adjust all slack out of the adjuster, align slot and remove clutch cable from lever (**See Photo #24**). Remove connectors from micro switch.
 17. On DCT MODEL deploy parking brake to access mounting bolts, remove 2 connectors from micro switch and remove mounting screws with a 4mm hex bit (**See Photo #25**). Let it hang beside forks.
 18. Remove mounting screws from left control housing and remove from bar. Let it hang beside fork.
 19. Remove non-heated left grip with compressed air or by starting a long thin screwdriver under grip inner edge and drip some rubbing alcohol in to lubricate. Start to wiggle grip as you move screwdriver deeper until grip loosens enough to remove.
- NOTE: We have a specialized tool specifically designed to remove HEATED GRIPS.**
20. On 6-speed remove stock clutch cable.
 - A. Remove outer lock nut and bolt holding bracket to engine case (**See Photos #26 and 27**).
 - B. Carefully pull clutch cable back through 2 eyelets on frame (**See Photos #28 and 29**).
Withdraw cable from frame then install a longer replacement cable in reverse – Place cables behind ABS brake lines as you move cable toward the first eyelet - refer to **Photo #29** then through the second eyelet. Attach lower end to arm.
- DCT MODELS ONLY**
21. Move parking brake cable.
 - A. Remove cover by pulling outward on top and bottom (**See Photo #30**).
 - B. Pull rubber boot back, press in on release tab and wiggle connector out (**See Photo #31**).
 - C. Pull parking brake cable out from behind connector and position it next to the frame. Pull the extra slack forward by grabbing and pulling the parking brake assembly. Reconnect connector and boot (**See Photo #32**).
 - D. Position cable tie as shown and leave it loose until side cover is mounted (**See Photo #33**). After pulling all slack in cable forward tighten cable tie and trim end. Parking brake cable should stay between cover and frame tube (**See Photo #34**).
 22. Disassemble right control housing.
 - A. Loosen and remove 2 screws (**See Photo #35**).
 - B. Remove screws (**See Photo #36**).
 - C. Loosen locating strap screw. The screw will get pulled up against the magnet (**See Photo #37**). Slide throttle grip off bar end followed by housing (**See Photo #38**).
 23. Remove plastic harness cover located just inboard of the upper left side fork tube.
 - A. Carefully rotate the front end all the way to the right by grabbing the fork tubes.
 - B. Remove the single screw from the back side of the plastic cover (**See Photo #39**). Use a Phillips screwdriver.
 - C. Remove the single screw, upper forward location with a 5mm hex (**See Photo #40**).
 - D. Remove the wire stay at the lower triple clamp with an 8mm socket. It is under a bit of stress as the harness it's holding is substantial (**See Photos #41 and #42**). Notice the loop on the bottom that holds the rubber bushing around harness in place. This will help when reattaching the stay.
 - E. Wiggle the box down. Pull the grommet off the top (**See Photos #43 and #44**).
 - F. Free up the cover from the harness by pushing in on the 2 tabs **Photo #45**. Open the clam shell and remove from harness.
 24. Modify harness cover to allow left control housing wire loom to exit in a new location.
 - A. Using a silver sharpie or similar marker draw a triangle as shown in **Photo #46**. This cut-out area will be facing the upper left fork tube, measuring roughly 3/8" wide at the bottom and 3/4" high. Make small cuts with a small wire cutter and nibble the plastic away to avoid cracking the plastic. A small coping saw would also work well. Here's the finished result (**See Photo #47**).
 - B. Place the bundle back into the cover with the left control housing wire lead exiting the new hole (**See Photo #48**) to identify the left side harness. It's the harness that has a large white connector at its base. **Photo #49** shows the left control harness exiting the new hole. The other 2 harnesses are back in the same exit as before. It may take a few tries to get everything situated such that the 2 halves close and the 2 clips engage. Place the rubber grommet back into the nipple. Engage and tighten the single screw on the back cover.

- C. Lubricate the rubber bushing with silicone spray, silicone grease or a bit of rubbing alcohol smeared on its surface. Push the cover back up in place and make sure the wire and the plastic tab are in front of the threaded boss **Photo #50**. Install and tighten screw with a 5mm hex driver.
- D. Reinstall lower metal stay. It takes a bit of force to get it back into position. Use **CAUTION** to avoid cross-threading the mounting bolt. Tighten with an 8mm socket. Make sure lower loop fits over rubber grommet below bottom triple clamp (**See Photos #51 and 52**).
25. Place Horizon handlebar lower assembly into the handlebar mounts and center left to right **Photo #53** Make sure fuel tank is covered with protective material.
26. Put the left & right caps in place with their screws. Make sure instrument mounts are facing forward. Adjust riser so it's angled back at roughly 45° to the rider. Snug the screws only at this time starting with the forward two (**See Photo #54**). Carefully rotate front wheel all the way to left steering stop and right steering stop and be sure there is clearance between fuel tank and bars (**See Photo #55**). Make sure there's at least ¼" clearance. You will make final adjustments after grips and controls are installed. Torque the handlebar mounting clamp screws to 17ft.lbs.
27. Locate the right handlebar tube (see marks L & R). Remove inner mounting screw, loosen outside screw. Insert handlebar tube with a slight twisting motion until tube's inner end is flush with an upper clamp. Insert screw and thread it down until it bottoms out and then loosen one half turn (**See Photo #56**).
28. Install controls onto right side handlebar tube.
- A. Rotate tube so that the single locating hole is facing forward.
- B. Slide throttle assembly over end of bar, align strap dowel with locating hole and tighten (**See Photo #57**)
- C. Slide throttle into place and engage tooth. It will only fit one way (**See Photo #58**)
- D. Install the rear cover that faces the rider, install screws and tighten (**See Photo #59**)
- E. Install forward cover and tighten. Look back to disassembly for clarity.
- F. Plug-in wire connectors to front brake master cylinder micro switch **Photo #60**. Be sure large and small spades on micro switch match large and small wire connectors.
- G. Install master cylinder, clamp and pinch bolts. Snug the top screw first but leave them loose (**See Photo #61**). Use a 5mm hex.
- H. Rotate handlebar tube to find ideal angle for control housing button position. Torque the 2 mounting clamp pinch bolts to 14 ft.lbs (see 2 white arrows) **Photo #61**. Adjust front brake lever height and tighten master cylinder to 7ft. lbs.
29. With 2 of the cable ties provided place one at the top around wire loom and riser tube and one around hydraulic line/wire loom and lower riser **Photo #62**. Keep harness to the outside of the handlebar riser tube and not below. Trim excess.
30. As per right side, install left handlebar tube into its upper mounting clamp, make sure it's flush with clamp's inner edge and install inner screw. Rotate bar until outer locating hole is in the correct location and install left control housing, engaging its dowel into the locating hole (**See Photo #63**). Rotate bar until control housing/buttons are at the correct angle then torque bar tube clamping screws to 14 ft.lbs.
31. Install DCT lever and mirror/clamp by engaging dowel and tightening screws (**See Photo #64**). Adjust cable so there is about ½ inch of space from handlebar riser tube to cable (**See Photo #65**). Use a 14mm open-end wrench to loosen lock nut then re-tighten. Connect micro-switch (**See Photo #66**).
- FOR 6 SPEED** Mount clutch lever assembly on bar, adjust lever angle and tighten. Attach wire connectors to micro switch.
32. Install left grip. Use a spray on adhesive which will act as a lubricant when applied. Quickly slide grip into place but do not compress it against control housing. Slide it in and when it contacts housing stop pushing. It is also acceptable to use rubbing alcohol as a lubricant. You will flood the inside of the grip and slide it into place. When it dries the rubber grip will stick to the powder coat finish (**See Photo #66**).
33. Install bar end damper weights and screws. Use an 8mm hex and torque to 16 ft.lbs.
34. Re-mount instrument console.
- A. Plug in main connector to the TFT screen and push it in until you hear a click. You will need to pull back rubber boot to accomplish this **Photo #67**. Push rubber boot back into groove around connector.
- B. Mount TFT screen with its button head screws. Use a 5mm hex drive **Photo #68**.
- C. Plug small sensor connector into harness **Photo #69**. Position that harness behind metal stay.
- D. Attach right control housing wire harness to metal stay tab with a provided cable tie **Photo #70**. Trim excess cable tie.

- E. Slide the USB plug rubber boot over its mounting tab
Photo #71. Install the 2 screws with a 5mm hex. **DO NOT** over-tighten screws.
- F. Install the TFT screen front cowl (**See Photos #72 and 73**). Install the 2 screws with a 5mm hex. Do not over-tighten screws.
35. On T models install fairing:
- A. Install fairing mount upper rubber grommets into the holes in the bottom of the top triple clamp. Use silicone spray or similar rubber lubricant to help the bushings slide into their holes (**See Photo #74**). Install lower mounting bolts and tighten (**See Photo #75**).
- B. Install fairing using the 6 mounting screws that were previously removed. Refer back to earlier photos of fairing. Do not over-tighten mounting screws.
36. Bleed front brake master cylinder from the bleeder banjo bolt only. Do not attempt to bleed from the front caliper on ABS system as it's not necessary and will only complicate the process. Make sure the bleeder (8mm wrench) is snug. Do not Over-tighten! Procedure as follows A to F below:
- A. Leave reservoir cover in place at this time.
- B. Turn handlebars all the way to the left steering stop. This puts the hydraulic line extension and the master cylinder at a perfect angle to allow air to travel back to the reservoir.
- C. With your fingers tap the front of the brake lever pushing it back slightly each time. Do this for 5 seconds, wait several seconds and repeat. After about a half dozen cycles press the brake lever in then release quickly. Keep repeating this process until you feel the brake lever travel reduce, meaning the master is starting to pressurize.
- D. Loosen then very lightly tighten banjo bleeder. Remove rubber cap. Press in brake lever with light force. With your free hand hold an 8mm box wrench and a paper towel over the bleeder valve, loosen and then lightly re-tighten bleeder valve. Repeat several times until brake returns to full charge. Tighten bleeder but remember it has small fine threads and will strip easily. Wipe brake fluid from bleeder and remount rubber cap.
- E. Return bars to center position. Keep tank and area under master cylinder covered. Remove master cylinder reservoir cover, floating plastic baffle and set aside.
- Add fluid if needed but rarely is that necessary. Put baffle back and install reservoir cover and tighten screws lightly. Remember that you are tightening on rubber.
- F. Double check all pivot pinch bolts from proper torque settings.
- To adjust clutch cable on 6 SPEED STANDARD:**
- A. At the lower adjuster (on top of the transmission) adjust the nut closest to the engine cylinders so there are several threads showing on the elbow. Tighten both nuts.
- B. Adjust the upper adjuster but make sure to leave a bit of free play, e.g. 1/8" to 1/4". This is very important to maximize clutch life.



Step 36 How to Video

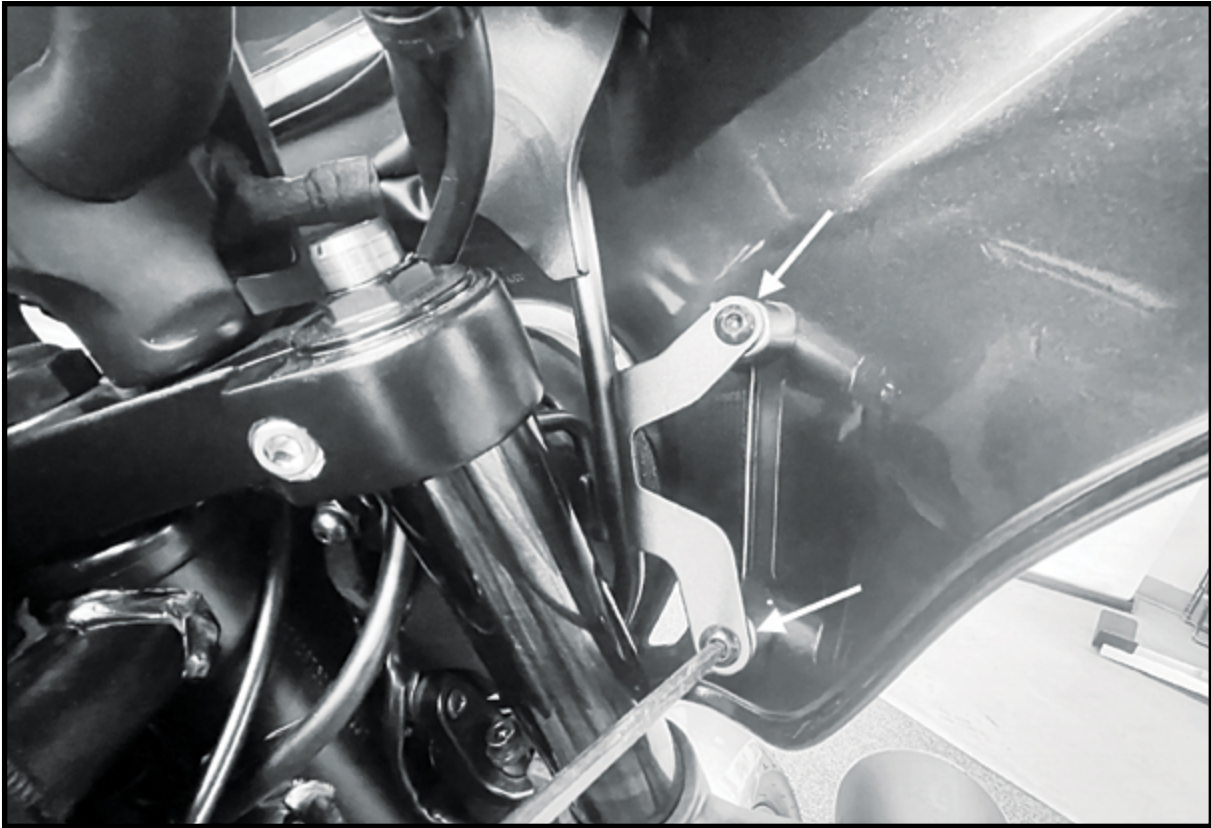


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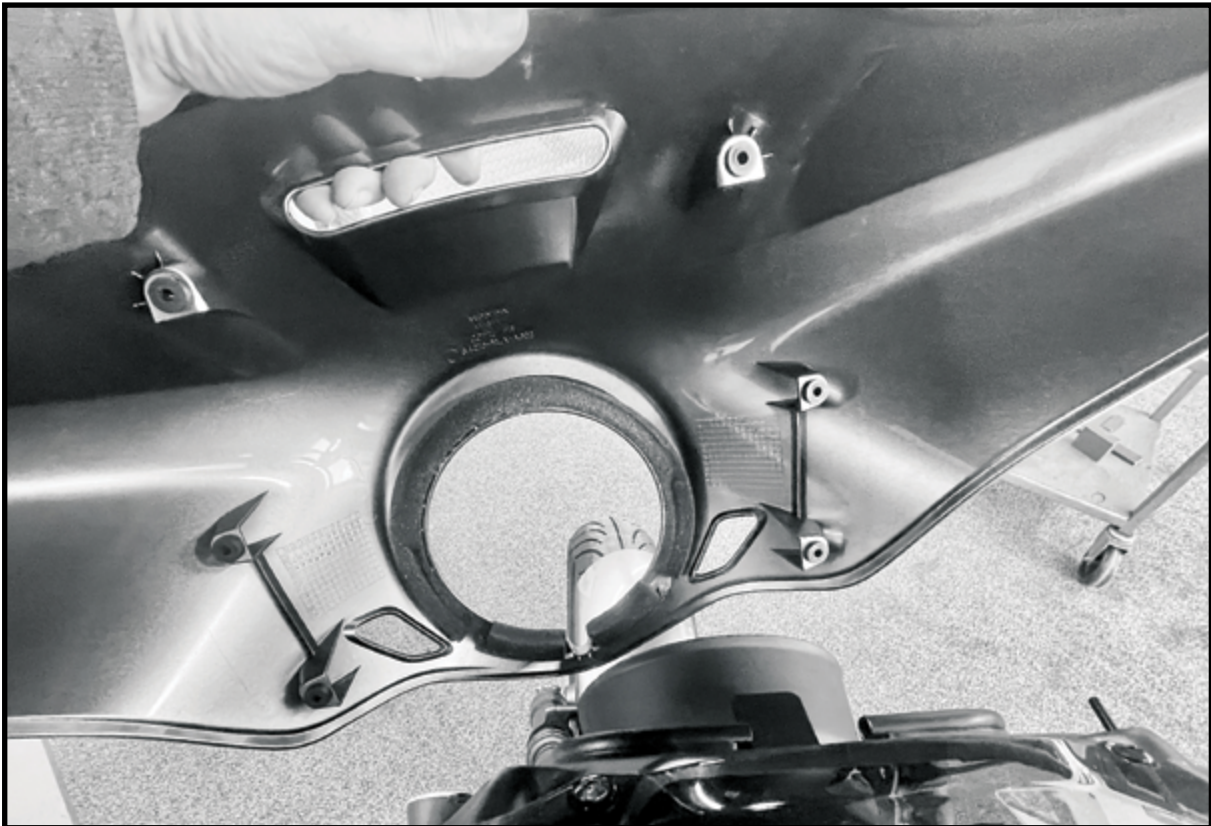


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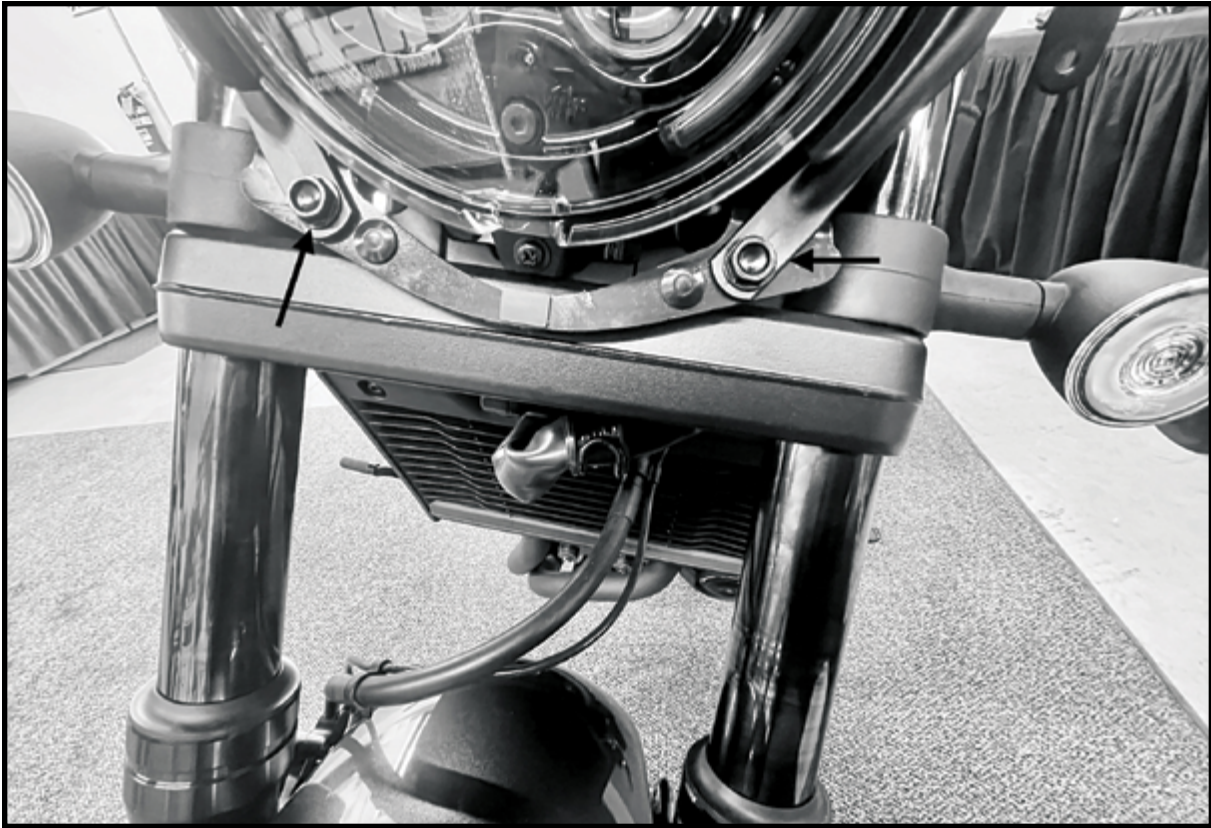


Photo 3



Photo 4

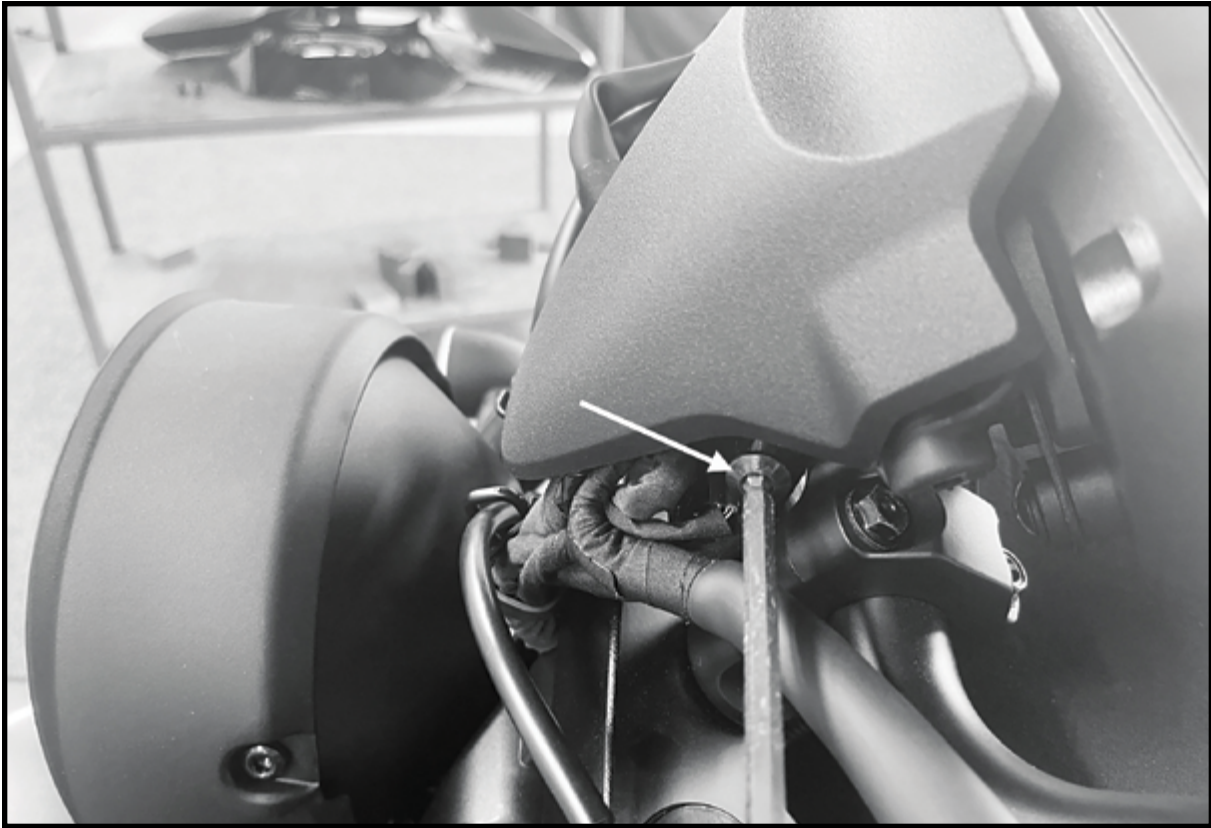


Photo 5



Photo 6



Photo 7

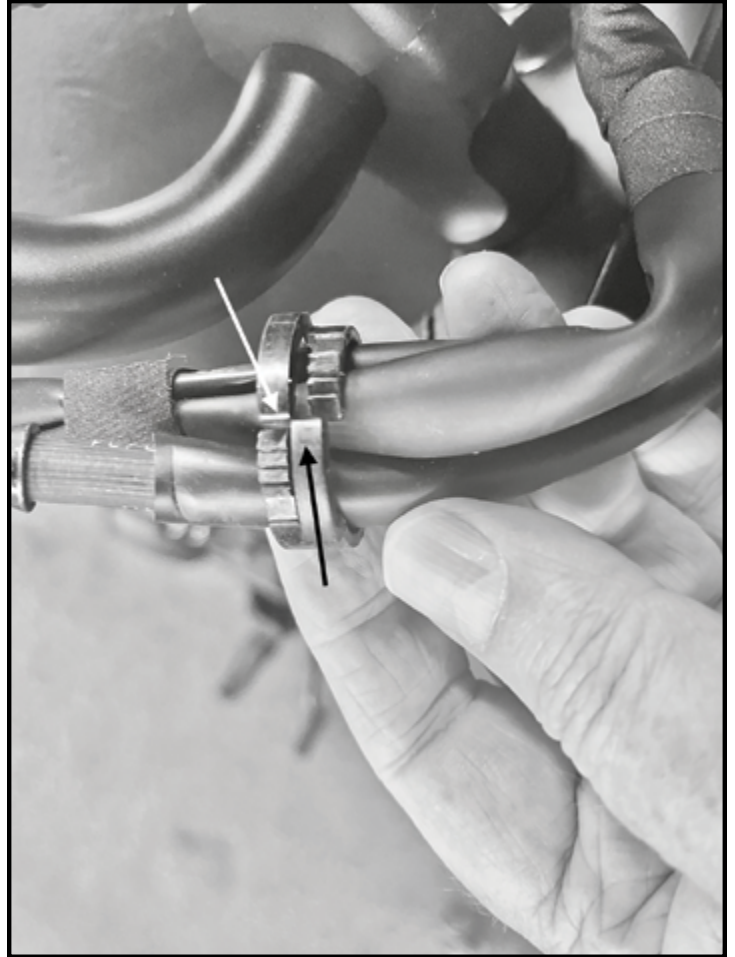


Photo 8



Photo 9

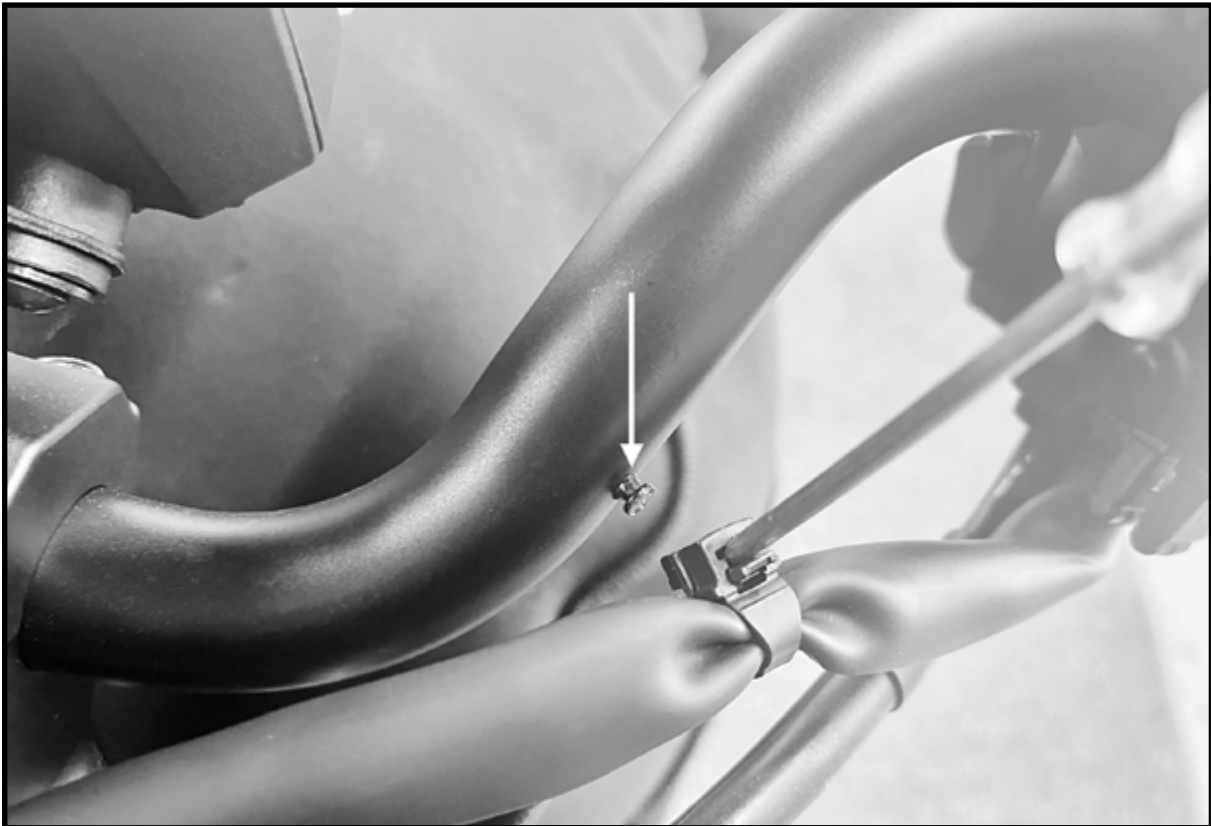


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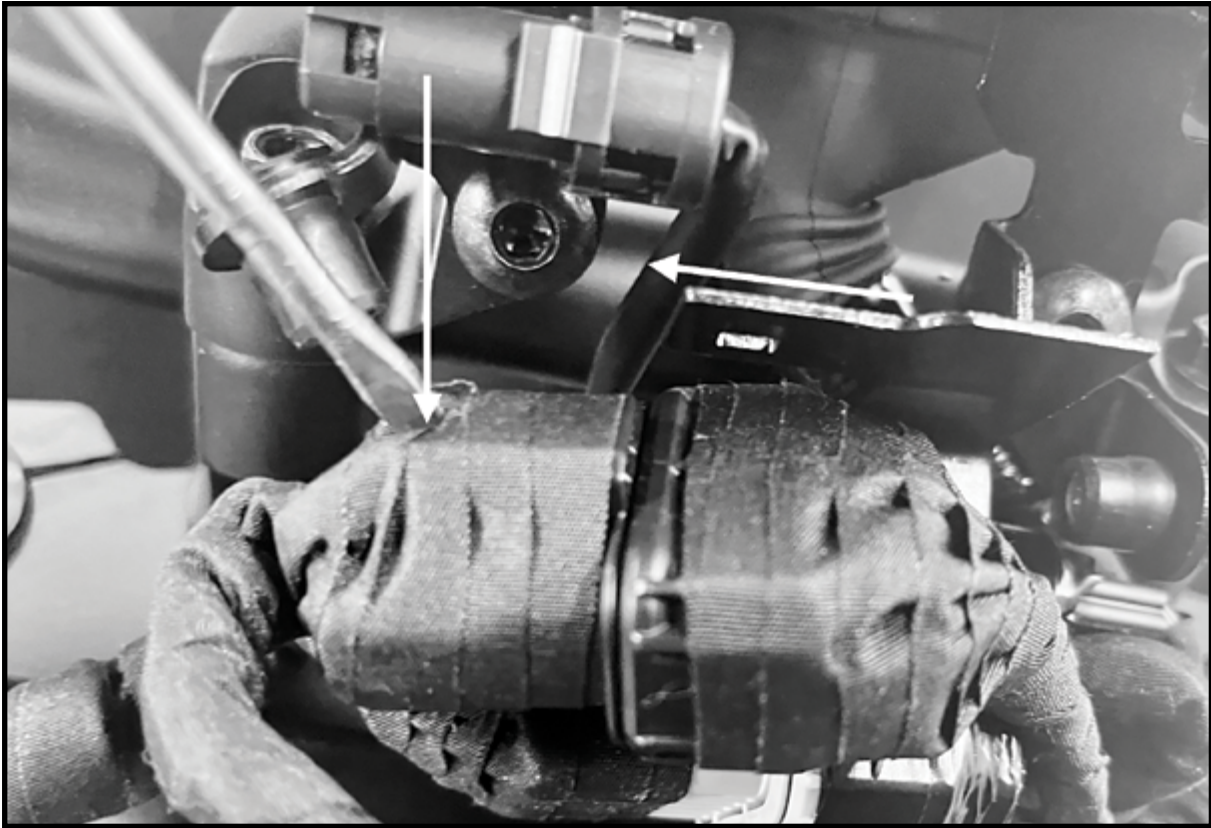


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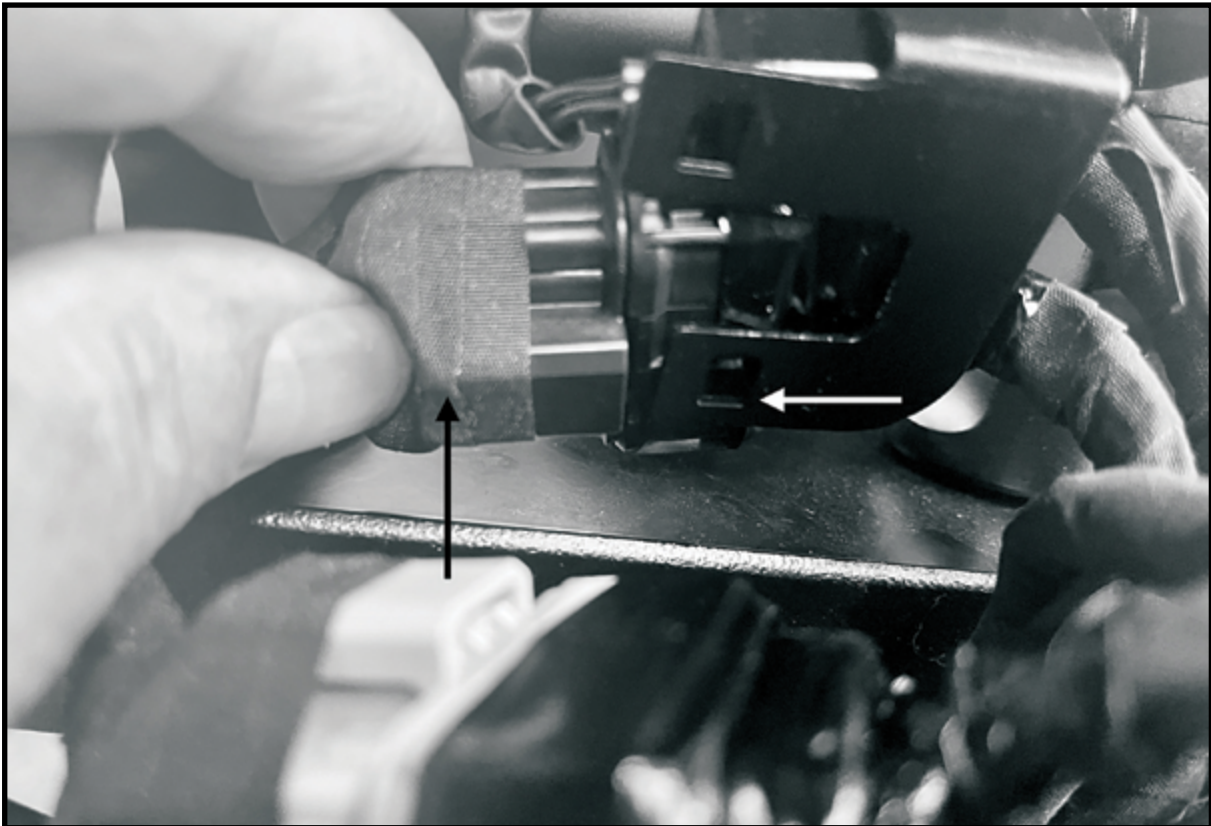


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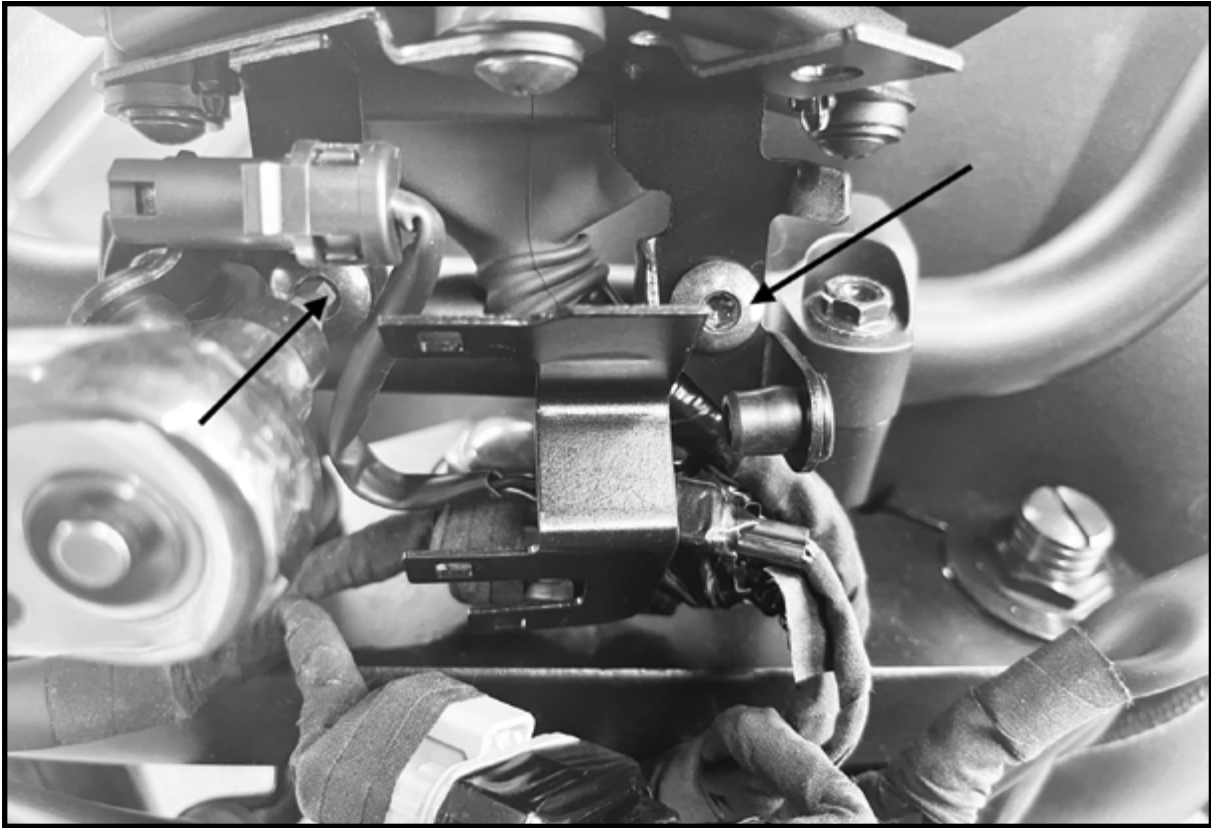


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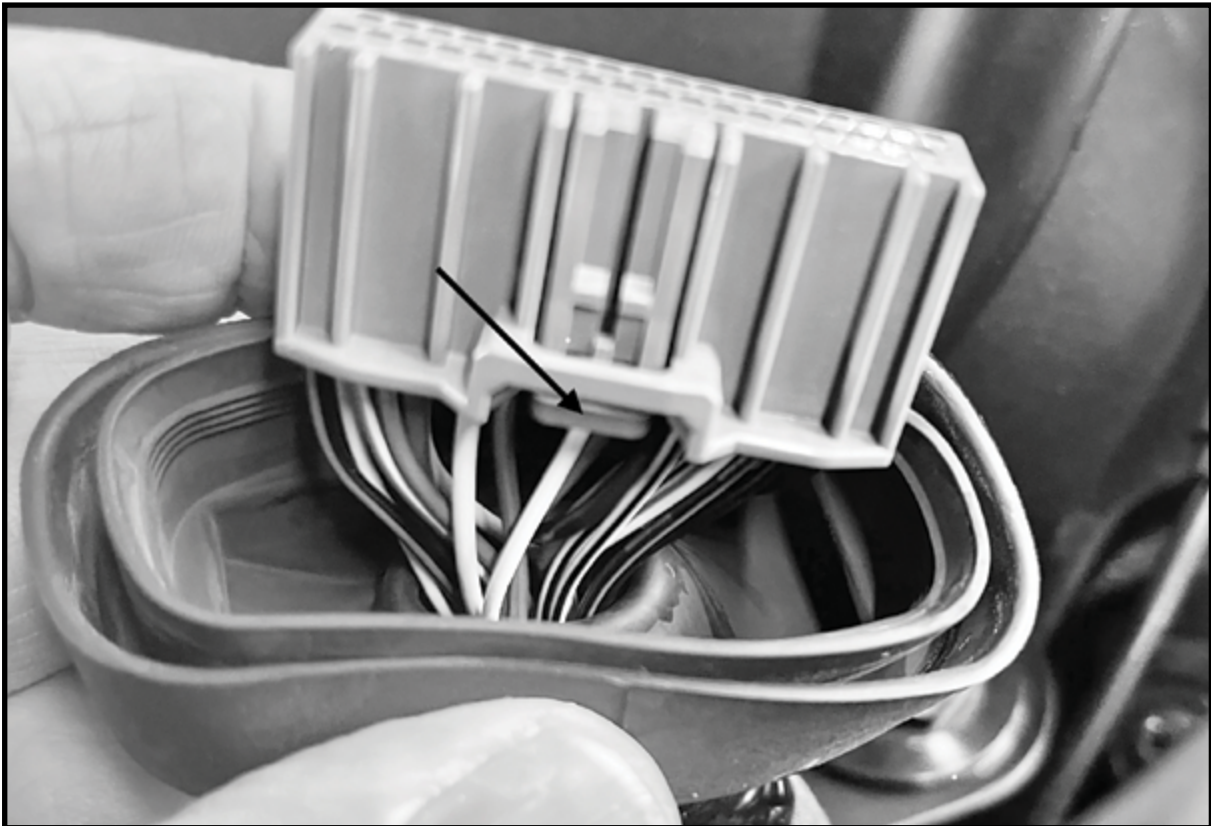


Photo 14



Photo 15



Photo 16



Photo 17

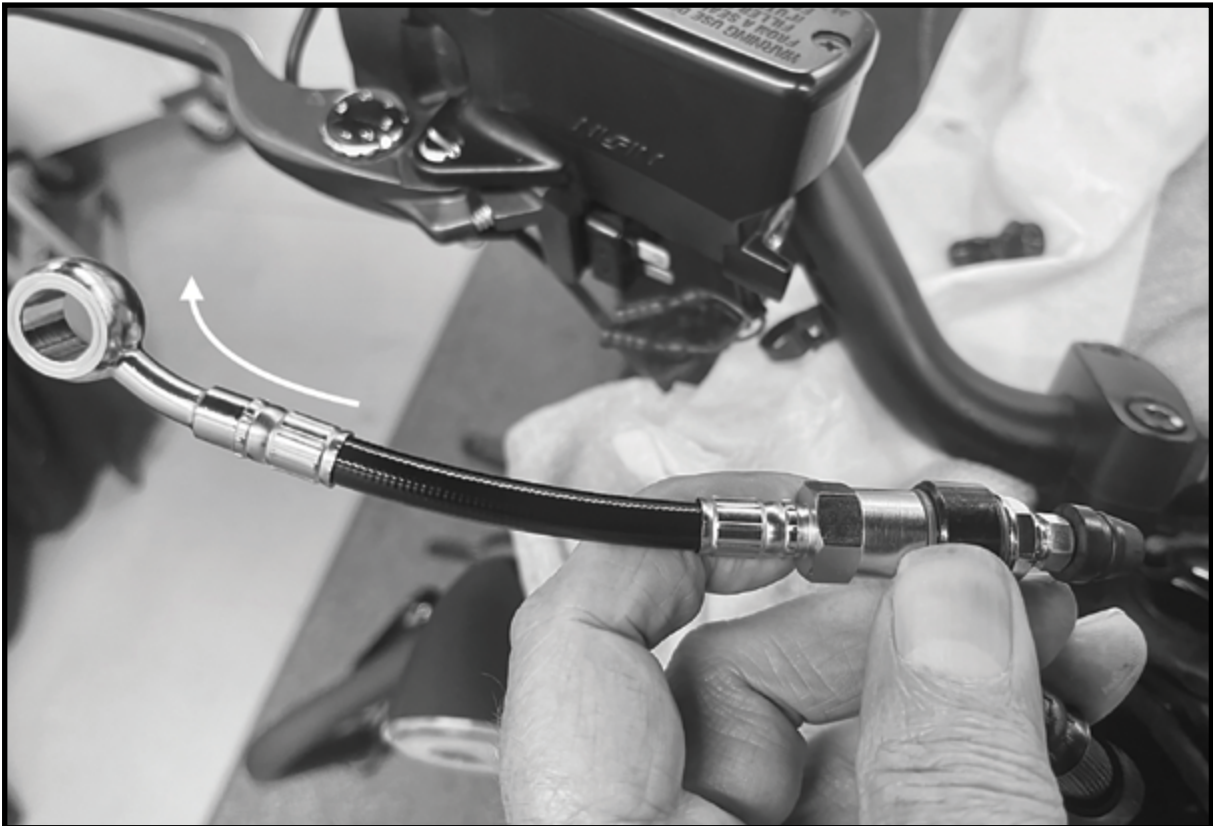


Photo 18



Photo 19



Photo 20



Photo 21



Photo 22

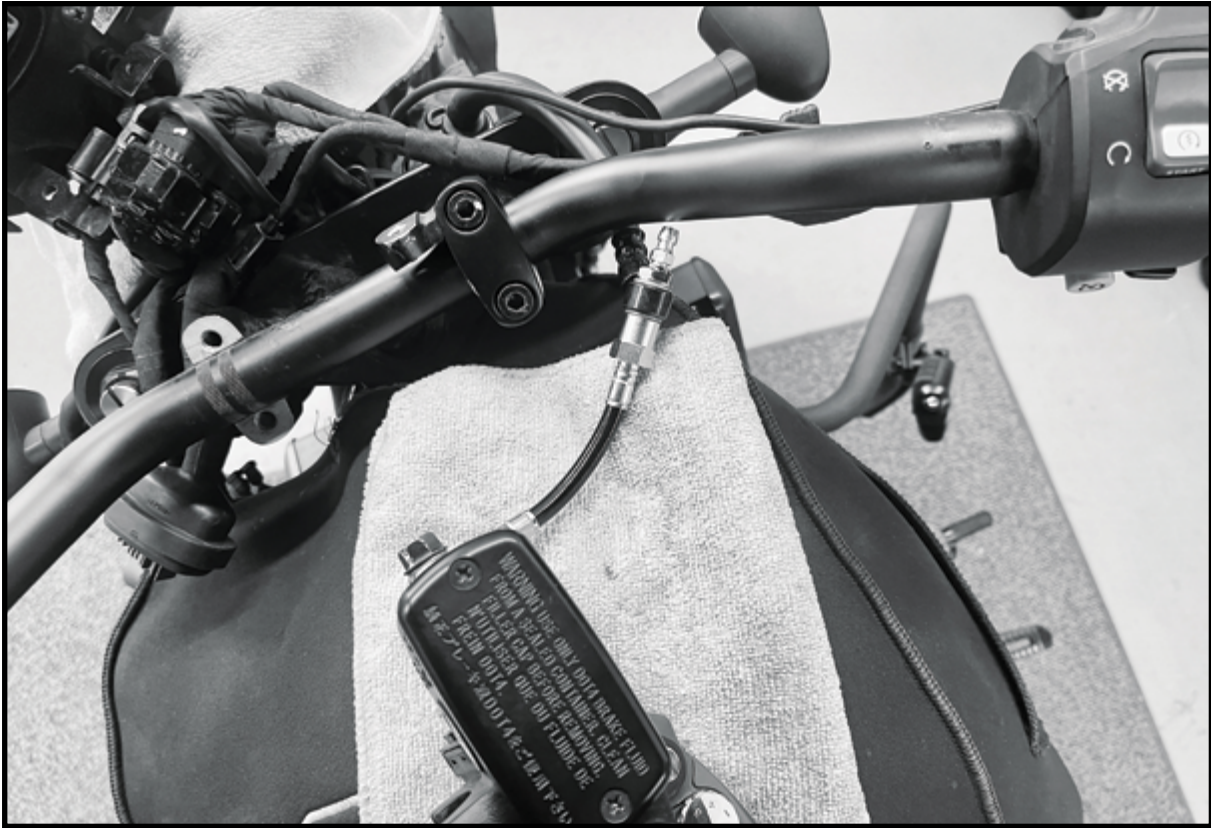


Photo 23



Photo 24

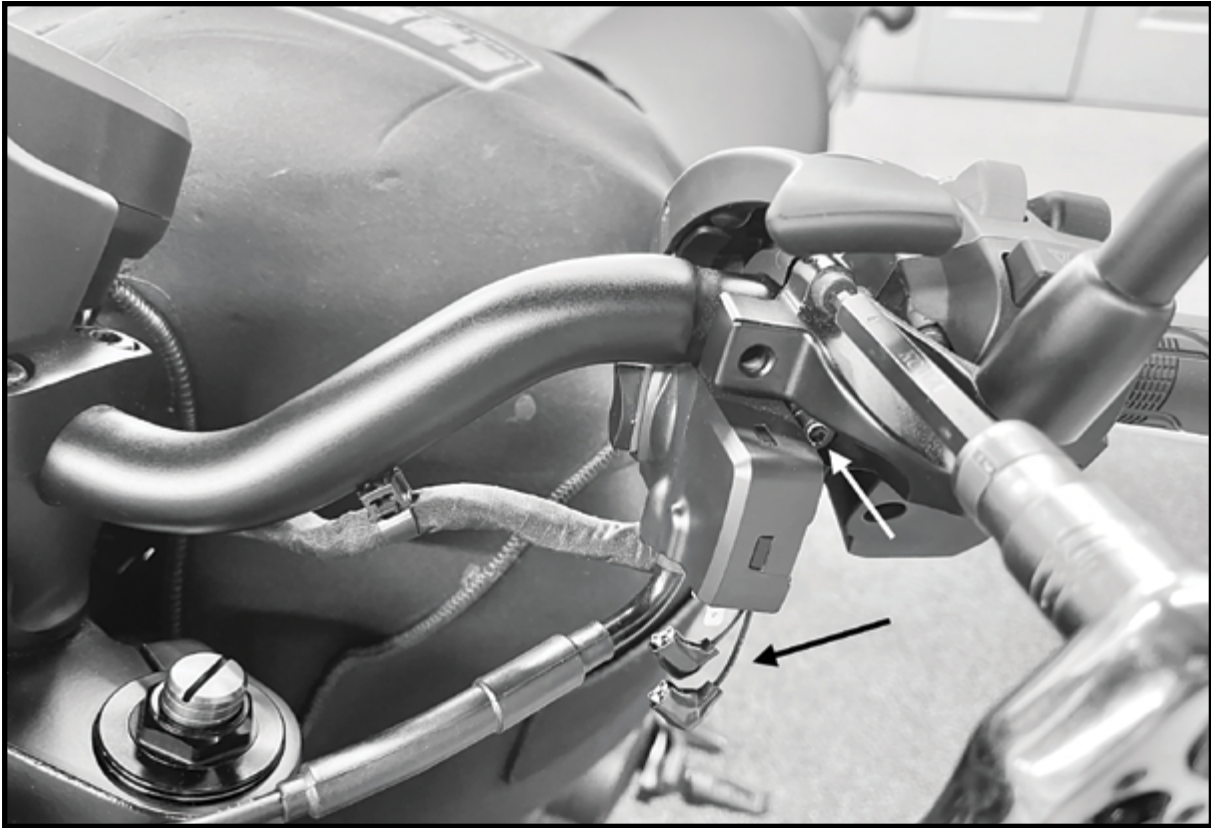


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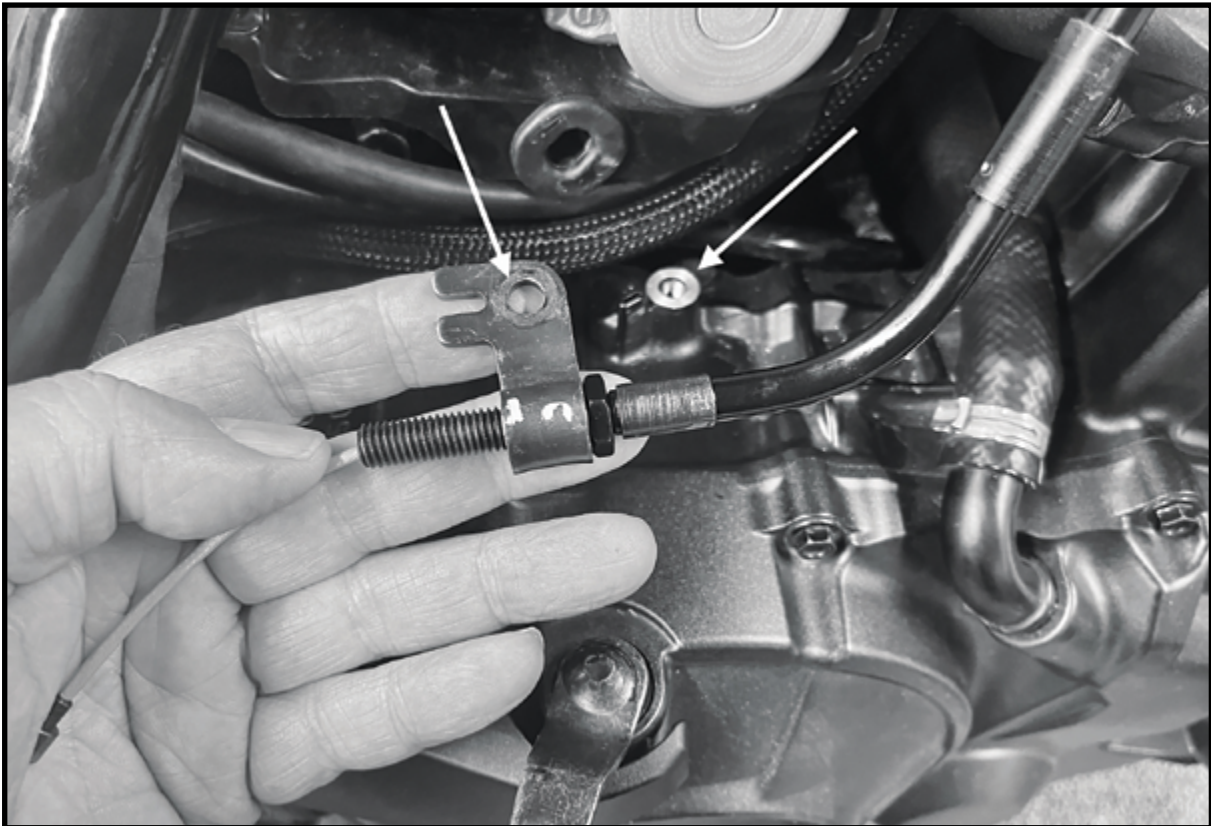


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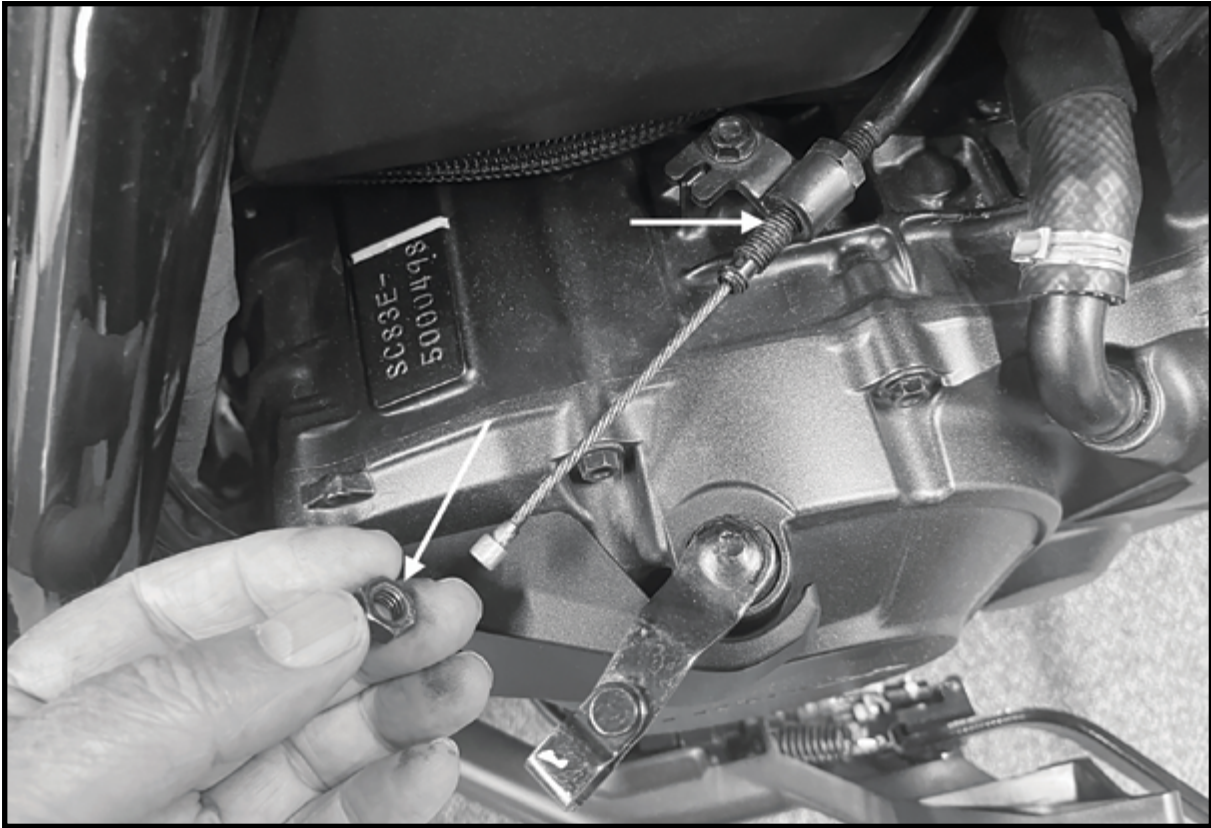


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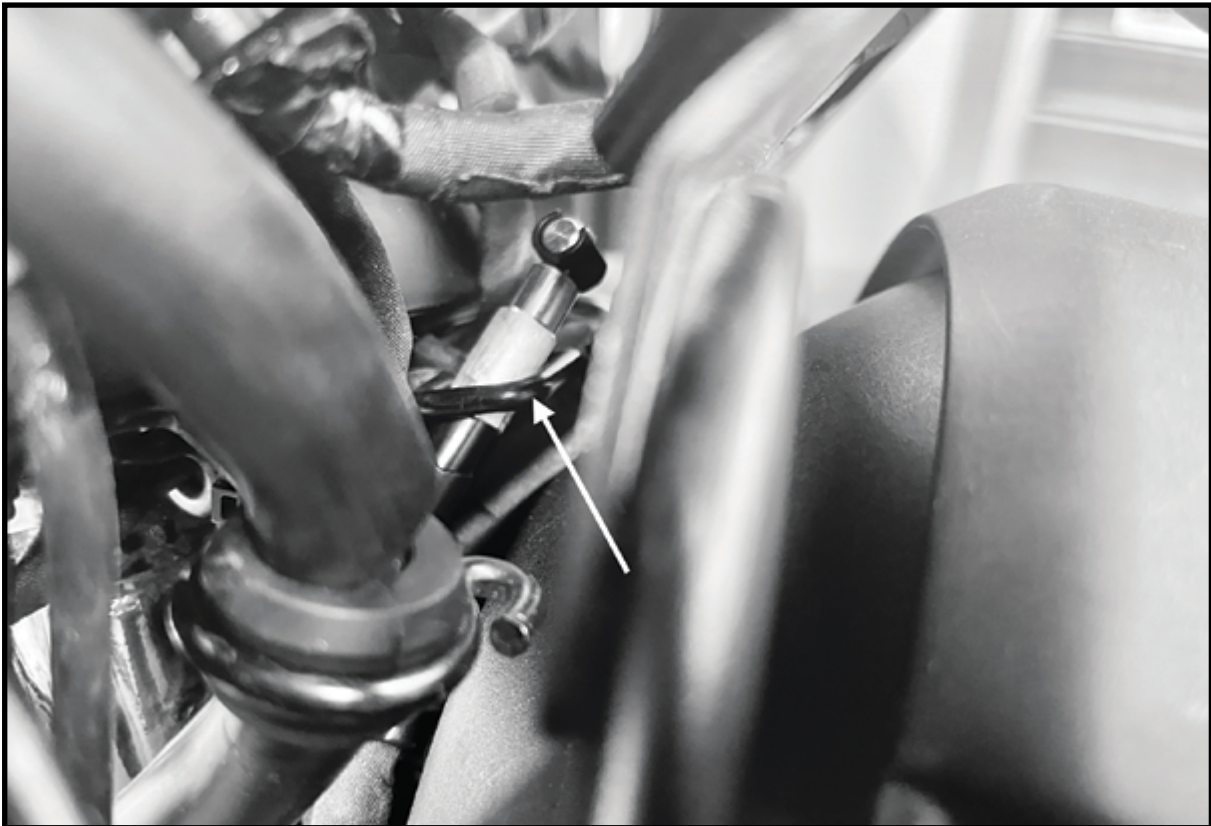


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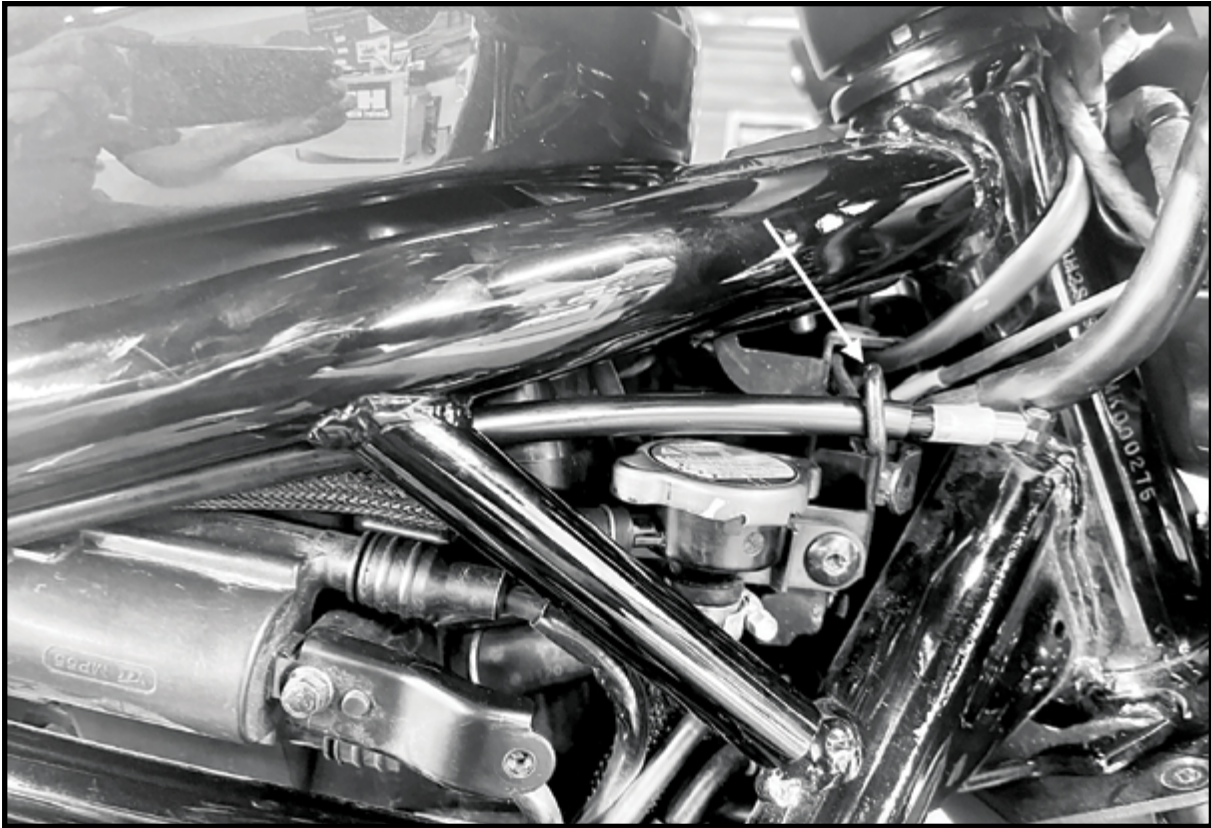


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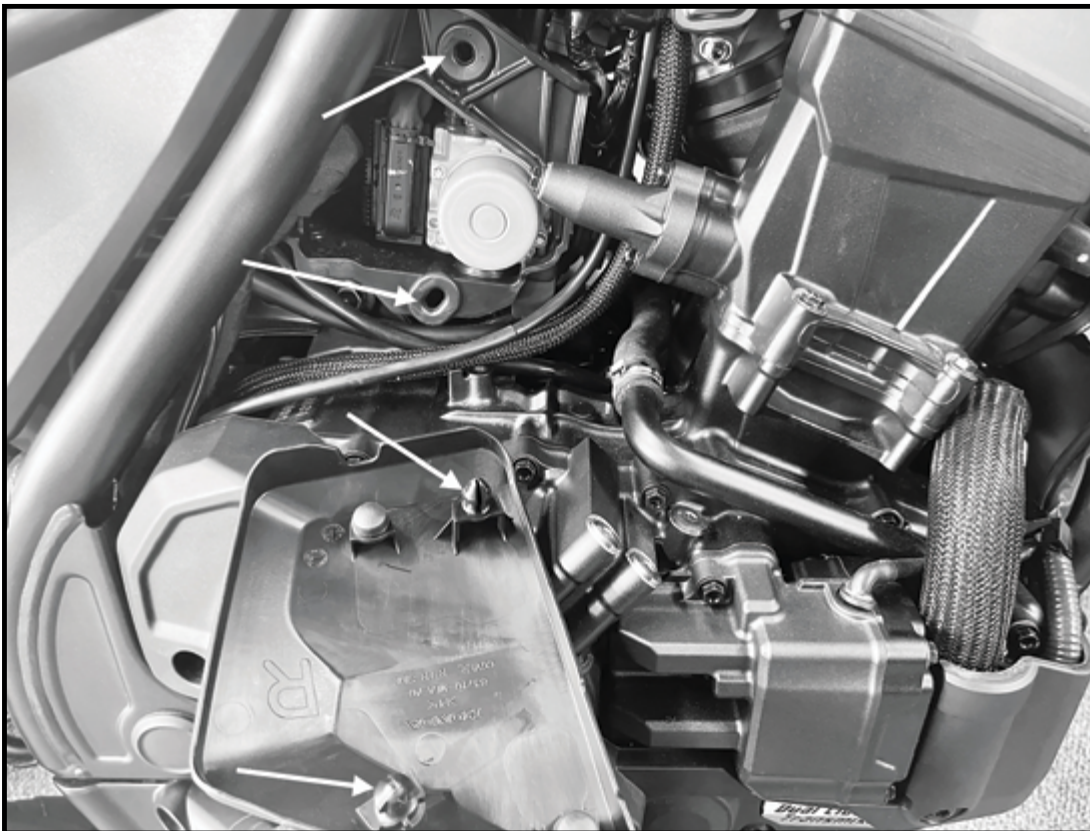


Photo 30



Photo 31

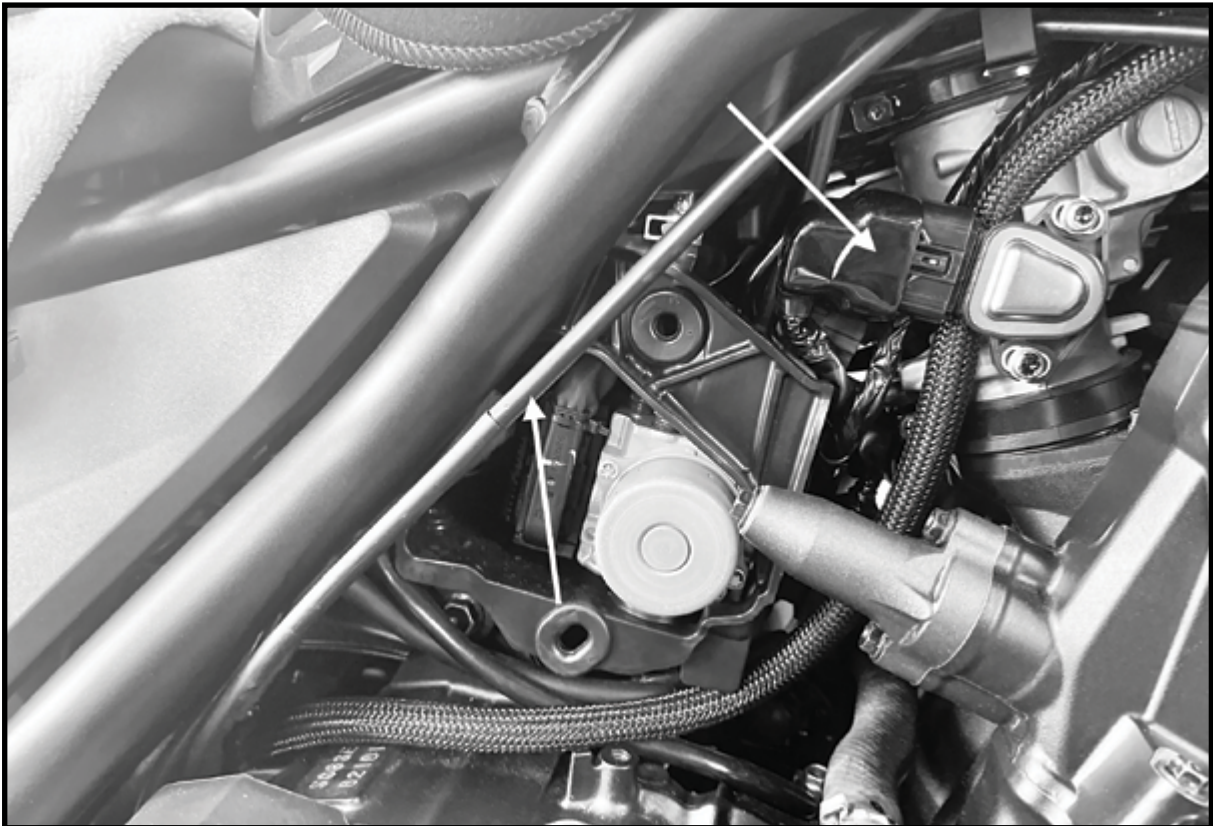


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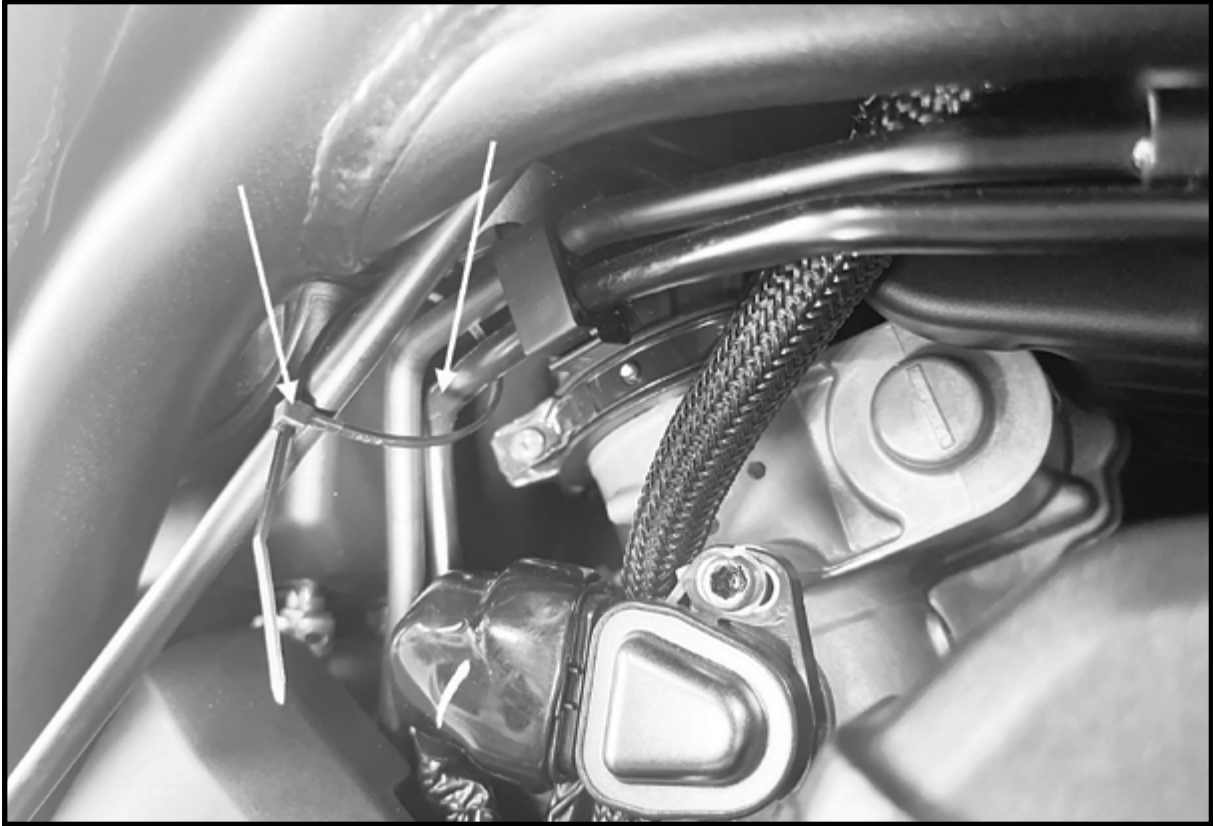


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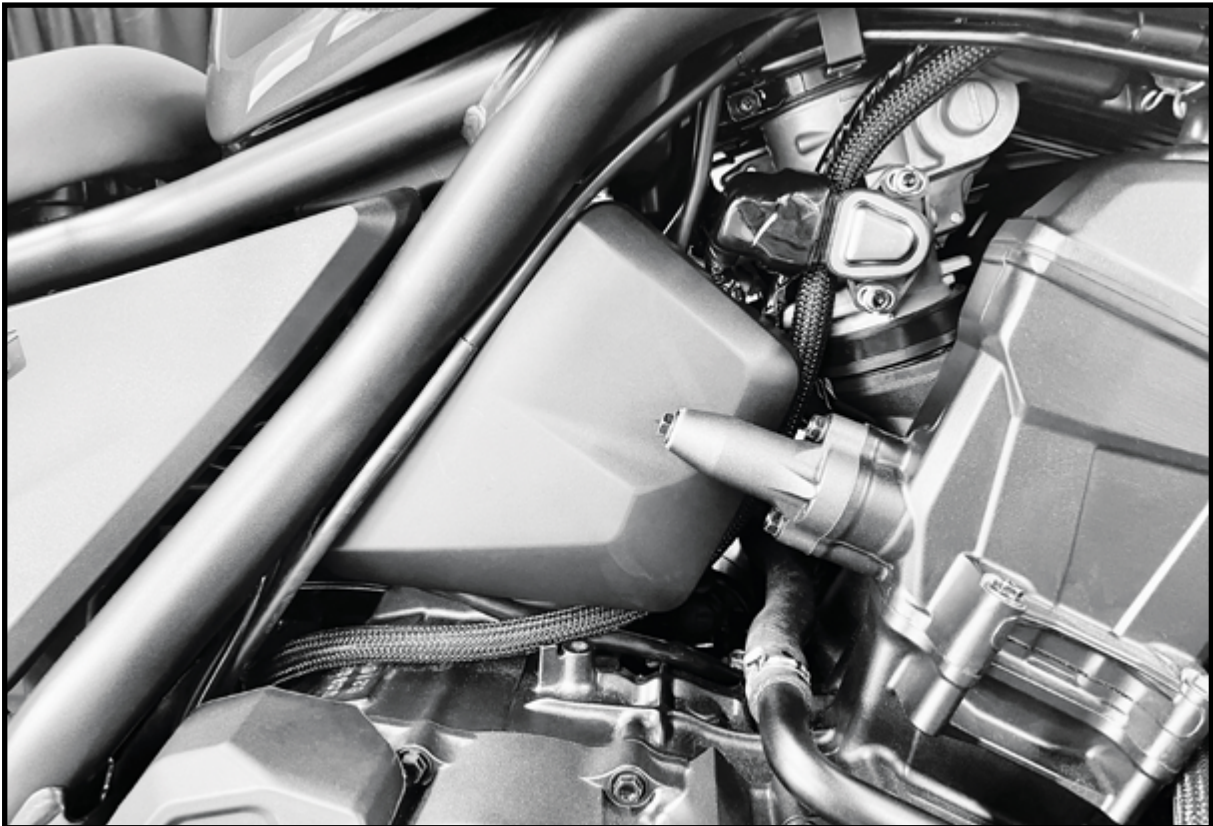


Photo 34



Photo 35



Photo 36

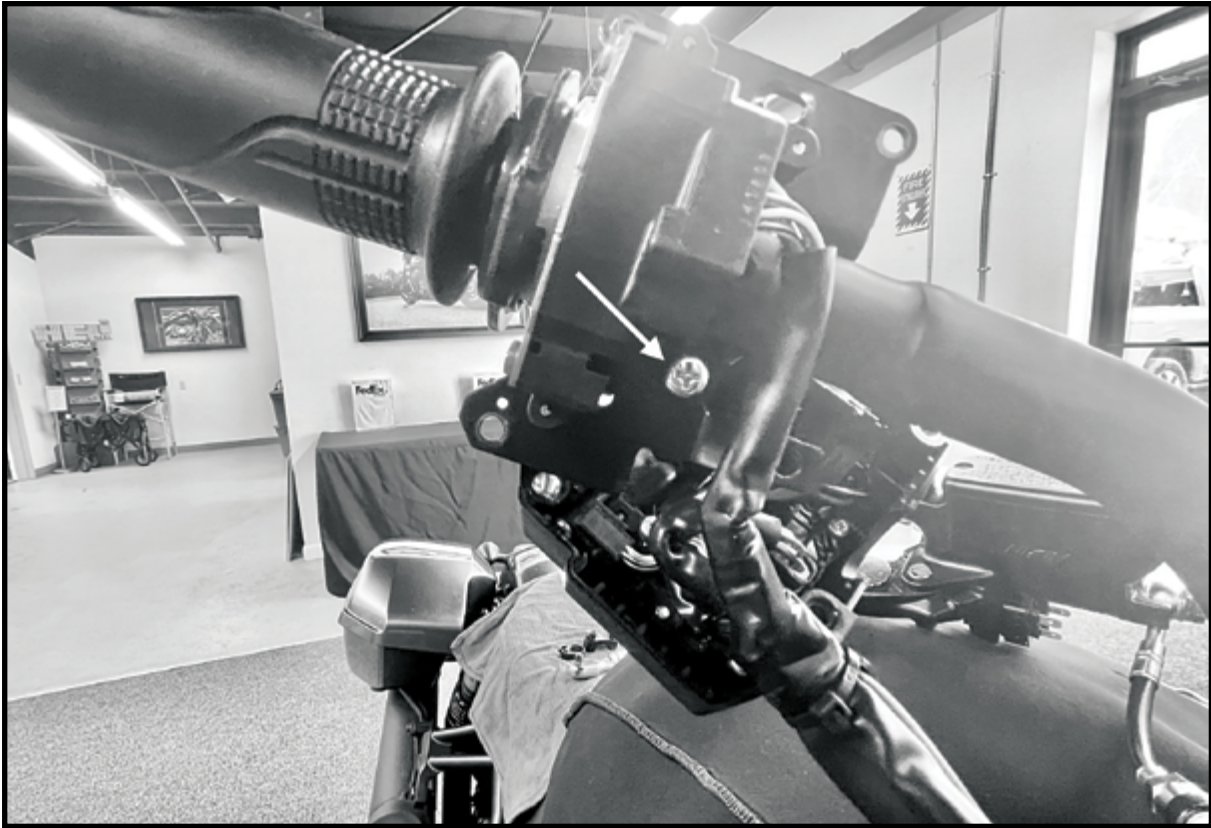


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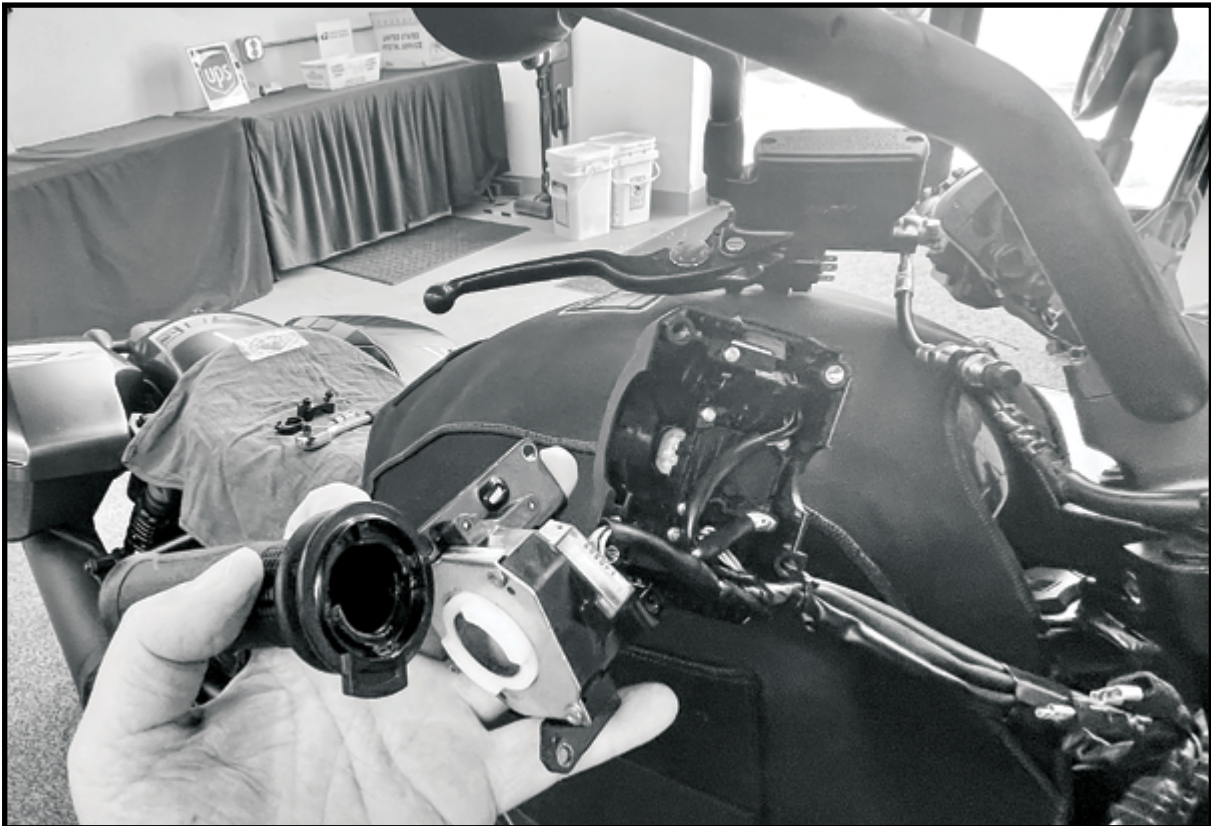


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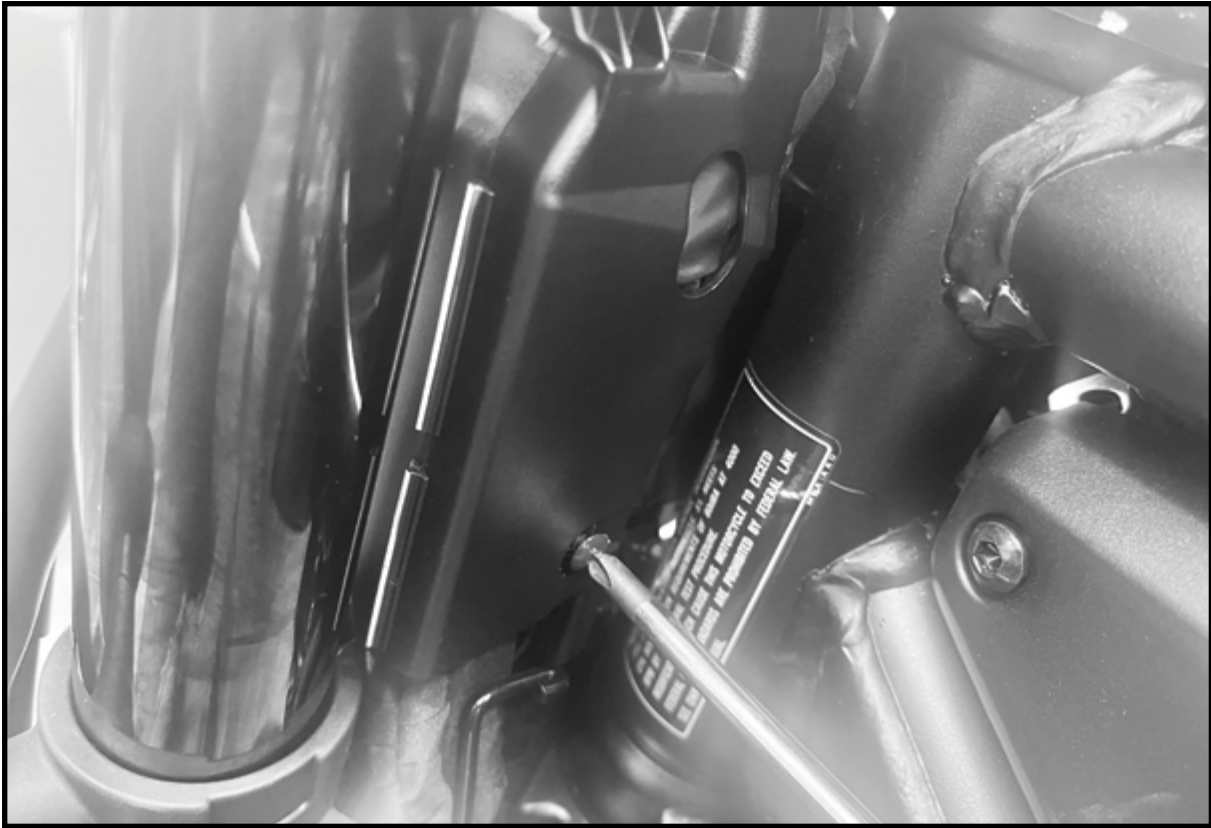


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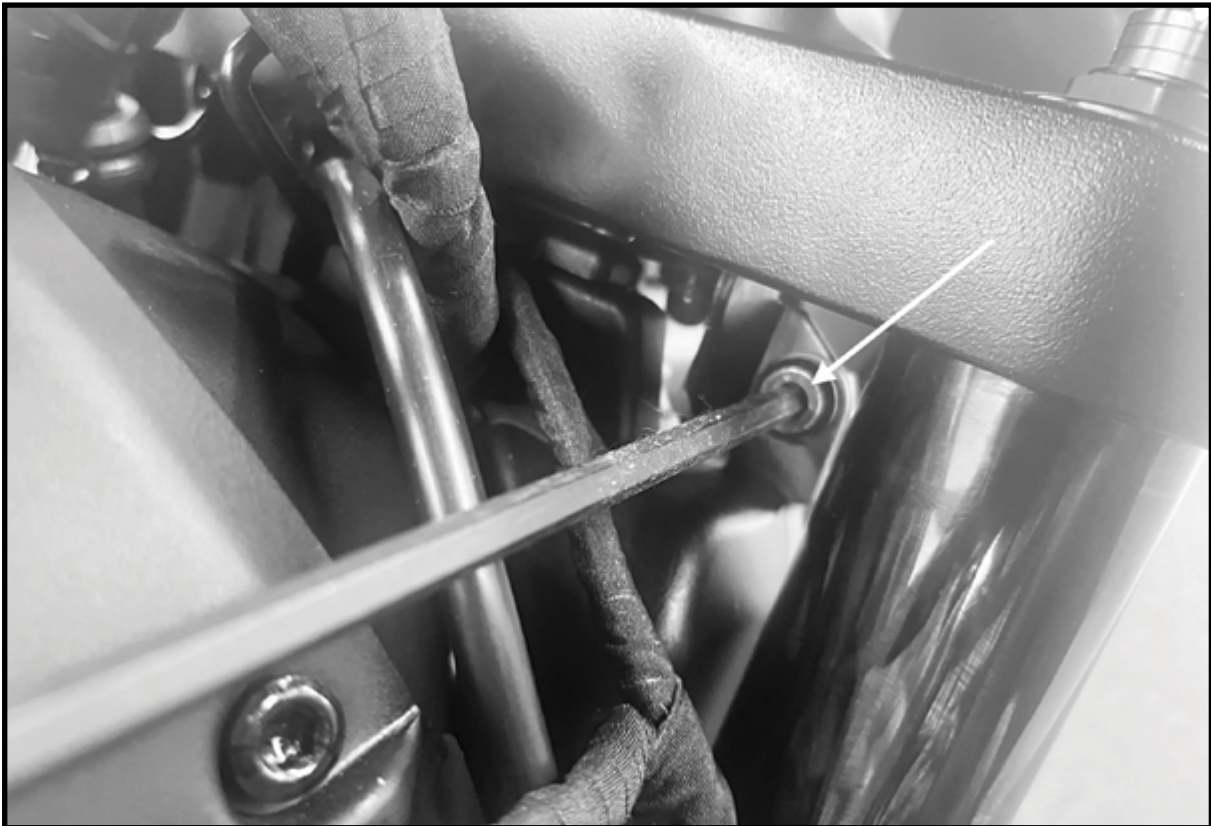


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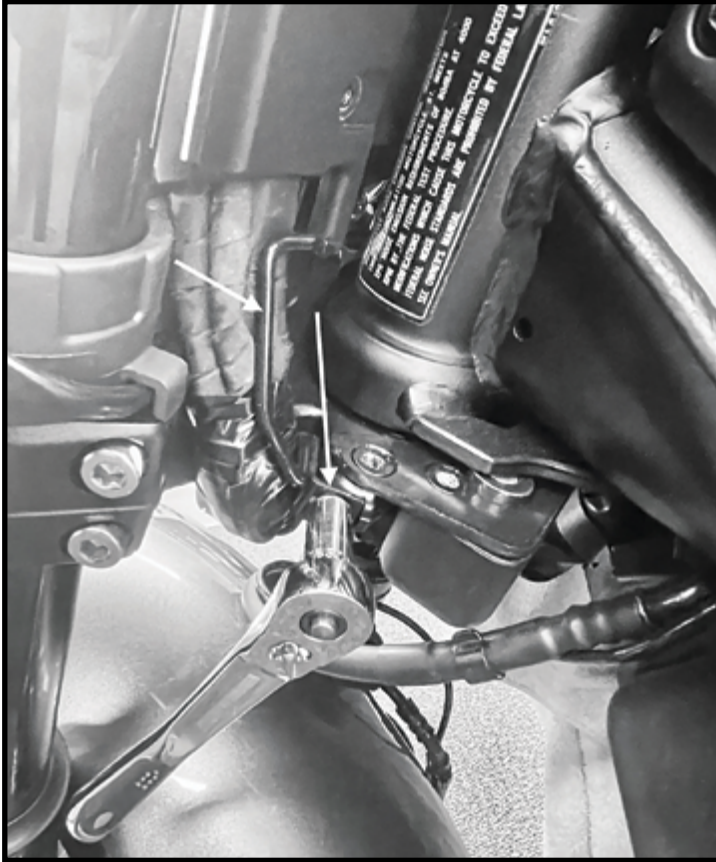


Photo 41



Photo 42

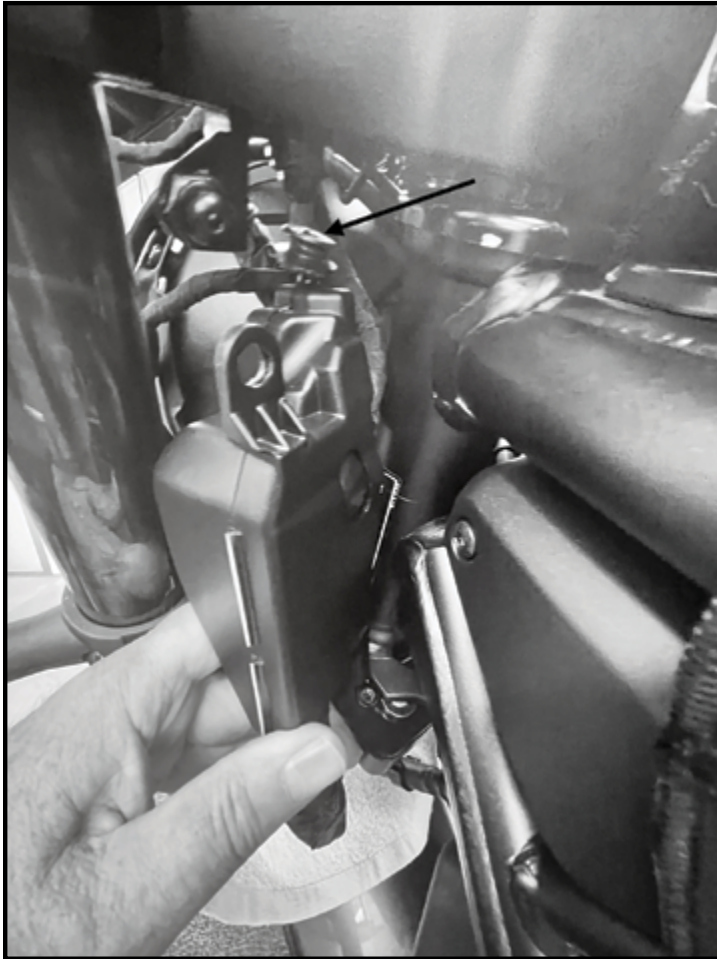


Photo 43



Photo 44



Photo 45



Photo 46



Photo 47



Photo 48

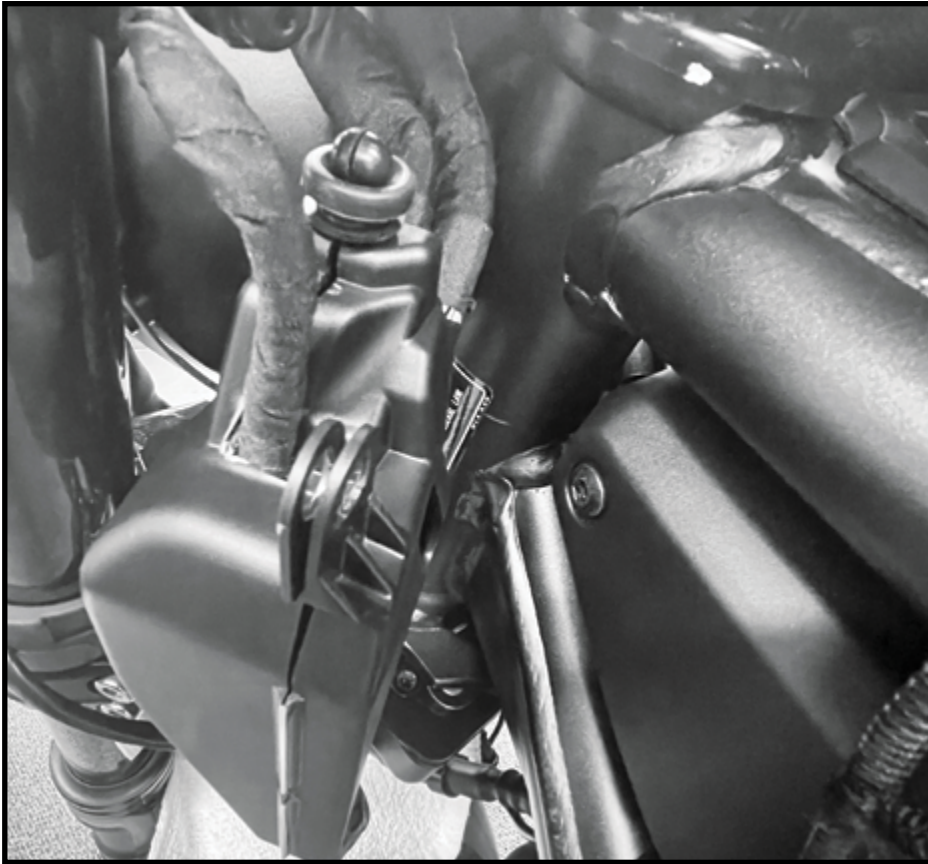


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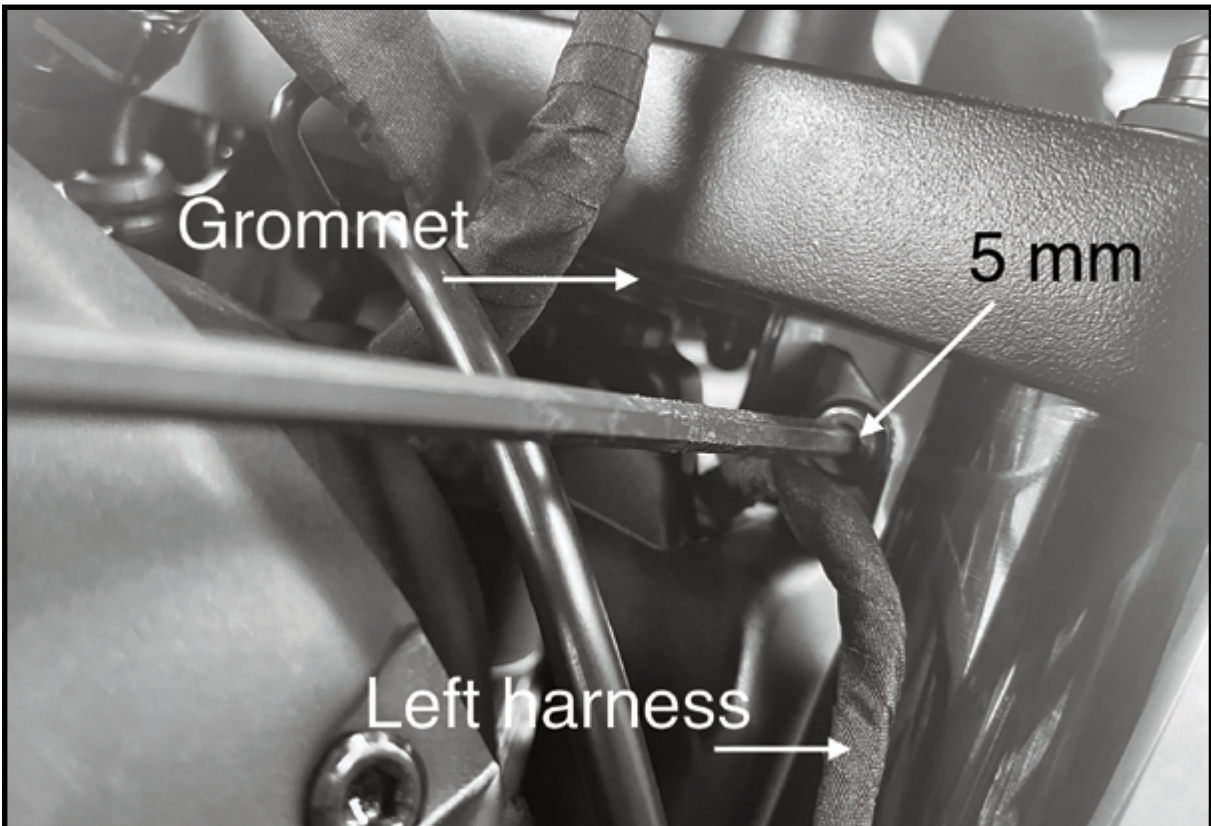


Photo 50



Photo 51



Photo 52

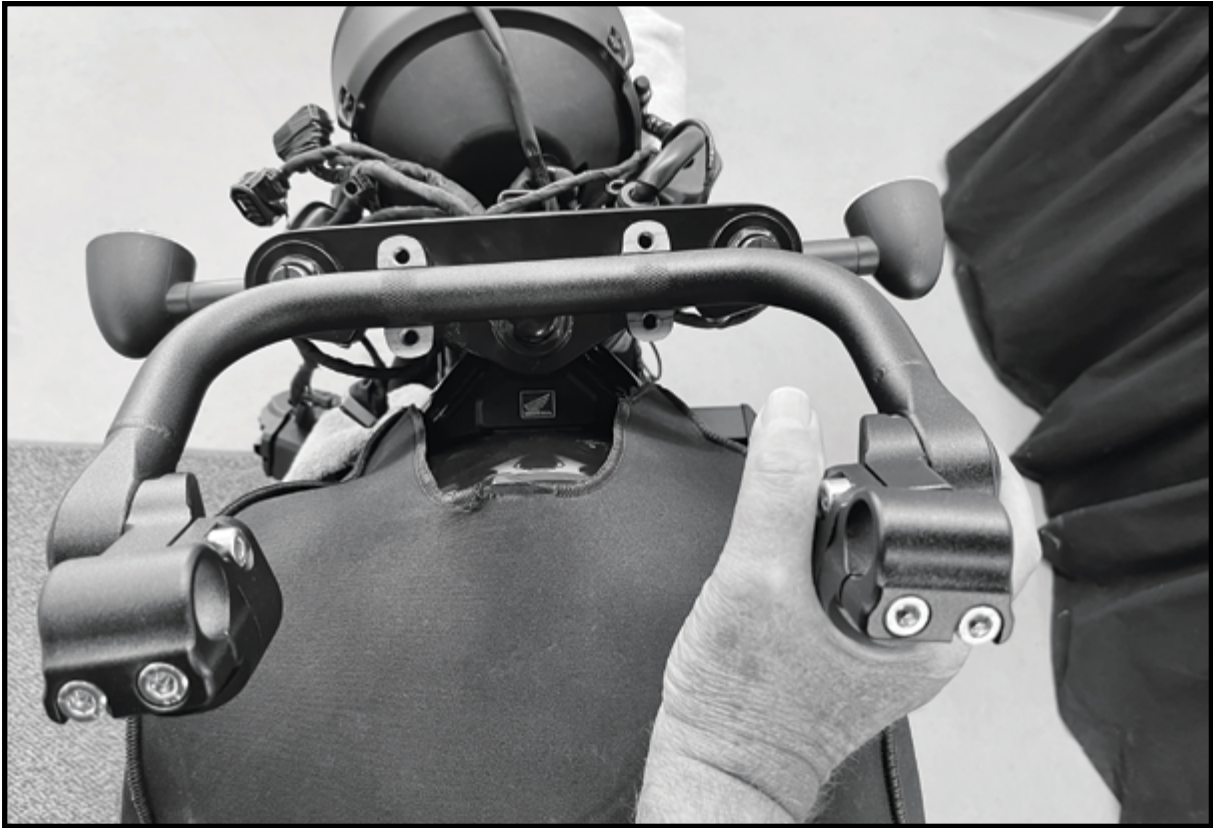


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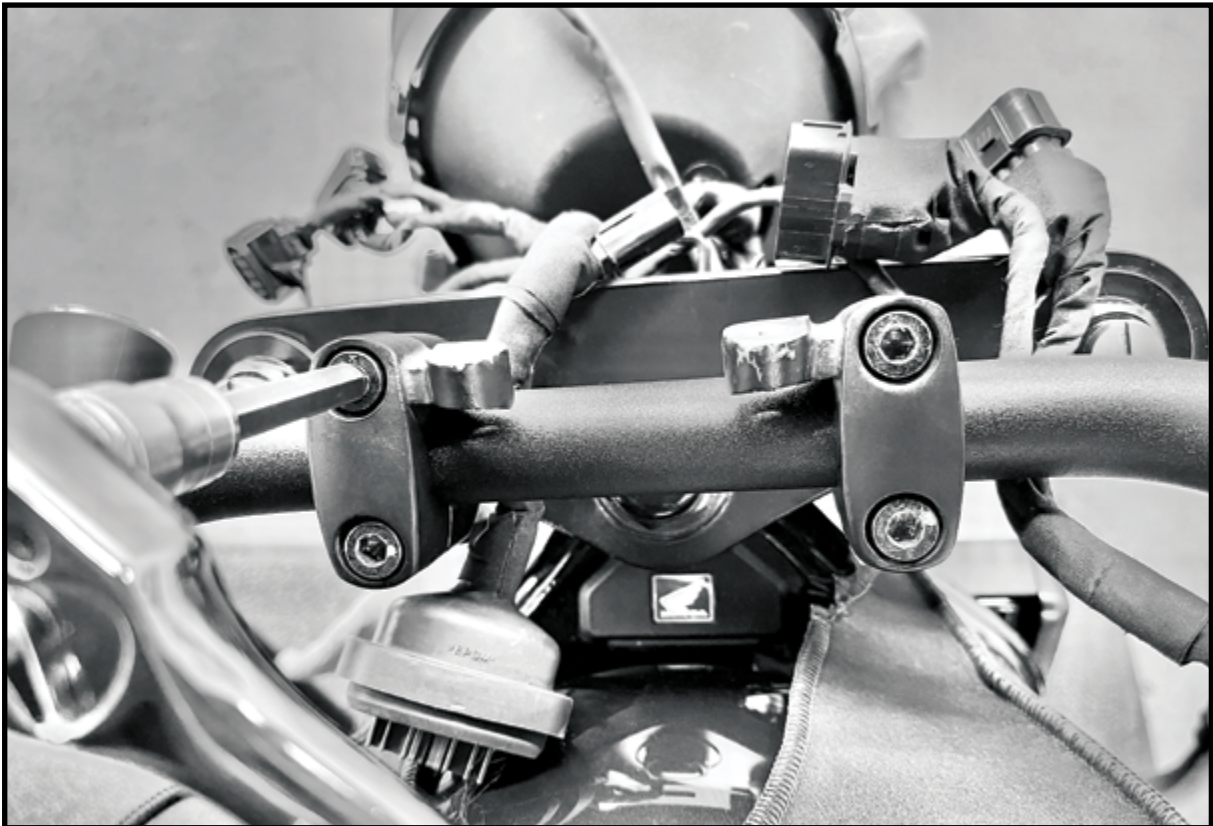


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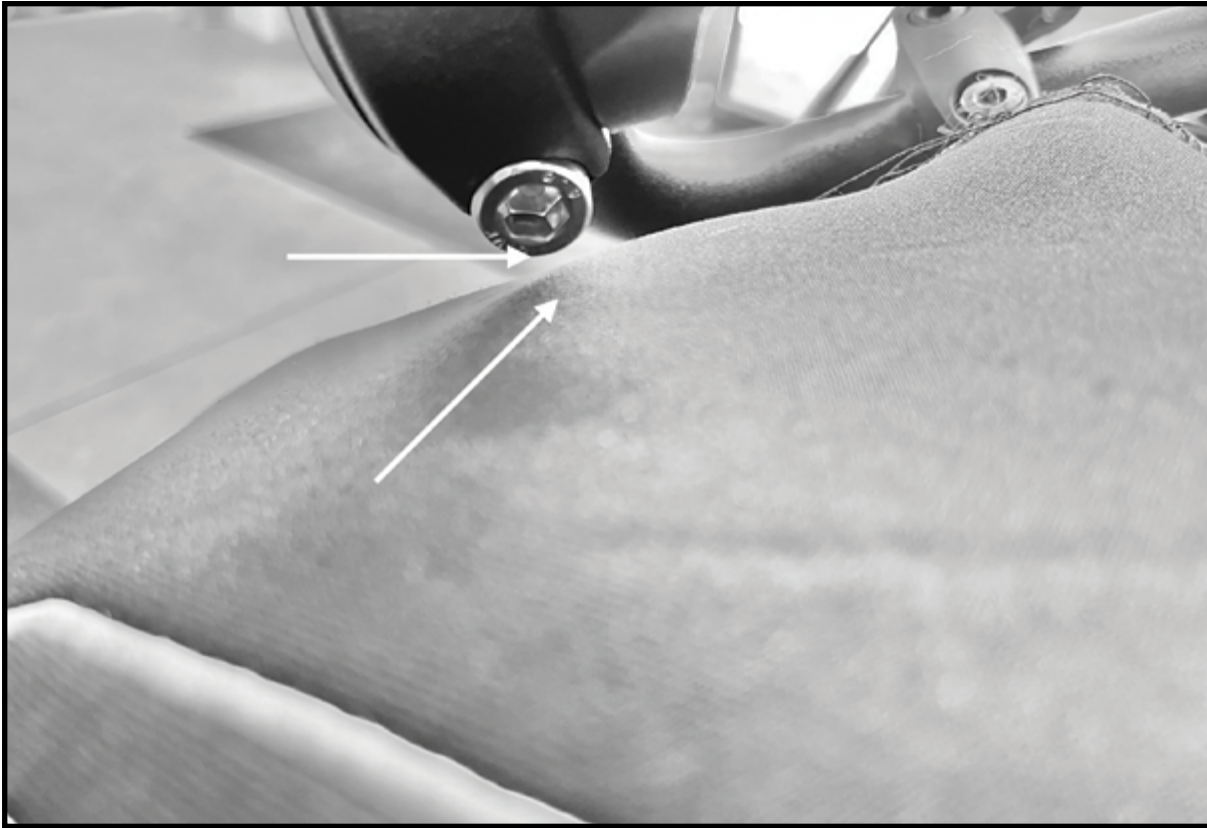


Photo 55



Photo 56

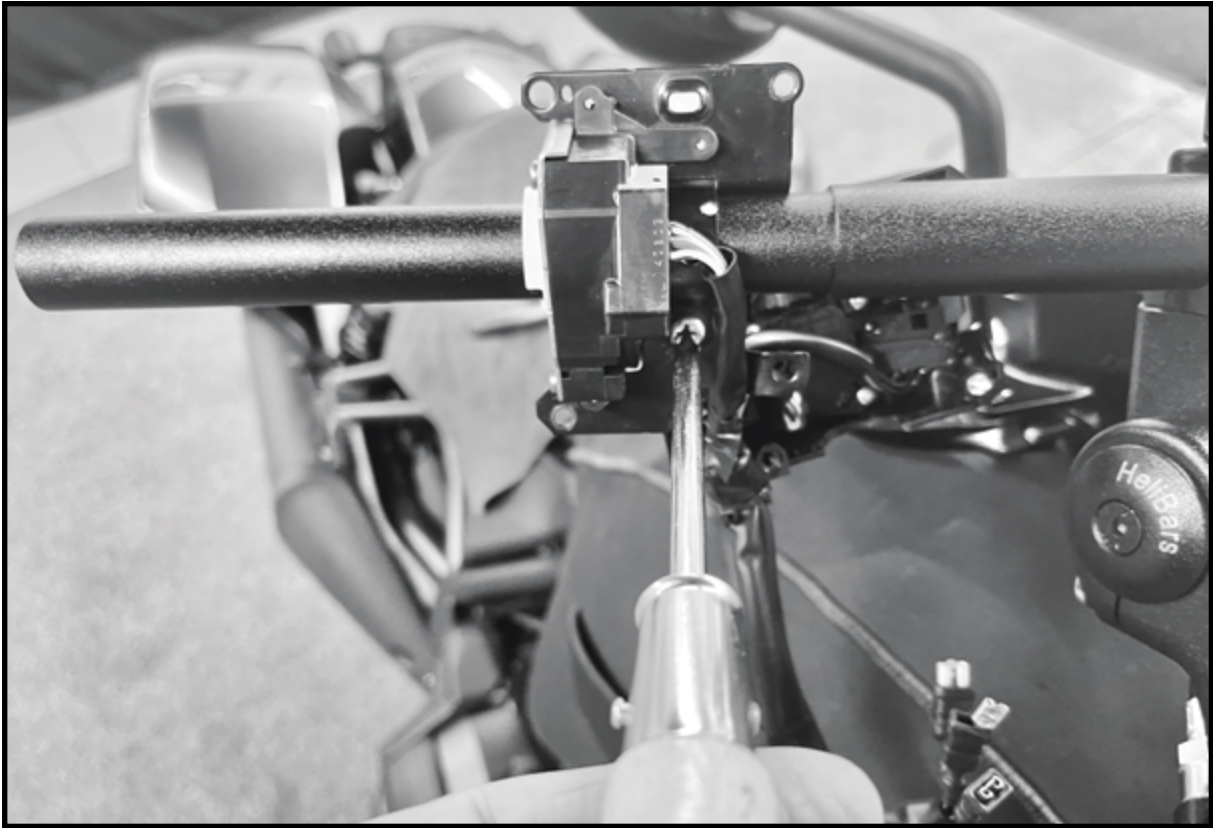


Photo 57



Photo 58

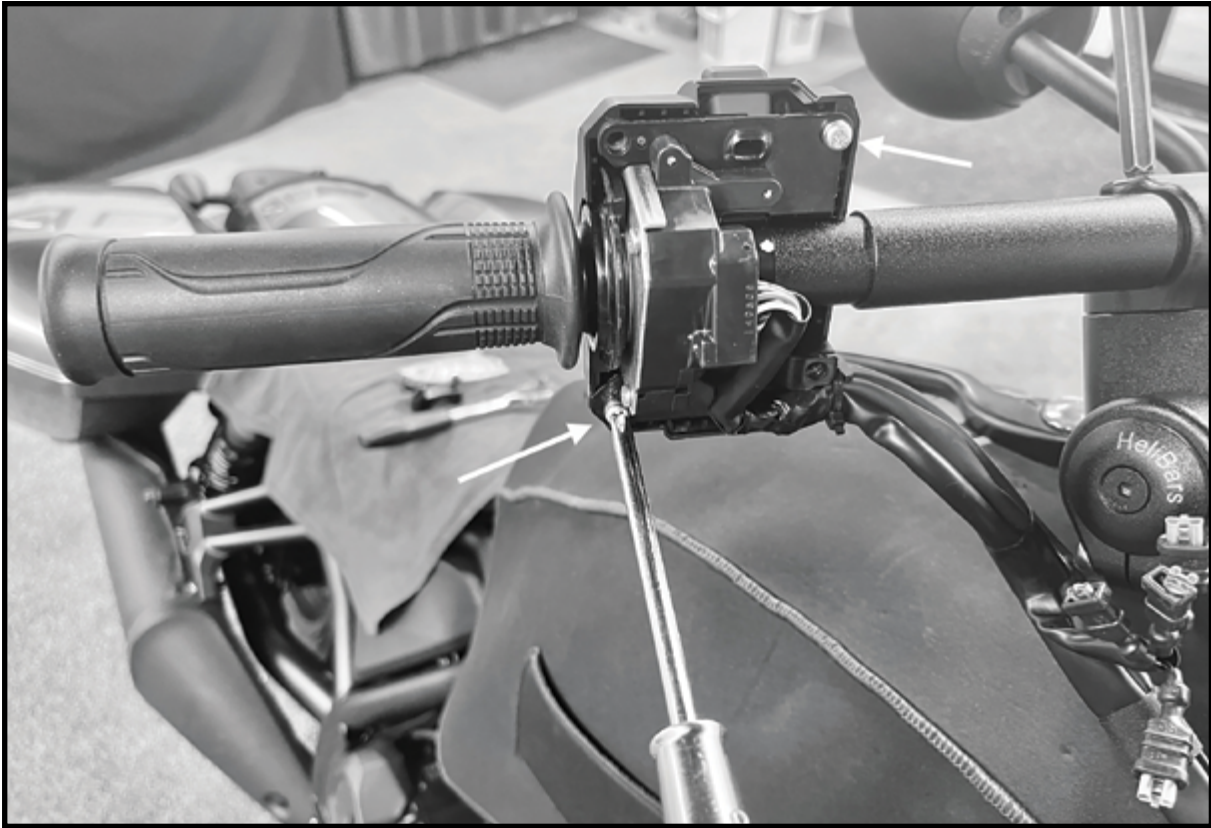


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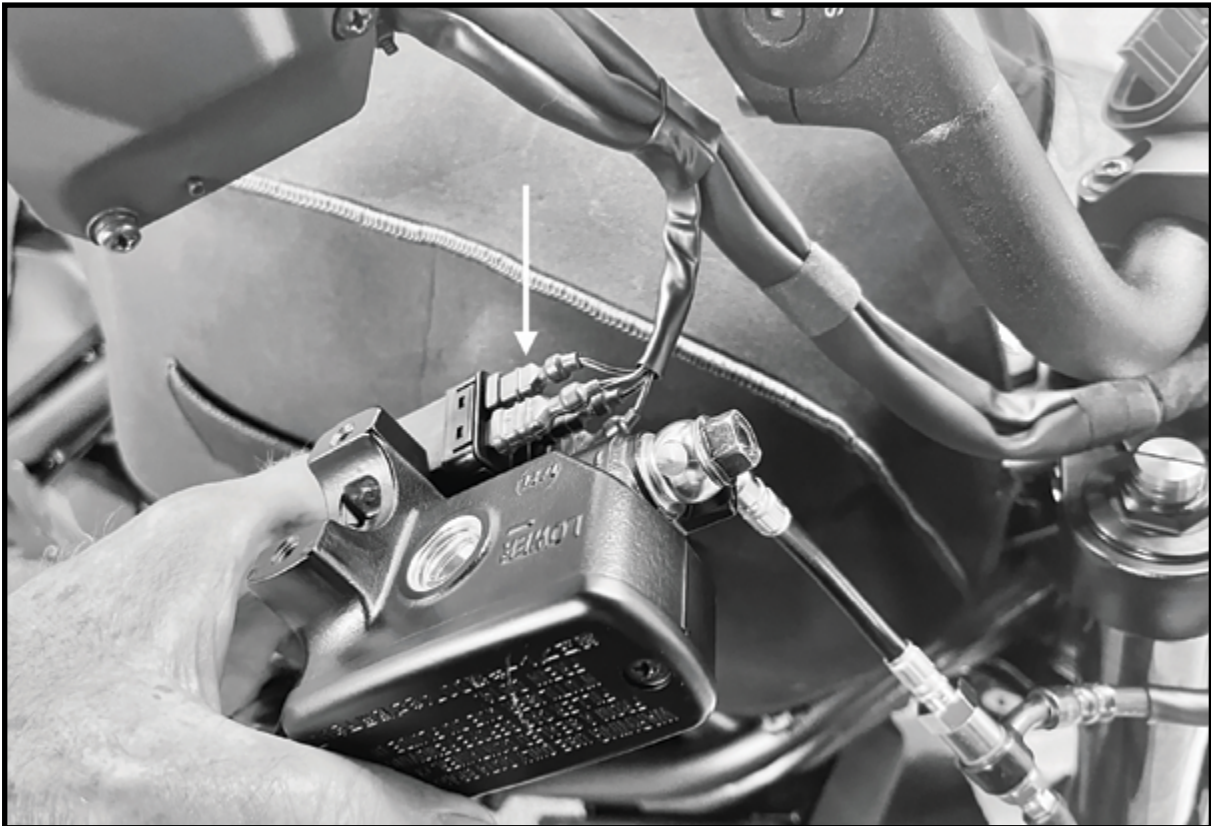


Photo 60



Photo 61

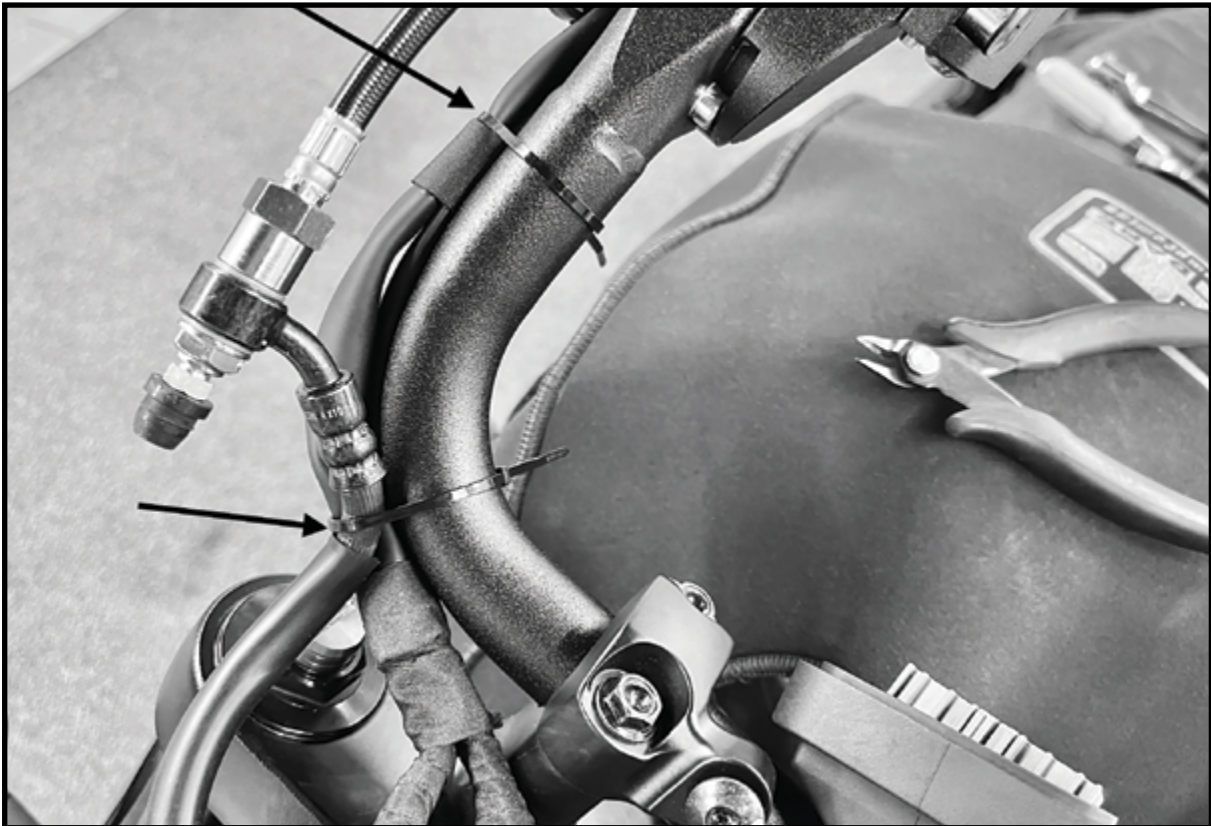


Photo 62



Photo 63

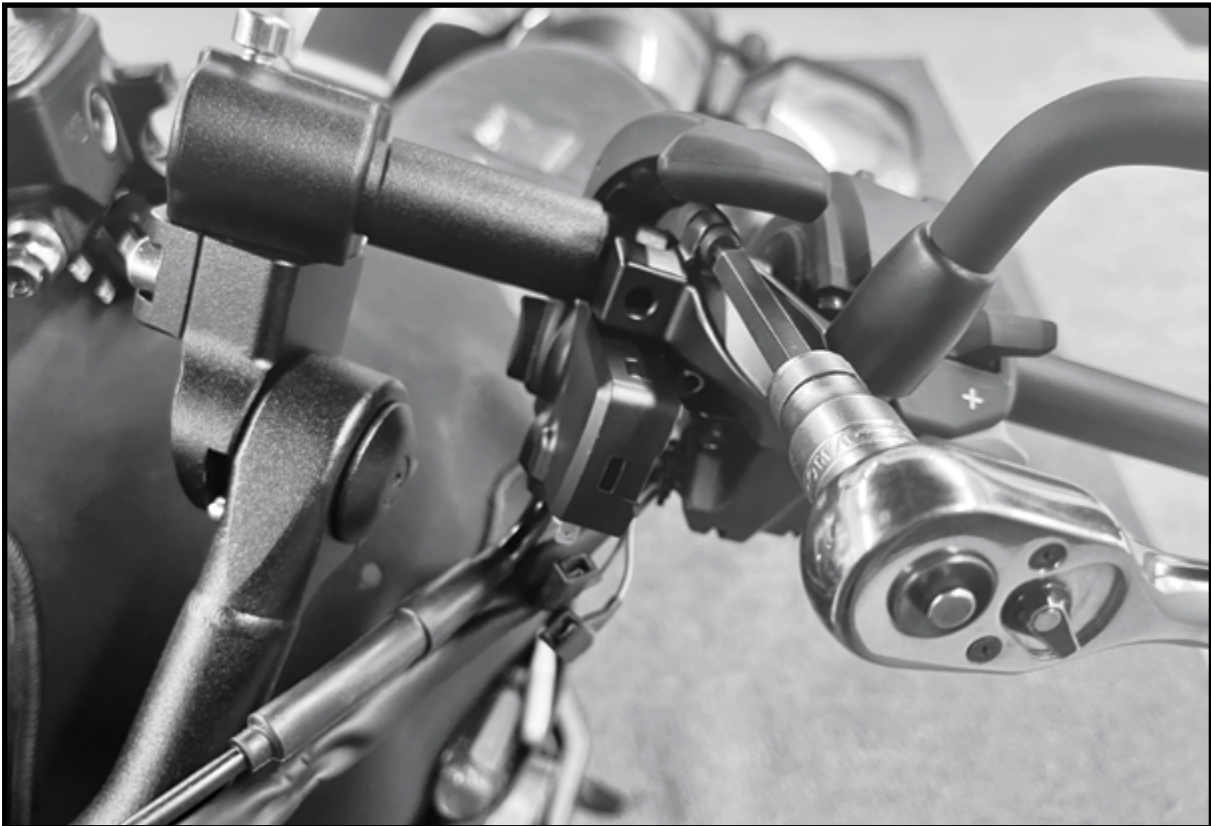


Photo 64



Photo 65



Photo 66

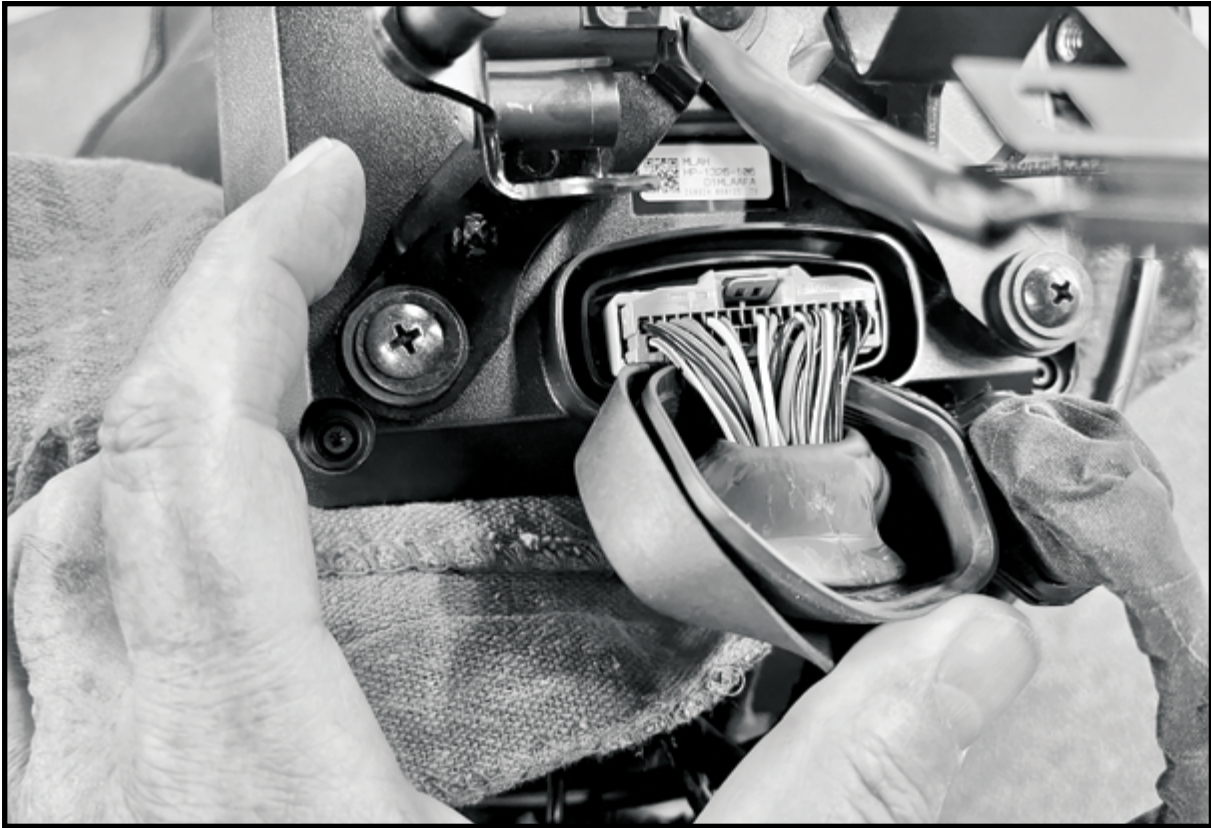


Photo 67

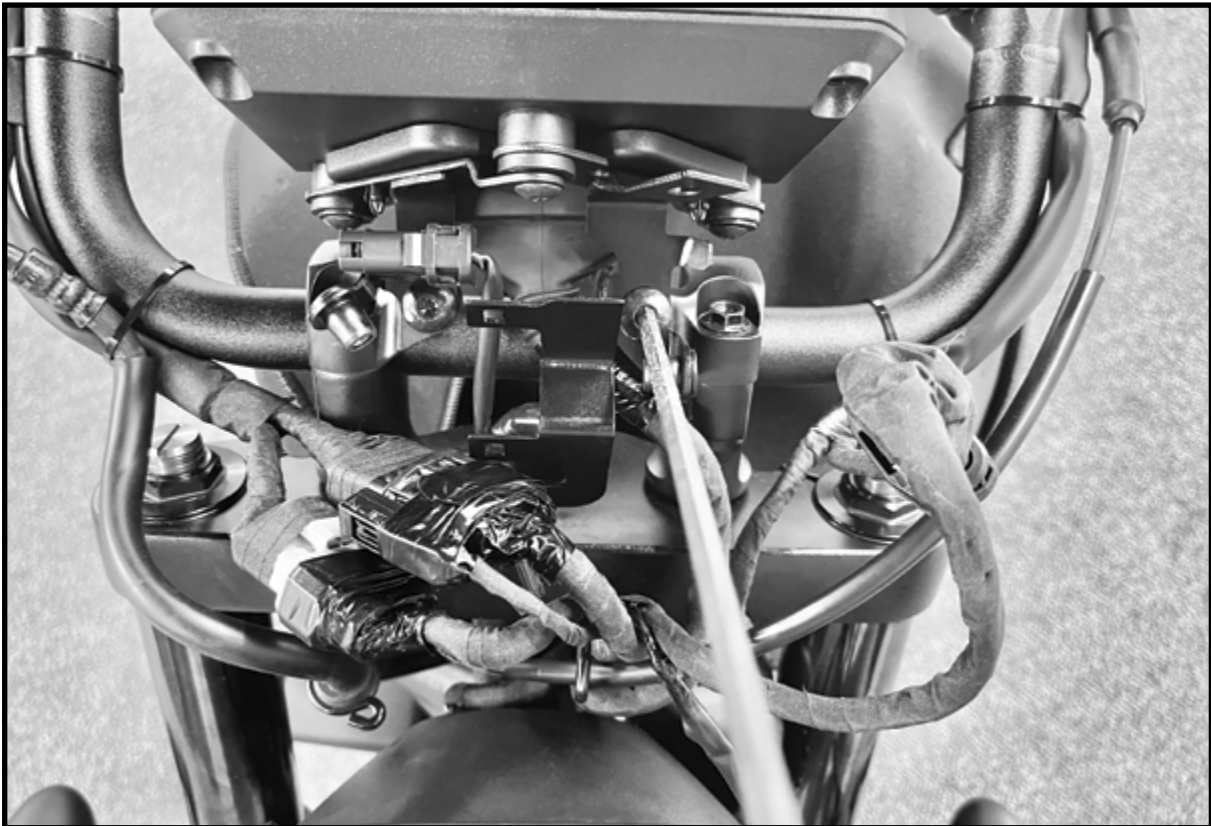


Photo 68

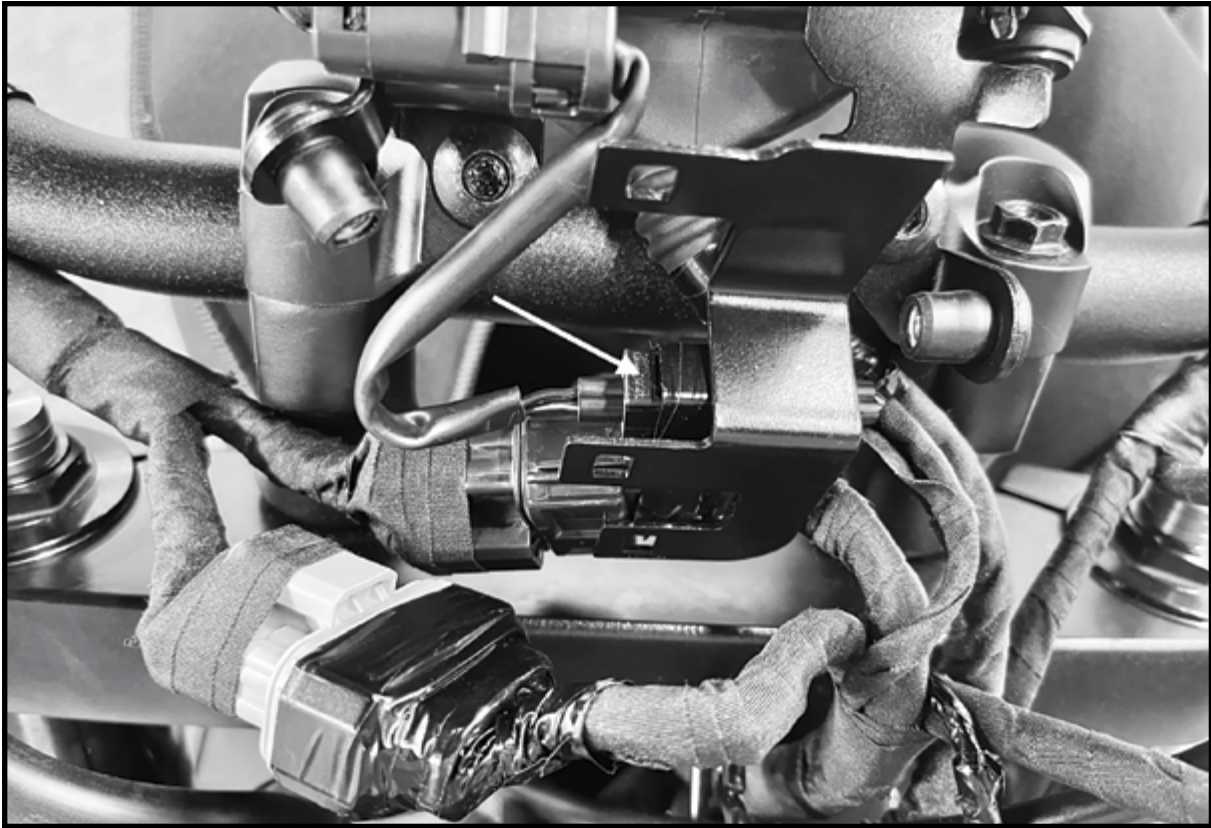


Photo 69

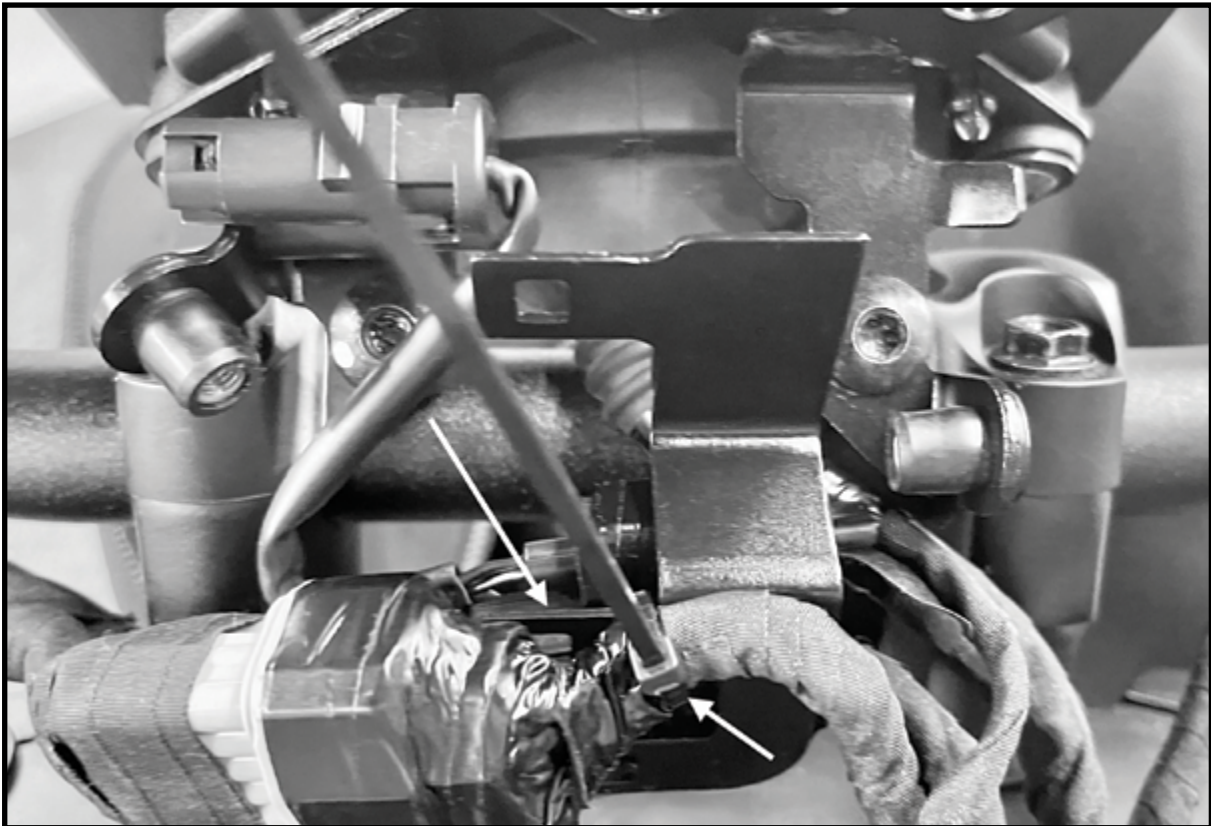


Photo 70

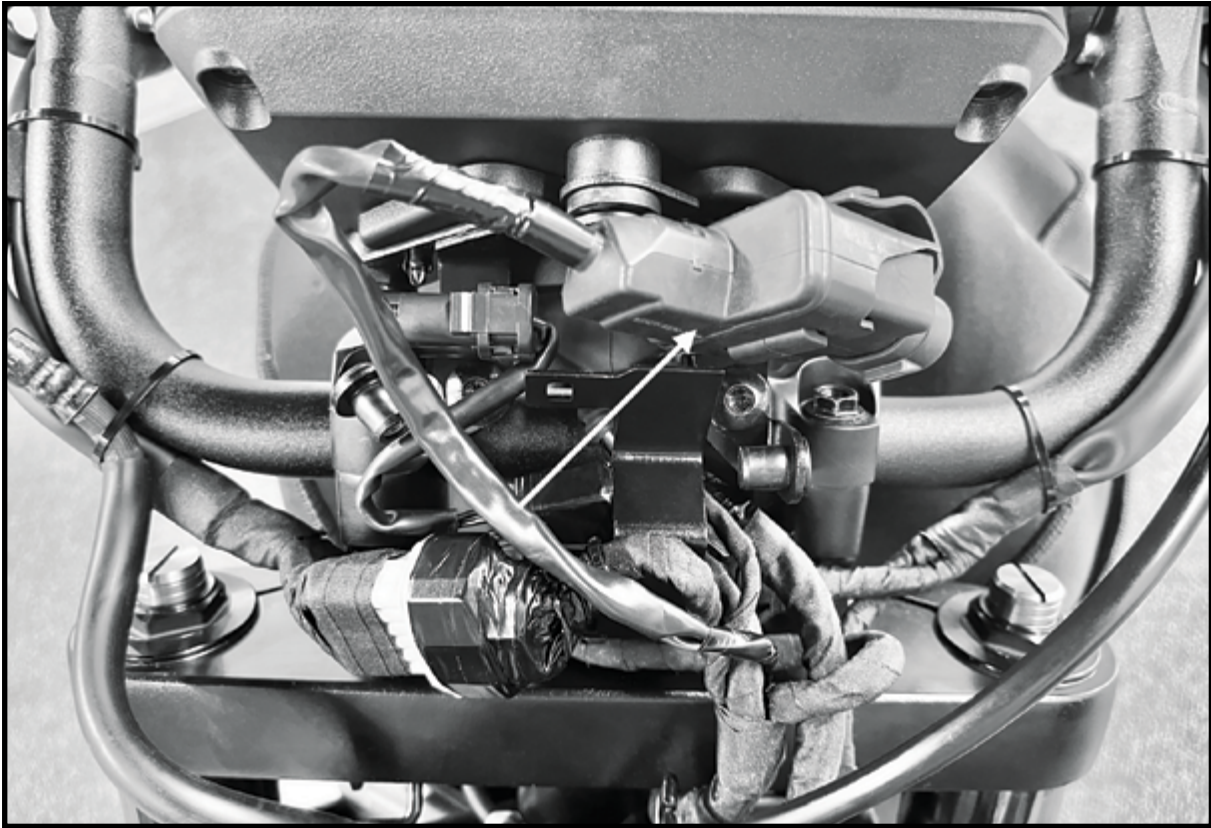


Photo 71



Photo 72

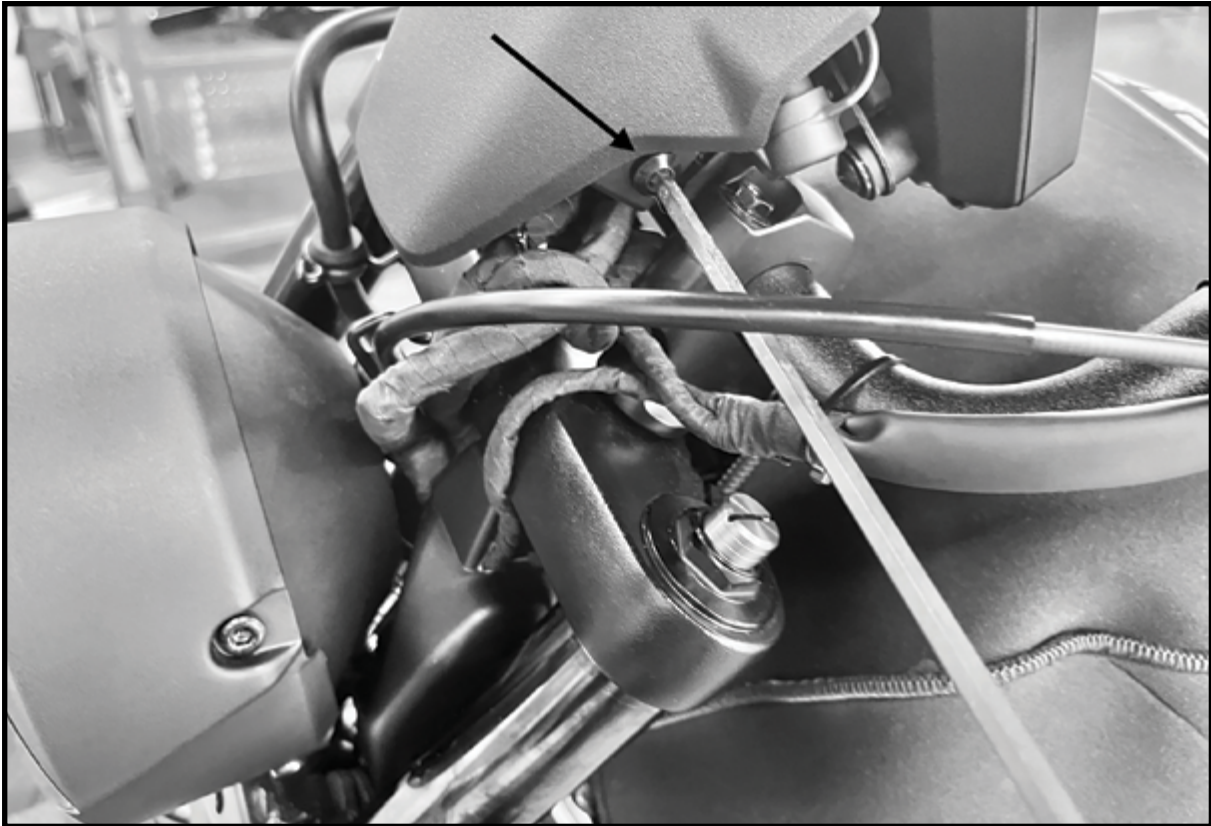


Photo 73



Photo 74

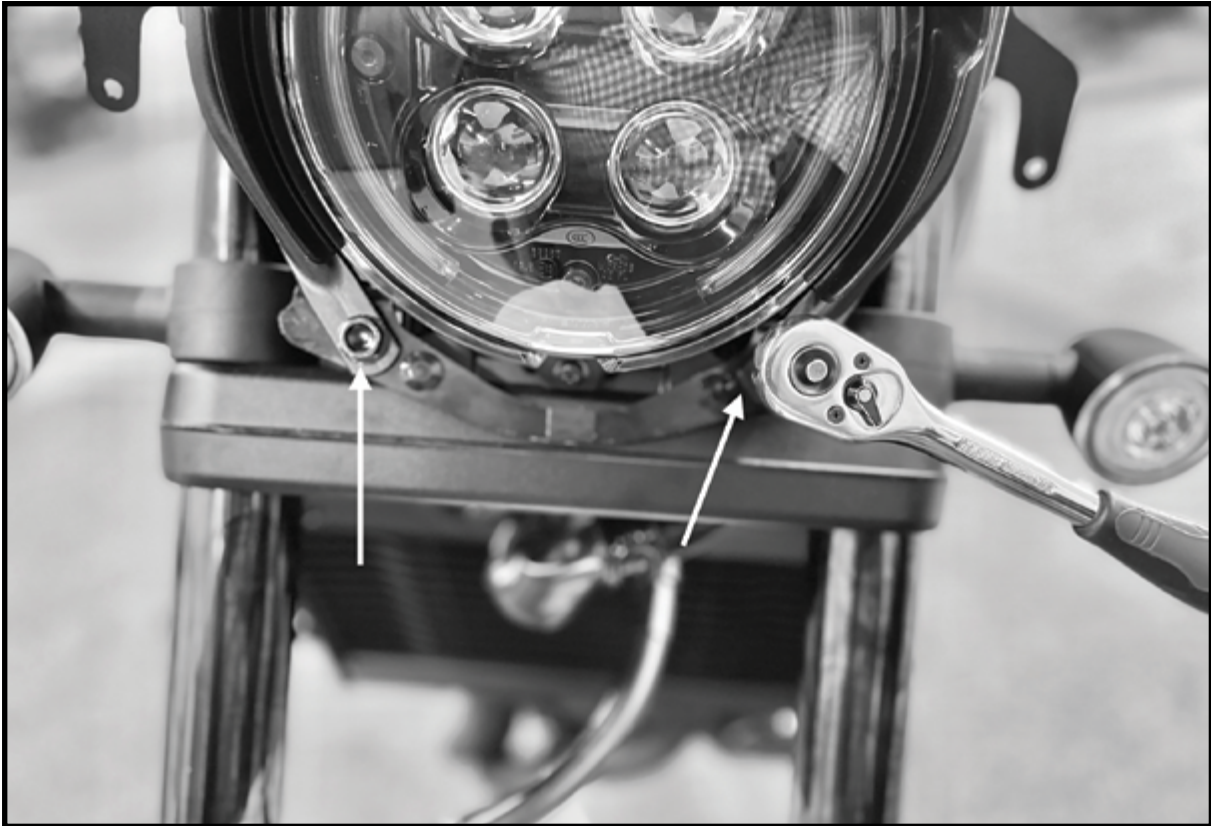


Photo 75

IMPORTANT INFORMATION ABOUT POWDER COATED HELIBARS

HeliBars® are finished with a polyester powder coating. The polyester is recommended for outdoor use because of its excellent UV resistant quality; if we were to use an epoxy it would tend to fade and chalk pretty quickly when exposed to sunlight and UV rays.

Care must be taken during installation because the finish can be scratched by the sharp surfaces of the controls and master cylinder clamps. When mounting the master cylinders to bars, do not let them move around the bars with the caps loose. Mount them in the proper position and hand tighten the screws until final adjustments are made; in this way you will lessen the possibility of scratching.

NOTE: Powder coat finish is not indestructible, there are chemicals which may react negatively when applied to finish. Brake fluid may cause deterioration of the finish. We do not recommend the use of acetone or similar chemicals for cleaning purposes. We would recommend the use of an over-the-

counter adhesive remover (such as Goo Gone) for the removal of any extraneous material. Please read labels directions for any cleaning/polishing product before use. If you have any questions regarding the use of any over-counter-products with the HeliBars, please call us before applying them to the powder coated finish.

If care is taken during installation, your HeliBars will continue to look as good as when they were new. They will look great for years to come with a bit of wax and careful cleaning. Thank you for your purchase, ride safe and enjoy!

Sincerely,

Harry Eddy
President

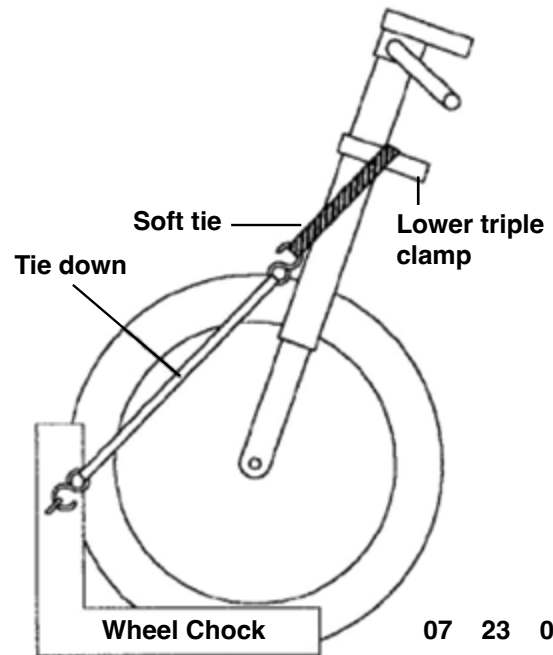
TRAILERING WITH HELIBARS

HeliBars clip ons and handlebars must not be used as the primary holding points for tie downs while trailering. As with your stock bars applying extreme force to the ends of the bars can bend the bars or rotate them on their mounts.

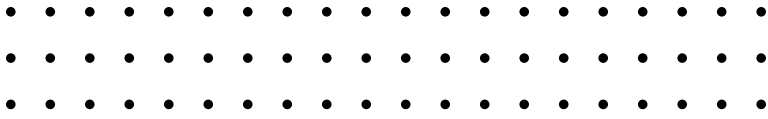
Use a wheel chock and pull the machine down and forward using soft ties or similar, attached to the lower triple clamp.

Bars should only be used as secondary attachment points to steady the motorcycle from lateral sway.

Failure to follow these guidelines can cause damage to the bars and the motorcycle, and may also void our warranty.



07 23 03 HGE



HELI BARS

Comfort Without Compromise

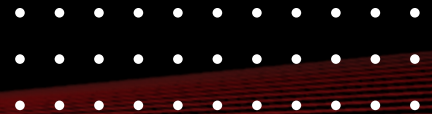
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