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## Bar End Installation Instructions

- 1) Unpack the bar ends. The following parts should be in the kit:

*2 bar ends  
2 stainless steel  
lockwashers  
2 stainless steel Allen  
bolts*

*Note: Early model ST1100 bar  
ends shown - others are similar.*



Figure 1 – Parts in Kit

- 2) Remove both stock bar ends using a large Phillips screwdriver or appropriate Allen wrench (see **Figure 2**). This may be a bit tough as the bike factories often use a heavy thread-locking compound. If additional torque is needed, try a right angle screwdriver or impact driver (manual or air driven) on them or a ratchet with an Allen socket. Some of these tools are shown in **Figures 3 and 4**.



Figure 2 – Remove Stock Bar Ends



Figure 3 – Right Angle Screwdriver



Figure 4– Manually Operated Impact Driver

- 3) With the OEM bar ends removed we can now begin installing the HVMP bar ends. Slide the supplied lockwashers on both of the supplied Allen bolts and put some medium weight thread-locking compound on the threads as shown in **Figure 5**. We recommend Permatex's "**Threadlocker Blue**".

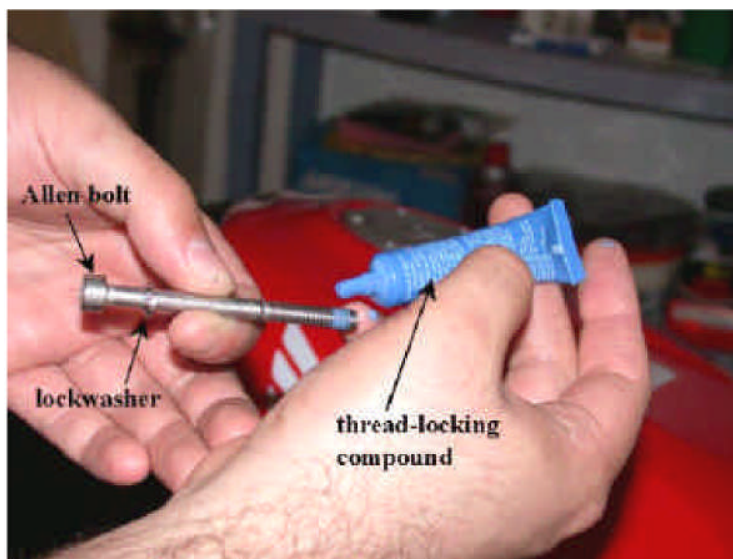


Figure 5 – Prepping Allen Bolts

- 4) Installation is basically the reverse of removal. Simply slide Allen bolts with washers thru the heavy bar ends and thread Allen bolt into handlebar on throttle side. Repeat for the clutch side. (**NOTE:** *Be careful when starting to thread the bolts into the handlebars. Do this carefully so as not to dislodge or displace any hardware internal to the handlebars. This should not really be an issue on most bikes, but it pays to be gentle.*)
- 5) Snug both Allen bolts down to **60 in-lbs** for Yamaha and Suzuki and **72 in-lbs** for the BMW's, Honda ST1100 and the Kawasaki's. **Figure 6** shows the installed bar end on an early model ST1 1100. **Figure 7** shows the installed bar end on an FJR1300.



Figure 6 – Bar End, Installed on Early Model ST1100



Figure 7 – Bar End, Installed on FJR1300

**6) Note for ST1100 owners:**

The stainless steel bolts supplied in the kits are the same length as the black OEM bolts. Feel free to use the OEM bolts if you prefer the look of black bolts. Just be sure to use the lock washers included with the kit and be sure to apply thread-locking compound as instructed above.

**7) Care of Bar Ends:**

Being made of stainless steel, the bar ends are very corrosion resistant, but certain environments may cause corrosion after prolonged exposure. If you ride in salty conditions (by the sea shore, on salted roads, etc), it is recommended that you wipe off the bar ends at the end of each ride and certainly prior to storage. You can use glass cleaner (e.g. Windex) or a household surface cleaner (e.g. Fantastik) for this purpose. Optionally, you can occasionally spray the bar ends with WD-40 for an added layer of protection prior.

If the bar ends do become marred, you can touch them up with “3M Scotch-Brite”. Simply rub the “3M Scotch-Brite” circumferentially around the bar end surface – following the grain of the factory “brush marks”.