



Spyder Easy Risers

Installation Instructions

Please read all instructions and gather the necessary tools before beginning this installation.

First, remove the plugs in the ends of your stock bars and remove your grips. You can use a screwdriver and a little Windex to get the LEFT Side grip off. Just work the screwdriver around while you're squirting the inside of the grip with the Windex.



Please note:

Please note that this kit will not work with the BRP 1 inch riser kit.

Please be aware that you may need to move things around a bit and cut some zip ties to obtain enough slack in the cables on your unit. You will have to cut zip ties to have enough cable free play to install these risers. In light of this, to insure that there is enough cable slack to complete the installation, it is therefore a good idea to remove any body panels as needed.

For color photographs and/or to enlarge these directions, see our website (www.customdynamics.com/instructions.html)

Next, remove instrument cluster by following instructions in your owner's manual under "Headlight Replacement." This is a simple procedure; you just pop the top out with a screwdriver.

The next step is to pull the top "Y" cover and the rubber boot that hides the cables. This will allow you to better see and check the cables for slack.



Now you can pull the controls off of the bars and check to see how much cable slack you have.



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Slide riser onto the stock bar and mark the bar at the proper length.

At this point you should cut the end off your bar. We recommend using a small pipe cutter available at any hardware store for a few dollars, as these work great. You can use a hacksaw, "sawzall" or whatever you like for this. Remove Riser and cut bar. After cutting, clean up the bar end with a file or grinder.



Slide new riser onto stock bar. For SM5 Install riser as show below, leaving allen pinch bolts loose at this time.

For SE5 models install riser as shown below, leaving allen pinch bolts loose at this time.



The kit contains a new bar that locks into the riser. This bar has a slot, in it into which you will locate the lock pin that is inside your control housing. It is important you properly locate this lock pin into this slot as failure to do so will crush or shear pin in housing making controls fail to properly lock into place.

You can install the control housing to the bar again making sure the pin on the housing is located in the slot on the new bar.



Install the bar to the riser. Leave the pinch bolts in riser loose so you can adjust bar as needed to have controls sit at proper height.



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Install the clutch reservoir onto riser bar and rotate the riser as needed. Again check cables for slack and reroute if need be. You may need to slightly loosen clutch line to rotate hose as needed. Once you're happy with your position, tighten all the screws and bolts and move on to the throttle side.



Repeat these processes on the throttle side. Again making sure all your cables are free when in both full lock positions. Also make sure the throttle freely and fully returns to the idle position when in both full lock positions. (Remember, the only time you'll be at a full lock is when parking or making U-turns.) Make sure the throttle both turns and returns freely in all positions.



Once all the cables are routed and everything is in proper alignment, tighten all 8 allen pinch bolts in top & bottom of each riser block to 6 ft lbs of torque, then reinstall your left grip onto the handle bar using an appropriate glue to secure grip to bar.

Next reinstall stock handle plugs in to the stock bar ends.

Start Spyder and check for free operation of all controls, reverse and throttle in all positions before riding. Retighten allen pinch bolts after first 100 miles of operation to 6 ft lbs of torque.