



Husqvarna Weld-on instructions using oversize bars:

1. If you read these instructions carefully, this installation is relatively easy.
2. Observe carefully how your cables are routed. Because they are short cables and routed uniquely on each bike, it is important that you retain the routing from the factory in order to maintain enough play while the bike turns from the extreme left to extreme right.
3. Loosen, but don't remove, the 4 bolts that hold your handlebars tight.
4. Remove the stock lower perch nuts (17mm) located on the underside of your upper triple clamp.
5. Slide the handlebars assembly and perches out from your triple clamp and lay forward out of the way.
6. There is a front and back (wrong and right direction) to the new lower perches in this kit. **It is very important** that these perches be installed in the position that matches the barclamp you ordered which also matches the position you are going to locate your bars. Example: with the part numbers of the perches facing forward your bars would be in the "forward position" or what we call position #2. The barclamp provided in your kit matches the position you ordered. If you don't match this properly, your damper will not be in the correct position when you start to weld.
7. How do you tell what is the correct perch position? The center line of the two, threaded bolt holes in the barclamp (where the damper will mount) should intersect the center line of your steer tube exactly. If you're not sure, reverse the lower perches and try it the other way. If the perches are installed backwards the center line of those bolt holes will not be over the center line of the steer tube and you will have welded the tower in the wrong position! Be sure alignment of your perches match the barclamp in your kit before you start to weld. There is more info in your Owner's Manual on this topic, if you're not sure or call us.
8. Install the new lower perches using the 10x65 Allen bolts along with the stock washers and nuts. Using an 8mm Allen wrench, cinch the nuts up until almost tight, trying to keep the perches as straight as possible. Now place the new oversize bars in the cradle of both perches to insure they are in fact both straight in the triple clamp. The bars will force the proper alignment. Finish tightening the 17mm nuts with the bars in place, forcing the position of the bars to remain correct. (See the photos below).
9. You might want to check the width of the bars now and cut them to length. Most of the stock cables on the Husky will require your bars to be 30-31 inches wide or the cables are not long enough. If you are using taller bend bars or any combination that makes the cables have to reach farther, you may have to compensate by cutting the bars shorter or purchasing longer cables.
10. Now with the bars loose, it is a good time to install the compression release first, kill button next, than the throttle, before tightening up the 4 Allen bolts in our barclamp, that hold the bars tight.
11. Install the stabilizer onto the barclamp. Position the weld-on tower so you can see where you will have to grind and or cut the tower to make it fit perfectly between the frame and linkarm. (See photos).
12. On late model bikes you'll have to position the weld-on tower just in front of the radiator connector hose. You can even shape the base of the tower to accommodate the passage of this hose. Be careful not to restrict the size of the hose and you'll need to temporarily remove it when you weld.
13. Draw a line on the frame where the nose of the tank sits and where the base of the weld-on tower will be. Then remove the gas tank and all traces of fuel from anywhere around the area where you are going to weld.
Gasoline is very flammable. Know where your water heater pilot light is before setting your tank aside.
14. Grind the area on the frame of your bike and the area on the weld-on tower where you are going to weld. They must be free of paint and plating for the welds to penetrate. Install the tower pin with a light coat of grease on the shaft and put the weld-on tower in place on the frame. With some tape you can hold the base of the weld-on tower in place while the tower pin holds the top in place in the middle of the slot in the linkarm. You are going to **tack-weld-only** the tower first to be sure everything clears. Turn the bars from extreme left to right and be sure nothing interferes with the full motion. Make alignment adjustments if necessary. **Remove the tower pin before making the final welds to avoid melting the nylon collar on the tower pin.**
15. Check the routing of your cables and be sure they are not getting pinched or stretched. A zip tie around the weld-on tower post is handy for keeping the clutch and compression release cable secured.
16. See Owners Manual for Initial settings and adjusters. Read those sections before turning any knobs.
17. If you have any questions regarding any of these instructions, call us first.

